



Olympia Meeting Summary
December 11 & 12, 2018

Chair 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 Joe Tortorelli moved and Commissioner Roy Jennings seconded the motion approving the amended November meeting summary. The motion was approved unanimously.

Commissioner Tortorelli moved adoption of the Oak Harbor meeting summary. Commissioner Jennings seconded the motion. The motion was approved unanimously.

Carl See, Senior Financial Analyst, Washington State Transportation Commission, briefed the Commission on a revised CR-103 to revise the effective date for the toll exemptions policy. As discussed when the Commission adopted the policy in July, the intent has been to implement the exemptions policies in alignment with implementation of the WSDOT tolling back office system. This minimizes the administrative burden / costs for implementing this rule. This document is the same as filed following the July adoption of the rule, except for the following:

- **Effective Date:** Changed from February 1, 2019 to June 1, 2019
- **Purpose:** The following paragraph was added to the purpose section to describe the reason for this revised CR 103 filing:

This CR-103P changes the effective date of February 1, 2019 included in the CR-103P for the permanent rule adopted by the Washington State Transportation Commission on July 17, 2018 (WSR 18-17-163) to June 1, 2019. As presented at the public hearing for that rule-making on July 17, 2018, the effective date of the rule was set to align with implementation of Washington State Department of Transportation's (WSDOT) new back office system. WSDOT has since revised the anticipated date this system will be implemented from January 2019 to May 2019
- **Date Adopted:** changed from July 17, 2018 to December 12, 2018

Commissioner Tortorelli moved adoption of the revised CR-103. Commissioner Young seconded the motion.

The revision was adopted by a 4 – 1 vote, Commissioner Jennings voting no.

Commissioners reported on their recent activities:

Commissioner Debbie Young attended the WSF Executive Policy meeting.

Commissioner Litt reported there has been a lot of collaboration with the Washington State Department of Transportation (WSDOT) working on revisions to WTP 2040.

Commissioner Roy Jennings and Commissioner Tortorelli attended Road Usage Charge and Mileage Based User Fee Association meetings.

Commissioner Tortorelli reported that the RUC Steering Committee made progress in working on policy questions. He also said that Spokane County is moving toward a countywide TBD for maintenance and preservation.

Commissioner Serebrin attended the RUC Steering Committee meeting.

Carl See, Senior Financial Analyst, Washington State Transportation Commission and Jason Richter, Deputy State Treasurer, Washington State Treasurer, briefed the Commission on the Draft Memorandum of Understanding (MOU) for SR 99 Tolling.

Mr. Richter stressed that this the MOU is important to establish a record of intent. If a revenue shortfall occurs in the future, this MOU will indicate the priority of fund allocation. He also emphasized that it is helpful to follow the precedent for tolling practice set with the SR 520 tolling, rather than the Tacoma Narrows Bridge.

Commissioner Jennings asked whether the Commission is giving up any discretionary authority with the MOU. He also asked whether this would be a template for an MOU for future tolling projects. Commissioner Young noted that how projects are tolled also benefit from uniformity.

The MOU will undergo further review and be available for action by the Commission in January.

Staff presented the 2018 Annual Report for Commission action.

Commissioner Tortorelli moved approval of the 2018 Annual Report. Commissioner Restucci seconded the motion. The motion was approved unanimously.

Freight Mobility Strategic Investment Board Road-Rail Project Final Report

Brian Ziegler, Director, Freight Mobility Strategic Investment Board, noted that FMSIB is now 20 years old. The FAST Corridor agreement was the impetus for the Legislature creating FMSIB as a partnership of public and private sector interests around the state.

At-grade railroad crossings, where roads cross railroad tracks at the same level, become problems as both rail and road traffic increases, and trains get longer, impacting communities in a variety of ways. Initiated by the Association of Washington Cities, the Road-Rail Project created a database of road-rail conflicts, developed a project prioritization process, and identified and recommended a statewide project list.

Phase I identified the problem, using 19 criteria. It focused on mobility (50%), safety (25%), and community (25%). Phase II developed a statewide project list using a corridor-based approach.

Project Readiness

- Tier 1 projects need construction money
- Tier 2 projects need a range of financial assistance
- Tier 3 projects need planning money

Commissioner Serebrin suggested it could be useful to collect data on walking and biking conflicts.

Road-Rail Conflicts

Action: None.

Follow-Up: None at this time.

The INRIX Automated Freight Corridor Assessment

While vehicle automation will radically impact the future of the long-haul trucking sector, it is unclear where deployment is best suited for initial success. INRIX has identified corridors in the U.S. that can most immediately benefit from truck platooning, including I-5 in Oregon and Washington as a prime corridor.

Avery Ash, Head of Autonomous Mobility, INRIX, suggested that use cases are most helpful to determine where autonomous vehicles (AVs) can meet a particular transportation demand and need. INRIX used data to determine where deployment of a shuttle made the most sense. It uses similar data to determine where commercial truck AV deployment makes the most sense:

- Congestion levels
- Crashes
- Length of trip

Ash said that long stretches with constant speed and without stop-and-go traffic make I-5 an attractive test area for AV platooning.

INRIX AV Road Rules Launch Partners is focused on low-speed shuttles and passenger vehicles. The data can help cities and road authorities:

- Provides a necessary tool to establish and communicate rules of the road
- Immediate action to prepare for and support safe operation of Highly Automated Vehicles (HAVs)
- Addresses key consumer concerns about safe HAV operation
- Makes jurisdiction more attractive market for testing/deployment of HAVs
- Provides new data stream regarding road health and infrastructure needs

INRIX data can help HAV Operators:

- Fills existing data gap for validated, ground-truth traffic rules and restrictions
- Answers questions posed by regulators of how HAVs will understand local rules
- Demonstrates HAV operator commitment to safe operation in accordance with local rules
- Provides valuable action cities/agencies can take to prepare for HAVs
- Promotes HAVs as improving road safety and quality for all road users

Tom Foster, Captain, Commercial Vehicle Division, Washington State Patrol, asked Mr. Ash several questions regarding the operation of Highly Automated Vehicles (HAVs) for commercial trucking. Mr. Ash indicated that he expects high connectivity for AVs. Communication with vehicles may be easier than today; for instance, it may be easier to get the message out that chains are required on the pass.

[Automated Freight Corridor Assessment](#)

[INRIX Automated Freight Corridor Assessment 2018 Report](#)

Action: None.

Follow-Up: None at this time.

Connected Vehicle and Advanced Safety Technology to Assist Truck Drivers

Long-haul trucking will evolve as the industry deploys new technology. Peloton Technology is a connected vehicle technology company that is bringing to market one such technology, Driver-Assistive Truck Platooning. This session will describe how it works, and its safety and efficiency benefits.

Steve Boyd, Vice President of External Affairs, Peloton, reported that 80% of cargo is transported by truck. Peloton is focused on fuel economy and safety. Connected vehicle technology in trucking can improve safety and efficiency.

In 2012, the National Traffic Safety Board reported over 1.7 million rear-end crashes:

- almost half of all 2-vehicle crashes
- 1,705 fatalities and over half a million injuries

Highway end-of-queue crashes involving commercial vehicles (often with fatigued or distracted drivers) are particularly deadly, such as the 2015 I-16 tragedy in Georgia.

Commercially available radar-based Forward Collision Avoidance and Mitigation (FCAM) systems can dramatically reduce the frequency and severity of these commercial vehicle rear-end crash types. Studies have shown great results even for earlier version systems – and these did not brake trucks to a full stop like the new systems used in platooning.

UMTRI - Con-way study:

- 30 months with 12,600 tractors
- 71% reduction in rear-end collisions

Volvo/USDOT study:

- 3 years with 100 trucks
- 80% of drivers preferred to drive with a collision avoidance system
- 37% reduction in conflicts/hard braking situations that could lead to collisions

Safety System uptake in US trucking has been slow

- EU regulations mandated FCAM systems on all heavy trucks starting in 2015, estimated to save 5,000+ lives per year
- In US, Passenger car manufacturers voluntarily pledged to make FCAM standard on all vehicles by 2022
- There is no similar agreement on commercial vehicles in US
- Systems can cost \$2-3k upfront and have hard-to-measure payback for fleets

Trucks must have the latest FCAM systems, LDW and air disc brakes, along with Peloton's Platooning System, in order to platoon.

With the Peloton System, fleets are able to platoon and save fuel, creating a tangible economic benefit for adopting the latest safety equipment. The front truck can save fuel by reducing turbulence at the back of that truck, the back truck benefits from drafting the lead truck.

- 4.5% fuel savings for the lead truck
- 10% fuel savings for the follow truck
- Verified combined fuel savings of 7.25% savings at 40 foot gap at 65 mph (NACFE)
- Corresponding Reductions in GHG & Diesel Emissions

In the Peloton system:

- All drivers are steering and in command at all times.
- It engages only pairs of trucks – not longer chains.
- Trucks require best-in-class safety systems
 - Driver teamwork includes a dedicated driver radio link and shared real-time video and linked safety
- Limited to multi-lane, divided, limited access highways, in suitable weather and traffic
- Geofencing can exclude construction zones, lower capacity bridges, and other specialized areas

Fifty to eighty feet is a good follow distance. Current Washington law requires a vehicle to maintain a “reasonable and prudent” distance.

Peloton's top use case is single-fleet, hub-to-hub routes.

Regional entities involved with advanced safety and truck platooning include:

- PACCAR/Kenworth, Peloton Technology, DTNA/Freightliner
- Peloton and PACCAR are submitting notification to begin initial driver-assistive truck platooning activity

[Peloton Technology](#)

Action: None.

Follow-Up: Continue to monitor.

Autonomous Vehicle Work Group Update and RecommendationsThe Autonomous Vehicle Work Group has identified initial policy recommendations for the operation of autonomous vehicles on public roadways in the state. Scott Shogan, Connected and Automated Vehicle Market Leader, WSP USA Consulting, briefed the Commission.

Eight companies are self-certified with Dept. of Licensing (DOL) to test AVs on Washington roads. Testing operations are occurring on roadways today.

The Autonomous Vehicle Work Group was established by HB 2990 to:

- Identify measures necessary to enable and ensure safe operations of AVs on public roadways
- Five-year timeframe to make fact-based determinations and recommendations
- Inclusive, collaborative process to gain input from a range of stakeholders and interests

Executive Committee Responsibilities:

- Clearinghouse for all AV-related issues for Work Group
- Follow developments in AV technology and policy
- Explore modifications to state policy, rules and law to further public safety and prepare for AV deployment
- Make recommendations to the Transportation Commission for inclusion in their report to the Legislature and Governor

Executive Committee Policies and Procedures

- Members unable to attend are encouraged to designate a substitute who is eligible to vote
- Majority of members constitutes a quorum
- ALL recommendations from subcommittees will be advanced to the Commission
- The Executive Committee (EC) may identify by a 2/3 majority vote, the subcommittee recommendations they support
- The Chairman will be selected by the EC and is eligible to vote
- Meetings will be open to the public, recorded and available online

Executive Committee Input and Actions:

- Two recommendations received from Safety Subcommittee (discussed later in presentation)
- General acceptance of UW law school suggestions for action (but no formal recommendations to the Commission)
- Input/decisions in response to two-year work group plan:
 - Desire to advance subcommittee activities further before engaging in suggested policy planning process
 - Communications plan is desirable to “speak with one voice” in providing public information on work group activities
- Action on proposal to expand EC membership to include private-sector interests
 - Proposal tabled until mid-2019 meeting

Safety Subcommittee Recommendation

- Recommendation #1 - Educate the Public
 - Understand the public’s current perception and beliefs about AV’s. In consultation with private sector stakeholders, educate the public about the potential safety benefits and risks of safety technology associated with automated vehicles. Educate the public about AV testing in Washington. Use demonstration projects to familiarize the public technology

- \$200,000 be provided in SFY2020, to gather existing information, research and document the current state of public knowledge surrounding automated vehicle technology and beliefs, develop platforms and partnerships, and a comprehensive strategic communications plan
 - \$1,000,000 be provided in SFY2021, to implement the strategic communication plan
 - \$200,000 be provided in SFY2022, to evaluate the strategic communications plan and provide recommendations for a long-term framework for public education and outreach related to AVS
- Recommendation #2 - Health Impact Assessment (HIA)
 - Conduct a modified Health Impact Assessment, with emphasis on identifying disproportionate impacts on disadvantaged populations
 - \$750,000 in the SFY2019 – 2021 biennium to complete a modified Health Impact Assessment

UW Law School Recommendations: Preempt local regulation to prevent unnecessary roadblocks to deployment of autonomous vehicles

- Update Definitions: revise the RCW to accommodate new technologies
- Self Certification: promote innovation & freedom to develop new technologies
- Enhanced Infrastructure: encourage local, state, and federal improvements in road systems and technologies to support A/Vs
- Control Liability: impose liability on A/V systems and manufacturers while autonomous systems are in operation
- Update current data security laws: “lead the pack” in securing driver and user data

The Executive Committee (EC) accepted Safety Subcommittee and UW recommendations. The recommendations were advanced to the Commission but there was no formal action or vote. The EC noted that while these recommendations may warrant future action, it may be too early in the Work Group process to support them at this time.

Commissioner Jennings suggested that more time is needed to continue discussion of AV work before the state move forward with investments in it.

ACTION: Commissioner Jennings moved that the Washington State Transportation Commission recommend to the Legislature that in order to be prudent and careful with how we spend taxpayer dollars the legislature should hold off with making any investments which are related to AV or fund studies outside the AV Work Group in the coming biennium. Commissioner Batra seconded the motion.

Commissioner Serebrin reflected that the UW recommendations are a combination of legal and policy topics. She agrees that people should have the full picture of information before spending state money. Therefore, she would support a Health Impact Assessment as part of the information gathering.

Commissioner Young agrees that it is important to have an outreach plan and to do a Health Impact Assessment. She does think that it is important early on to understand the public's current perception and beliefs about AVs.

Commissioner Tortorelli agrees with Commissioner Young that it would be wise to assess public understanding and perception now, before it is too late.

Keith Metcalf, Deputy Secretary, Washington State Department of Transportation, expressed opposition to the motion as made. Washington State Department of Transportation (WSDOT) is seeking funding for AV work in the budget. Charles Knutson, Governor's Transportation Advisor, Office of the Governor, said that the Commission should avoid taking action before the Governor's budget proposal is offered.

Commissioner Jennings withdrew his motion. Commissioner Batra withdrew the second.

Commissioner Serebrin moved that the Commission support funding a modified Health Impact Assessment. Commissioner Restucci seconded the motion. The motion was adopted by a vote of 5- 2.

Commissioner Restucci reported that the Department of Licensing has no idea of who is testing in Washington or where. He moved that the Commission recommend to the Legislature that the Department of Licensing require more information and monitor AV testing. Commissioner Tortorelli seconded the motion.

Mr. Knutson disputed the assertion that the Department of Licensing does not know who is testing where. He said that Waymo is testing in the Kirkland area and that they have been testing for a year.

Commissioner Restucci withdrew his motion.

Commissioner Jennings moved that the work plan and budget be included in the report to the Legislature. Commissioner Tortorelli seconded the motion. The motion was approved unanimously.

[Autonomous Vehicle Work Group Update](#)

Road Usage Charge Pilot Update

Jeff Doyle, Partner, D'Artagnan Consulting, provided an update on the Road Usage Charge (RUC) pilot project.

January 2019 is the last month for the live pilot and data recording:

- Email announcing closeout procedure to all participants: December-January
- Final Mileage Data Reporting: Late January
- Final invoice delivery: February 5-7
- Final Interoperability Reconciliation: ~March 2019

On September 24, participants were emailed Survey #2, which remained open until October 8.

- 2,052 participants received the second survey
- 1,547 completed it (75% response rate)

Findings from Survey #2

- Privacy is the most important policy consideration to respondents
- Participants are more aware of transportation taxes they pay and how many miles they drive each month
- Sixty-five percent of respondents would support a RUC and 20% would oppose. Fourteen % are unsure

Six focus groups were held in September and October 2018.

- Federal Way 1: rural, high mileage
- Federal Way 2: hybrid/electric vehicles
- Federal Way 3: low/moderate income
- Vancouver: general mix
- Spokane: general mix
- Yakima: rural, high mileage

Common themes among all Focus Groups:

- Most participants are accepting of the RUC and think it can work
- Overall, most participants are having a good experience in the pilot
- Some concern and questions about how the system will work at a statewide scale, frequently related to implementation and administration
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- Overall, most participants are having a good experience in the pilot
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Top concerns and questions:

- Privacy and data collection. How will information be kept secure? Who has access to that data? How much control will participants have in sharing their data and information
- Compliance and administration costs. How expensive will it be to administer? How will out-of-state drivers be charged? How will they get residents to comply and pay an extra bill? Will there be options for how the money is collected (monthly, yearly)? How will the money be distributed
- Fairness and equity. How to balance equity and simplicity? What does fairness mean under RUC? What factors should be considered
- Education and communication. Will it replace the gas tax, or will the State keep both? How can we get all residents on board with change
- Long-term sustainability. How is the charge determined and calculated? Will it generate enough revenue? What happens if the system breaks down, and the money can't be collected

- How would a RUC impact environmental motivations? The RUC could be an incentive to be on the road less, but it could also change incentives to buy more fuel-efficient vehicles
- Fairness in fund allocation. How will funds be distributed and projects prioritized across the state? Will it be fair and equitable between the East and West sides of the state

Advice to State Leaders:

- Support for RUC. The State should pursue this option, with caveats:
 - Offer different recording methods
 - Focus on equity (collection and distribution)
 - Ensure data security
- Stick with Gas Tax
 - RUC won't work statewide and is regressive
 - Gas tax is simple and familiar
- Neither
 - Explore hybrids of a RUC and gas tax
 - Explore other options
- Neutral Opinions and Additional Advice
 - Educate the public
 - Aim for simplicity
 - Focus on outcomes and purpose
 - Data security

If the Legislature wishes to eventually replace the gas tax with a per-mile fee (RUC), which characteristics are most important to replicate?

- The state gas tax can only be expended for highway purposes
- Bonds pledging the gas tax are not subject to the state's constitutional debt limit
- Gas tax refunds are provided to, or for the benefit of*, persons using fuel off public highways
- Certain entities and uses are exempt from the gas tax

Option 1: Amend Art. II Section 40 of the Washington Constitution to add RUC as a new enumerated revenue subject to expenditure restrictions.

Option 2: Impose RUC in the form of a vehicle license fee.

Option 3: Impose RUC as an "in lieu of" tax, to be imposed instead of the gas tax, with explicit legislative findings and intent that the revenue be used exclusively for highway purposes (i.e., categorical revenue).

Option 4: Impose RUC with explicit legislative findings and intent that the revenue be used exclusively for highway purposes (i.e., categorical revenue).

Option 5: Impose RUC with the directive that the revenue be placed in the motor vehicle fund ("special fund").

2019 Steering Committee Work Plan:

February 2019

- Motor fuel tax bond requirements
- Legal issue: Interstate Commerce Clause
- Per-mile rate setting process and roles
- Rate setting basis for time-based permit

April 2019

- Driver reaction to the proposed RUC system
- Permanent exemptions
- Use of private sector account managers
- State information technology (IT) needs
- Interoperability with other states

June 2019

- Public understanding and acceptance of the proposed system
- Institutional roles in implementing any future RUC system
- Impact on EV adoption
- Transition strategy - vehicles subject to paying RUC

Fall 2019

- Discussion of thoroughness and accuracy of the information
- Review and discussion of findings
- Discussion of technical or operational recommendations
- Review of final report outline

[RUC Update](#)

Action: None.

Follow-Up: Continue to monitor progress.

2018 Transportation Attainment Report

Dean Carlson, Senior Budget Assistant, Office of Financial Management, introduced the 2018 Transportation Attainment Report. In this Report, the Office of Financial Management shares its perspective on areas of improvement and challenges for the statewide transportation system.

Areas of improvement since 2016:

- Reduced passenger injuries on ferries
- Reduced amount of structurally deficient bridges by deck area
- Increased Amtrak and ferry ridership
- Increased number of ferry passengers satisfied with the system
- Improved access to potential habitat for fish
- Transported more freight tonnage by water
- Increased transit use resulting in more vehicle miles avoided
- Slightly decreased time that ferry vessels are out of service

Areas where challenges remain:

- Washington has less pavement in fair or better condition on the National Highway System

- Rising traffic, pedestrian and bicyclist fatalities and injuries
- Increased demand on the transportation system as a result of population growth
- Increased annual weekday delay on the central Puget Sound region's major urban highways
- Fewer survey respondents rated that statewide transportation system average or better

Yvette Wixson, Transportation Planner, Washington State Department of Transportation and Sreenath Gangula, Assistant Director, Performance Measurement, reported on factors influencing transportation system demand:

- State population reached approximately 7.3 million in 2017; 6.2% growth since 2013; and 50.2% growth since 1990
- Number of housing units increased by 136,000 from 2013 through 2017, a 4.6% increase
- Non-farm employment has grown from 3.5 million workers in June 2013 to 3.7 million in June 2017; 5.6% increase
- Vehicle ownership has grown faster than state population; 7.9 million registered vehicles compared to 5.8 million drivers licenses in December 2017
- Number of licensed drivers increased on average by 120,000 per year from 2013 to 2017; 9.0% total increase

Safety:

- The number of traffic fatalities increased 2.5% between 2015 (551 fatalities) and 2017 (565 fatalities)
- The rate of fatalities per 100 million vehicle miles traveled increased from 0.77 in 2013 to 0.92 in 2017; 19% increase

Preservation

- In FY2018, 6.6% of all (state and locally owned) bridges by deck area statewide were structurally deficient, a decrease from 7.6% in FY2017
- Washington is ranked 10th in the nation for lowest percent of structurally deficient bridges (by actual number of bridges)

Mobility

- In 2017, I-5 experienced 5.1 million vehicle hours of delay during weekdays, 60.9% of all delay on central Puget Sound's major urban highways
- Statewide vehicle miles traveled on all Washington roads was 61.4 billion miles in 2017, an increase of 7.4% from the 57.2 billion in 2013

Environment

- Transportation-related greenhouse gas emissions in Washington are trending upward and remain above the statutory goal
- Electric vehicle use continues to grow; 1.7% of new vehicle registrations in 2017

New measures in the 2018 report were suggested by the Commission:

Environment:

Washington is on track to meet the state target of achieving diesel particulate emissions of 3,500 annual tons by 2020, an overall reduction of 66%. Some populations are at greater risk of adverse health effects from emissions

Economic Vitality:

Objective: Reduce seasonal road restrictions to facilitate agricultural freight movement. The mileage and percentage of county Freight and Goods Transportation System roads that fail to meet all-season criteria has remained steady since 2013.

Objective: Increase transportation and housing affordability for Washingtonians. The median household rent in Washington increased 11% between 2012 and 2016, while median household income increased 5.9%. Washington households spend 23% of income on transportation services.

Charles Knutson reported that the Governor released his energy package yesterday. It will reduce carbon emissions in Washington 25% below 1990 levels by 2030.

[2018 Transportation Attainment Report](#)

Action: None.

Follow-Up: None at this time.

Commute Trip Reduction Program

The Washington State Legislature passed the Commute Trip Reduction Law in 1991 to call on employers to encourage their workers to drive alone less often, reduce carbon emissions and keep the busiest commute routes flowing. WSDOT is proposing changes to shift the emphasis to transportation demand management (TDM). TDM is a term that encompasses a broad set of strategies intended to reduce or diffuse travel demand among modes, time, or routes within a regional or local transportation system.

By providing choices and incentives for travelers to diversify their travel mode or behavior, TDM strategies relieve disproportionate pressures on segments of a transportation system. Land use patterns can serve as either a source of or a solution to transportation demand.

Commuters in the CTR program significantly increased their use of non-drive-alone modes while the average rate for commuters in the state and nation did not increase.

- Partners across Washington and the Puget Sound want more solutions
- Foundational CTR program captures narrow trip market
- Traffic is bad, getting worse and not just during AM/PM peaks

The CTR strategic plan takes advantage of these opportunities by advancing three goals

- Increase the use of high-efficiency transportation options for commutes
- Expand the availability and use of transportation options
- Increase policy makers' support for TDM

WSDOT plans to enhance the CTR board with the Secretary's peers at the table. The new board will meet quarterly for 90 minutes and annually with the Governor. The goal is to increase the

percentage of Washingtonians using alternative transportation commute methods to 29% by 2020. This will remove an additional 26,000 daily SOV commute trips by 2020 and roughly double CTR performance.

Commute Trip Reduction

Action: None.

Follow-Up: None at this time.

Gateway Program

The Gateway Program, funded in the 2015 Connecting Washington package, will complete SR 509 & SR 167 connections with I-5. Craig Stone, Program Administrator, Puget Sound Gateway, Washington State Department of Transportation described the project, its timeline, and tolling options under consideration.

WSDOT will have one omnibus bill for I-405/SR 167 Corridor and Puget Sound Gateway. It seeks toll authority for:

- SR 167 between North Meridian Avenue in Puyallup and I-5 in Fife
- SR 509 Spur between I-5 in Fife and SR 509 in Tacoma
- SR 509 between South 188th Street and I-5 in SeaTac
 - Toll rates will vary by time of day to maintain travel time, speed and reliability
 - Toll rates may adjust to reflect inflation
 - Toll revenue and surplus property revenue will go into a Puget Sound Gateway facility account in the state treasury

Toll Scenarios evaluate a variety of options including a truck exemption and free travel on the SR 509 spur west of I-5.

There is an effort to accelerate construction. This would provide financial benefits

Action: None.

Follow-Up: Continue to monitor.

Tolling Update

WSDOT provided an update on the Tacoma Narrow Bridge (TNB) financial plan. No rate-setting is likely needed until 2021.

Toll booth and toll collection systems on TNB are past due for updating, and the vendor contract is due for re-procurement:

On TNB, FY 2018 traffic was 0.7 percent above the 2017 forecast. The current November 2018 forecast projects that traffic will remain higher than previous forecast, but will grow at the same rate. Adjusted gross revenue for FY 2018 was approximately 2.3% higher than forecast.

TNB costs are lower. TNB share of cost for back office re-procurement has not changed (\$4.95 million over three years), but .5 million shifted to 2020.

Costs for re-procurement of TNB toll vendor and toll collection equipment, as well as facility repair and replacement costs, have also been shifted forward to 2021-2023. These shifts reduce the amount that must be borrowed from fuel taxes in 2020 to meet sufficiency requirement. Insurance costs are below original budget.

On the other hand, increased use of Pay By Mail has increased postage costs. Credit card processing fees continue to increase. 2018 cost projections for facility maintenance are higher than 2017 estimates.

Tacoma Narrows Bridge Financial Plan

Action: None.

Follow-Up: Continue to monitor.

Secretary's Report

Keith, Deputy Director, Washington State Department of Transportation, reported that there are quite a few unfunded needs to be funded in the Governor's budget.

The Innovations and Partnerships Conference was the best-attended to date. Governor Inslee, Shailen Bhatt and Marilyn Strickland were keynote speakers.

February 2 -3, 2019, will be a big celebration for opening of the tunnel.

Commissioner Batra noted that the merge at I-90 into I-5 north is too congested.

Washington Transportation Plan 2040 and Beyond – Action

Paul Parker, Deputy Director, Washington State Transportation Commission, explained how the Washington Transportation Plan (WTP) establishes a 20-year vision for development of the statewide transportation system.

Action: Commissioner Jennings moved final action to adopt WTP 2040 and Beyond. Commissioner Young seconded the motion. The motion was approved unanimously.

Reflections and Recommendations

Chairman Litt reflected that the Commission is not a rubber stamp. He appreciates the focus on education and safety with AVs.

Commissioner Jennings said the truck platooning presentation was very cool. Make highways safer for everybody. Great to hear that toll revenue is in good shape. Looking forward to wrapping the RUC project.

Commissioner Young reflected that AVs will be a big workload.

Chairman Litt responded that AVs are coming regardless of what we do – we need to ensure people are safe.

Commissioner Restucci agreed. With AVs, it's not an if but a when

TRANSPORTATION COMMISSION

JERRY LITT, Chair

ROY JENNINGS, Vice-Chair

SHIV BATRA, Member

JAMES A. RESTUCCI, Member

HESTER SEREBRIN, Member

JOE TORTORELLI, Member

DEBBIE YOUNG, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL