

**MINUTES OF THE REGULAR MEETING OF THE  
WASHINGTON STATE TRANSPORTATION COMMISSION  
November 18 & 19, 2008**

The regular meeting of the Washington State Transportation Commission was called to order at 9 A.M., on November 18, 2008, in Room 1D2 of the Transportation Building in Olympia, Washington.

Commissioners present at the meeting were: Chair O'Neal, Bob Distler, Dick Ford, Elmira Forner, Latisha Hill, Carol Moser and Philip Parker.

**MINUTES APPROVAL**

*It was moved by Commissioner Ford and seconded by Commissioner Parker to adopt the minutes of September 16, 2008, Bremerton meeting and the July 15 & 16, 2008 regular meeting minutes.*

Commissioner Distler shared his concern regarding verbatim meeting minutes. The tapes are available in the event it's necessary. Also, as a general practice Commissioners should provide their amendments to the minutes in a timely manner. He recommended that minutes that are distributed at the meetings should have amendments incorporated into them prior to distribution.

Commissioner Ford also expressed that a disc or copy of the meeting tapes would be available, for a reasonable fee, to anyone that wants verbatim.

Chair O'Neal emphasized that verbatim minutes of a particular meeting do not set precedence. The standard process is still in place, but on occasion verbatim may be required.

*The motion passed unanimously.*

**FERRY USER SURVEY FINAL REPORT PRESENTATION**

Rebecca Elmore-Yalch, Senior Vice President, Opinion Research Northwest, opened the presentation with a brief overview of the purpose and outcome of the study.

Commissioner Distler shared that following this presentation to the Joint Transportation Committee, three legislators stated that it's not so much the methodology, but it was the breadth and depth of information. One of them stated that "we will simply not be able to ignore what we've learned."

Ms. Elmore-Yalch explained that this was a multiphase study with two primary tasks that were set out by the Legislature. The critical part was to understand travel behavior and attitudes from a representative sample of ferry customers. This study contains a great deal of detail on customer's travel behavior. The other primary task was to identify fare policy, operational and customer centric strategies while accommodating demand for existing and future ridership. The overall approach was to hold focus groups, on-board surveys, a general market area survey and an infrequent rider and freight customer survey.

Pricing and mode sensitivity analysis was performed using an on-line questionnaire. A profiled analysis of ferry users, as well as an estimate of demand for different types of travel was performed. Details and analysis of the survey are provided in this presentation and can be found at:

[http://wstc.wa.gov/FerryCustomerSurvey/WSTC\\_JTC%20WSF\\_Nov08CustSurPres.pdf](http://wstc.wa.gov/FerryCustomerSurvey/WSTC_JTC%20WSF_Nov08CustSurPres.pdf)

Commissioners discussed fare pricing techniques and potential issues of implementing a reservation system. Differential pricing along with a reservation system would create the most value for the user perhaps, but Commissioners determined that there should be further discussion on this issue.

Secretary Hammond indicated that this debate is healthy, but the bottom line is the ferry system is broke and must be sustained. Essentially there needs to be more money. Where does the money come from and how do you do that? The conversation is good to think about leveling out the peak by charging more, but that isn't going to save the ferry system. It might help in the long term, but we need to get on a path where we make decisions and stick with them. When the ferry system's long-range plan is completed it will become very clear that without a financial fix we are going to have to do serious unraveling of the system, which means dramatic cuts to service. It will not look like the ferry system of today.

Ms. Elmore-Yalch wrapped up the presentation with a brief summary of key findings noting that all riders support improvements to the walk-on passenger experience. Riders have clear opinions regarding a reservation system and how it should work. Overall, riders are willing to pay a reasonable premium for a reservation.

### **SECRETARY'S REPORT**

Secretary Hammond shared that Washington State has reoriented its thinking around congestion relief as a way to focus on how investments are made and how to target corridors. Route congestion is expanding as our state grows. In order to operate the system well it will require the use of technology advancements in clearing accidents quicker and managing speed flows. One of the questions is - should incentives be used to manage peak travel. The Department is working together with its partners and on demand management in order to not have to build our way out of congestion.

She noted that Governor Gregoire and Oregon Governor Kulongoski have created a Project Sponsors Council. This Council will be looking at various tolling ideas for the Columbia River Crossing Bridge.

Chris Christopher, State Maintenance Engineer, WSDOT, shared that last week's weather events created numerous maintenance issues. He also noted that the WSDOT Aviation Division sent out four planes to take pictures of flooding in Western Washington. Although flooding is minor at this time it still provides preparedness for any future events.

Secretary Hammond shared that the Department held a tribal conference in Leavenworth this year. A take away for the Department from this conference was that it can help the tribes compete more aggressively for funds by providing them current data and technical resources. She moved on to explain that every county voted no on Initiative 985 – Congestion Now.

This initiative would create a congestion relief account and use funds that cities and counties collect on red-light running cameras to fill the account. These funds would be used to make good investments in traffic signal timing and accident clearance ect. The initiative would have altered the way that funds and HOV lanes are managed. This is probably what caused the public to vote it down.

She shared that the SR 520 Tolling Implementation Committee held its ninth open house. The issue of tolling I-90 is becoming heated in Mercer Island. One public comment was that ferry fares are used for operations not for capital and now Mercer Island is being asked for a toll to build a bridge elsewhere. By tolling only SR 520 there would not be enough revenue; if tolls are too high traffic volume will drop off and there still wouldn't be enough revenue for the project. In other words you can not price the toll high enough to get enough people to use the bridge to earn the money you need to build the corridor. The public shared concerns about how their neighborhoods would be impacted if traffic diverted to avoid paying tolls. Several different options are being looked at as data is collected.

### **WEST COAST DIESEL TRUCK RETROFITTING PROGRAM**

Sharon Banks, CEO, Cascade Sierra Solutions (CSS), explained that her organization is a combination of public and private partners working together to save fuel, improve air quality and slow climate change. CSS identifies, promotes and finances technology to save fuel and reduce pollution from the legacy fleet of trucks. CSS pulls together different grants and loans to lessen the burden on the industry in retrofitting their trucks with new technology. With complete upgrades it will save 25 percent of the fuel that trucks use per year, 25 percent reduction in PM, NO<sub>x</sub> and air toxics as well as 50 metric tons of carbon dioxide per truck per year. CSS strategies include implementing EPA SmartWay upgrades that include affordable upgrades to trucks. Also promoted are EPA SmartWay certified tractors and trailers, alternative fuel vehicles and cleaner renewable fuels. CSS's Everbody Wins Program assists with financing SmartWay upgrades to trucks and has a GreenLease for truck replacement available to fleets or owner-operators.

### **ZIPCAR OVERVIEW**

John Williams, Consultant for Zipcar, shared that an increased percentage of the population has moved into cities. All major cities are wrestling with issues around livability, congestion, lack of parking and green space. At the same time there is an increased focus on sustainability of the earth's resources. As a result of increased gas prices and the cost of car ownership behavior is shifting and car sharing has become convenient. Zipcar provides several plans to accommodate its members by providing a value proposition. Car sharing reduces vehicle miles traveled, reduces carbon emissions and promotes the use of transit and preserves car-free lifestyles.

In closing he provided a brief history of Zipcar in the Seattle area. He emphasized that the model has worked with transit partnerships in nearly every city in which the company operates. In the Seattle area there are about 1400 members sharing 250 vehicles.

## **LONG-TERM FERRY FUNDING STUDY PRELIMINARY REPORT**

Steve Pickrell, P.E., Principal and Senior Vice President and Ryan Greene-Roesel, Cambridge Systematics. Mr. Pickrell explained that this study, as directed by legislative proviso, requests that the Commission develop viable options for stable long-term ferry funding and sustain something comparable to current service. He outlined the key features of a baseline scenario with capital and operating budget needs over time.

### **Key features of the baseline scenario:**

- Operate current services.
- Maintain, preserve and replace existing capital assets:
  - Two Island Home class, three 144s.
    - In-kind vessels replacement per retirement schedule.
    - Terminal preservation and replacement in-kind.
- Core capital investment needs of over \$3 billion.
- Operating revenue driven by 2.5% annual fare increase and 1.5% annual ridership increase.
- Greatest operating financial risk is fuel prices.

### **Other scenarios' funding needs:**

- '2358' scenario likely higher than Baseline.
- Reduced level scenarios will relate to some level of available funding, e.g., no new state revenue source.
- Even reduced scenarios will have significant capital preservation and replacement costs if sustainable.

### **Comparison of baseline needs to revenue generation potential of statewide sources:**

- Primary sources under consideration
  - Vehicle registration fees and weight tax
  - Motor vehicle excise tax
- Compare to 16-year operating and capital funding gaps

### **Comparison of baseline needs to revenue generation potential of local sources:**

- Primary sources still under consideration
  - Utility tax
  - Property tax
  - Vehicle registration fee
  - Motor vehicle excise tax
- Three Ferry Funding Districts considered thus far
  - Four-counties (Kitsap, Island, Jefferson and San Juan) plus Vashon Island
  - "Hybrid" district of four-counties plus portions of King and Snohomish
  - Eight-counties (the four previously identified plus Pierce, King, Snohomish and Skagit).

Local funding considerations may require that district boundaries be set, political support gained and legislation. Over the next few months more information will need to be collected from WSF.

**Alternative to across-the-board fare increases:**

- Variable fuel surcharge to recover price increases
- Increase in seasonal fare surcharge
- Three-season fare structure (basic season, peak season and super-peak (July-August))
- Peak-period fare surcharge
- Reduction in frequent user discounts
- Oversize vehicle surcharge

Commissioner Distler emphasized that he has concerns with the baseline scenario and the 2358 preferred scenario, which will probably become the new step-off point, but still creates service cuts. In his view these are an insufficient use of both operational and pricing strategies as a means not only to make terminals more convenient, but also as a means to perhaps raise money. Based on what the Commission has learned from the Ferry Survey, and what it will learn from sensitivities of the ability to raise money, the Commission will need to look at more dimensions than it seems WSF is looking at.

Mr. Pickrell noted that the point is well taken and he agrees that not enough has been heard about the various operating strategies that could help to contain costs on both the operating and capital side. The key is to catch up deferred maintenance and preservation on the fleet and assure that there are funds to replace the existing capital assets as needed over the 22 year life of the plan. Near-term funding issues need to be resolved, but it's important to focus on funding long-term, sustainable service. Even financially-constrained scenarios will have unmet capital funding needs requiring new sources of revenue. It is recommended that the Commission continue to refine details of state and local funding packages, as well as work with WSF to define corresponding fare strategies.

Ms. Ryan Greene-Roesel provided a detailed overview of the scenarios and how each impact's the needed revenue.

Commissioner Ford used an example of using annual fuel cost as a baseline. What would happen if, as the cost went up a percentage it would be paid as a surcharge on the fare.

In conclusion Mr. Pickrell explained that a lot of things have happened in the last year that has changed the nature of this discussion. There is a big problem with near-term funding that has diverted a lot of attention and created a lot of discussion. It's important that the Commission remain focused on a long-term solution.

Commissioners expressed their concerns that if WSF continues at this rate, how long can the state continue to support it.

Secretary Hammond responded that it goes back to the loss of the MVET. Instead of showing the impact of the loss, money was borrowed from the highway side, causing roads around the state to erode. She emphasized that she wants the future of WSF shown without a loan from the highway account.

## **ALASKAN WAY VIADUCT PROJECT UPDATE**

John White, Program Director, Alaskan Way Viaduct & Seawall Replacement and Ron Paananen, Deputy Administrator, Urban Corridors, WSDOT. Mr. White explained that there are six primary elements to the "Moving Forward Program". The projects are; SR 519, Central Waterfront Project and Central Waterfront scenarios. One project completed earlier this year was the stabilization of the viaduct between Columbia Street and Yesler Way. Relocation of electrical lines between S. Massachusetts Street and Railroad Way S are currently under construction. Upgrades to the Battery Street Tunnel are currently in the design process. A section of the viaduct between S. Holgate Street and S. King Street is in the design process to be replaced. Transit enhancements and other improvements are also in the design process.

The SR 519 Intermodal Access Project currently under construction will provide a more direct route between I-90, I-5 and the Seattle waterfront. Expected completion date is June 2010.

The Central Waterfront Project will improve public safety and provide efficient movement of people and goods now and in the future as well as enhance Seattle's waterfront, downtown and adjacent neighborhoods.

Commissioner Moser questioned if this plan allows for growth at the port.

Mr. White responded that the modeling and planning was based on the port's current projections and concurrency.

Mr. Paananen explained that all of the details that Mr. White covered were announced following a public vote in March 2007 in Seattle. This was not the favored project, but delaying the project would create considerable cost. As well there are the safety issues that must be addressed. The Moving Forward Program was intended to help in making progress on both of the goals. The next piece of the puzzle is how we solve the central waterfront issue. He provided a brief overview of the guiding principles and eight scenarios under consideration for the viaduct replacement.

Chair O'Neal asked who's going to pay for the seawall.

Mr. Paananen responded that the seawall is included in the WSDOT cost estimates.

Commissioner Distler noted that it was indicated that eight scenarios accommodated the forecasted trips in the PSRC model, but at the same time it was stated that various alternatives engender significant mode changes. At what point do the interrelationships between HOV, SOV and transit affect and not just result from individual decisions.

Mr. Paananen explained that there are a lot of ways to look at the data. Planned transit improvements in progress will increase ridership, as noted by the ridership increase already occurring. He noted that there are critical concerns about I-5 that are being addressed.

## **CLIMATE ACTION TEAM BRIEFING**

Tony Usibelli, Assistant Director, Energy Policy Division, CTED, provided an overview of changes that have occurred in climate policy change. Greenhouse gases in Washington State are mostly emissions from the transportation sector. Following that are residential, commercial, industrial and electricity. Washington is one of the states where transportation is by far the largest contributor. The Governor's executive order in 2007 increased our State's activities in reducing greenhouse gases. The State has responded with passing renewable and energy efficiency Initiative 937 – Energy Independence Act, reducing state agency energy use, adopt appliance efficiency standards and using one of the most energy efficient building codes in the nation.

The Western Climate Initiative involves state, regional and national participation. Our state has moved forward with energy efficiency incentives that include a quality investment program and expanded implementation of renewable energy. As well energy efficiency is being promoted in existing, new and renovated buildings. The State Energy Code has improvements and establishment of 2030 building goals. The collaborative initiative includes specific directives to reduce regional emissions 15 percent below the 2005 emission by 2020, join the Climate Registry and design a regional multi-sector market-based cap and trade system. Joint work will promote clean and renewable energy in the region, increase energy efficiency, advocate for regional and national climate policies that are in the western states and identify measures to adapt to climate change impact. Regional design recommends that we start reporting emissions in 2010 and the cap and trade program in 2012.

Dennis McLerran, Executive Director, Puget Sound Clean air Agency, explained that there are a mix of regulations from the transportation sector on carbon emissions that would fit in with cap and trade. He explained that there are opportunities to address both climate change and transportation funding challenges. As we see more fuel efficient vehicles and as vehicle miles traveled declines there will be declining revenues. Perhaps we need to focus on moving people and goods in other modes

Ann Criss, Program Lead, Climate Change Team, WSDOT, explained that the Department was directed to perform work under HB2815. It was directed to convene a collaborative process and develop a set of tools and best practices to make progress towards per capita VMT benchmarks. The Department has fulfilled this directive as well looking at most promising greenhouse gas reduction strategies.

Mr. McLerran noted that Commissioner Moser participated in the team with backup from Commissioner Philip Parker and Commission Senior Policy Analyst Paul Parker. Some of the participating groups were WSDOT, transit agencies and the trucking industry.

Ms. Criss shared that three broad recommendations were looked at: expand and enhance transit, rideshare and commuter choices; encourage compact and transit oriented development and using transportation pricing to reduce per capita VMT and greenhouse gas emissions. There were three points that the team considered very important: the recommendations should be tailored to meet different users in large and small urban and rural areas; the strategies should be coordinated with Regional Transportation Planning Organizations; these strategies should be complimentary and implemented concurrently.

Mr. McLerran shared that transit members of the team brought forward a state transit access network map. Also, providing more rideshare vanpools and trip reduction programs to aid in VMT reduction. The presentation concluded with a discussion on tolling of transportation facilities, revenue and VMT as options in reducing greenhouse gas reduction.

### **2009 TACOMA NARROWS BRIDGE TOLL SETTING PROCESS AND SCHEDULE**

Craig Stone, Administrator, Urban Corridors, WSDOT, explained that each fiscal year debt service of the bonds increases and will reach a stable point past 2016. This stair step process was done to do just-in-time bond sales to cover just-in-time capital needs for the bridge. It is also important to recognize that this is the basis of the 2002 financial plan and as part of the foundation moving forward it was assumed in 2008 there would be a \$3 toll, 2010 there would be a \$4 toll and that would stair step up to a \$5 toll by 2016 with an average vehicle toll of \$6. Today we are dealing with the actual rate and the actual traffic to realize that the operating cost and debt service are covered.

Commissioner Distler emphasized that the revenue forecast assumed that the transponder incentive would go away.

Commissioner Ford noted that the transponder incentive did not exist when the financial plan was put together. A traditional flat rate method was used.

Mr. Stone explained that the transponder program is very popular, and the Department is very pleased with the program. It is essential to look at the debt service and the traffic data and the actual toll revenue coming in.

Commissioner Distler shared his concerns with having a consultant perform the forecasting.

Commissioner Ford noted that as we move forward he hopes that the Department will be able to do the forecasting.

Mr. Stone noted that the CAC has met three times and have two more meetings scheduled.

Chair O'Neal emphasized that the public needs to be more informed about the debt service on the bridge. An overview of the debt service should kickoff every public meeting.

Mr. Stone explained that the public meetings include a presentation that explains the debt service. There were two toll rate scenarios were brought before the CAC: 1.) keeps the current rates set; and 2.) increases the ETC to \$4/cash \$4. He moved on to explain that a noise wall to mitigate noise has been installed, but the transition of the median areas on both ends of the facility still need to be completed (capital expenditures).

He presented the financial plan based on the September 2008 forecast.

Ramona Lovelace, TNB Office, WSDOT, provided an overview of the assumptions and proposed toll rates. She refreshed the Commission's memory that in FY 2006 the Legislature made a \$1.3 million donation to Fund 511. In 2007 they made a \$5.288 million loan. The repayment for this loan is scheduled in FY 2010-11. The CAC has suggested that the loan could be paid in FY 2011 as opposed to dividing it between FY 2010-11.

Jeff Caldwell, Assistant Director, Financial Planning, WSDOT, explained that the assumption of pay back was in the 2008 Legislative plan. In the Legislature's 16 year plan the payback is expected to take place on a biennial basis, so the \$5.288 million in the plan is to take place in the 2009-11 biennium, and the assumption is that it would take place equally within both fiscal years.

Commissioner Ford questioned if it would be possible to level off the increases and possibly consider paying off part of it in 2010 and part of it in 2012. Can this scenario be examined?

Mr. Caldwell noted that it has been asked why capital expenditures (finishing the median transitions and noise walls) we not bonded rather than using cash. He explained that there was sufficient cash in 2009 and it was felt there was no need to go into debt to finance. There is still opportunity to bond those projects in FY 2009. The strategy behind bonding would be to increase the cash in the 2010 fund balance, thereby providing a reserve and not needing as much toll revenue in 2010.

Mr. Stone explained that there is still opportunity to bond the projects instead of using toll revenue. Recommendations will be brought forward by the CAC to the Commission in the future.

Commissioner Ford emphasized that getting into the market right now is a risk with the market being so unstable.

Commissioner Forner commented that if the contractor that collects the tolls went away and it was all ETC would that create enough revenue?

Mr. Stone explained that the contract with the contractor has been renegotiated to a fixed fee until June 2012. The Department continues to evaluate this process.

In closing Mr. Stone emphasized that the bottom line is; what amount of funds are in the reserve account. There is a capital debt service of \$5 million and there is a recommendation to use 107.8 percent of debt service coverage. The CAC, as part of their recommendation look at eliminating that capital debt service and using only debt service coverage 107.8 percent for the current fiscal year. The State Treasurer feels that either approach would be acceptable.

Mr. Caldwell explained that the \$5 million is there to give cushion between bond sales if expenditures during the capital construction came in at an accelerated rate sooner than expected. The debt service looks at the fiscal year, and the debt service reserve looks at funds coming into the account during the fiscal year.

Greg Selstead, Director, Tolling Operations, WSDOT, presented the options and scenarios that have been considered by the CAC.

Options:

A.)..Based on the current assumptions utilized on the multi-modal transfers, the capital reserve and toll revenue for remaining the capital expenditures and the 107.8 percent.

B.) Eliminate the reserve, use only the 107.8 percent, slide the revenue from FY 10 to FY 11

and possibly bond the balance versus using toll revenue or cash to pay for the capital.

**Scenarios:**

- 1.) Increase the current ETC from \$2.75/\$4 to fit either Option A or B.
- 2.) Hold the ETC at \$2.75 and determine what the cash rate would be or hold the cash rate at \$4 and see what the corresponding ETC need would be to meet either Option A or B.

He emphasized that the Department does not want to get into coin handling on the cash toll because of the labor intensity and the time handling the cash customer.

**STATEWIDE TRANSIT SERVICES – CHALLENGES AND OPPORTUNITIES**

Cathy Silins, Assistant Director, Public Transportation Division, WSDOT, opened the presentation with an overview of Washington’s public transit system. There are 30 public transit systems in the state. Twenty are Public Transportation Benefit Authorities; two are county transportation authorities, five city transit systems, one regional transportation authority, one operated as part of King County and one unincorporated transportation benefit authority. The law allows for the ability to have another form of public transportation, which is called a special needs transportation benefit authority, although none have been formed.

She referred to a pie chart that broke down transit operating revenue sources, expenditures and capital obligations for 2007. Expenditures and capital obligations are more than the amount of revenue received in 2007. Expenses and obligations for 2007 were in excess of \$2.2 billion, which is a nineteen percent increase over 2006. Revenue received was \$1.7 billion. Transits are using their reserve funds to cover expenses. These funds were set aside for other uses, but are now being used to cover the cost of operating the system.

Commissioner Moser noted that services are not being cut because there is high demand for transit services.

Lynn Griffith, Executive Director, Pierce Transit and President, WSTA, emphasized that even though ridership has increased the decline in sales tax revenue is at an unprecedented low.

Peter Thein, Executive Director, Washington Transit Association, explained that sales tax revenues make up 65 percent of operating expenses on average, so when the numbers go up or take a dip it has a very significant impact on the bottom line. King County Metro forecasts a \$50.4 million decline in 2009 revenue and \$64.9 million decline in 2010; Spokane Transit forecast a decline of 2.5 percent and 3.5 percent in 2008 and 2009. Cuts will be widespread by 2010 and 2011 unless the trend reverses. Sales tax fluctuations are driven in part by construction and auto sales. Since 2000, every transit agency that has gone to the voters for a sales tax increase has succeeded (22 agencies across the state).

Ms. Griffith explained that Pierce Transit is the second largest transit system in the state and operates 145 big buses, 100 para-transit vehicles and 321 vanpools. As the price of fuel costs rise and fall it impacts transit agencies. Some agencies locked in a fixed fuel contract price and have cut the use of Bio-diesel due to large price increase. Many agencies have or are planning to raise fares. It was anticipated that there would be a serious sales tax decline, so

changes were made mid-year to reduce costs. There have been radical cuts in the capital program deferring replacement and ending certain projects. Service has been preserved while the system is being analyzed for redesign, which sometimes presents opportunities.

### **ASSOCIATION OF WASHINGTON CITIES INFRASTRUCTURE REPORT**

Ashley Probart, Municipal Policy Associate, Association of Washington Cities, explained that all cities, regardless of size, identify infrastructure as a key to economic development. Newly incorporated and annexed cities need major infrastructure investments to meet urban standards, while larger economic centers need major infrastructure improvements to accommodate new economic growth, congestion, relief and freight mobility. Smaller cities lack economies of scale and often struggle to provide utility services at an affordable rate. The Legislature must act in 2009 in order to catch up and keep up with TIB and Public Works qualified projects. The array of infrastructure programs, grants and loans designed by the state 25 to 30 years ago was farsighted at the time, but now the system is overwhelmed by today's costs and doesn't meet the changing definition of infrastructure. The public works trust fund, the state's biggest infrastructure loan program had to turn away \$175 million in qualified projects in 2008. TIB which funds large corridor projects and small city hardship projects due to limited funding receives about \$8 in requests for every \$1 it can grant.

Some of the challenges are meeting GMA and other state or federal requirements that add to infrastructure pressures along with dwindling financial resources. AWC has been very aggressive the last three or four years talking about stewardship of our systems.

### **WSDOT 2008 CABLE MEDIAN BARRIER PERFORMANCE REPORT**

Dave Olson, Design Policy, Standards, and Research Manager, WSDOT, explained that this is an update to the 2007 Study prepared at the request of Governor Gregoire. Since last year's report there has been 43 miles of installation completed with a total of 177 miles in place by the end of 2007. It is nearing the completion of the Transportation Partnership Account and Nickel Program commitments for median barrier protection. He noted that cable median barriers are frequently in the news when there are serious or fatal injuries, but median barrier collisions where it has prevented crossover are not necessarily on the news. He presented a graph indicating that there has been a significant drop in median collisions with fatal & serious injury since 2005. Crossover with fatal & serious injury collisions have also dropped since 2005.

There is progress for Marysville where the shoulder will be widened to 10 feet, a concrete barrier will be installed next to the widened shoulder and the cable barrier adjacent to SB lanes will be left. The cost estimate is \$27 million for 10 miles. The project will be advertised in the spring of 2009. Next steps are looking at other locations, and implementing changes in WSDOT policy. There are research efforts to improve cable barrier systems well underway. Also, retrofitting of the existing systems will be evaluated based on research.

### **PUBLIC COMMENT**

Paul Locke, citizen commented briefly regarding the use of toll money to subsidize transit agencies. He feels that this is the wrong way to go. He believes that the only way to save taxpayers money is to not have operators. It's the labor that drives up the cost. Taking toll

money is not the way to go.

## **COMMISSION BUSINESS**

### **Draft Annual Report Overview**

Paul Parker, Senior Policy Analyst, WSTC, presented the second draft of the annual report for review and edits.

Commissioner's requested that the report be downsized along with several other edits.

### **Establish Commission TIPP Team**

Reema Griffith, Executive Director, WSTC, requested that the Commission appoint a three member team to work with the Transportation Innovative Partnerships Program Director, Jeff Doyle to keep the Commission in the loop and provide updates.

*It was moved Chair O'Neal and seconded by Commissioner Distler to approve the appointment of Commissioner Forner as Chair, Commissioner Ford and Commission Parker as members. The motion passed unanimously.*

### **2009 Commission meeting schedule**

Ms. Griffith presented the 2009 meeting schedule for review and edits.

Commissioner's suggested date changes based on their availability and approved the schedule with those changes.

### **2008/09 Commission Platform**

Ms. Griffith presented the Platform for questions and adoption consideration.

Commissioner Distler requested more time to review the document before adoption.

Commissioner Ford agreed that the Platform needs edits, and requested that the Platform be presented at a later meeting for adoption.

### **WTP Committee Appointment**

Chair O'Neal proposed that Commissioner Forner, Commissioner Moser and Commissioner Hill be appointed to the team.

The Commission agreed unanimously to the team appointment.

The Commission meeting adjourned at 5 p.m., on November 19, 2008.

WASHINGTON STATE TRANSPORTATION COMMISSION

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DAN O'NEAL, Chair

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ELMIRA FORNER, Vice-Chair

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PHILIP A. PARKER, Member

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CAROL MOSER, Member

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DICK FORD, Member

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ROBERT S. DISTLER, Member

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LATISHA HILL, Member

\_\_\_\_\_  
PAULA HAMMOND, Ex-Officio Member  
Secretary of Transportation

\_\_\_\_\_  
JENNIFER ZIEGLER, Governor's Office

ATTEST:

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

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