

WASHINGTON STATE TRANSPORTATION COMMISSION

Regular Meeting Summary

January 12 & 13, 2016

Chairman Haley convened the Transportation Commission meeting at 9:00 a.m.

COMMISSION BUSINESS

Commissioner Tortorelli moved adoption of the December 8 & 9, 2015 meeting summary.

Commissioner Jennings seconded the motion and it was approved.

Staff briefed the Commission on the legislative prospects over the next 60 days. Education topics will be the focus of the legislative session and major transportation discussions are not likely, given the passage of the *Connecting Washington* package last summer.

The Commission's legislative priority is authorization and funding for a demonstration of road usage charging as a potential option to eventually replace the fuel tax. With federal funding now available to cover 50% of a demonstration project, the prior work of the Commission on road usage charging puts Washington in an excellent position to access the federal funds.

The Commission also will monitor legislation addressing the I-405 Express Toll Lanes and establishing a Disadvantaged Business Enterprise Advisory Committee within the Commission.

Staff also provided an overview of rule development by ecology to reduce carbon emissions.

Commissioners had many questions, including:

- What are the penalties for noncompliance?
- How can a utility be responsible for the actions of its customers?

NATIONAL FREIGHT STRATEGIC PLAN

Ashley Probart, Executive Director of the Freight Mobility Strategic Investment Board, briefed the Commission on the National Highway Freight Network and what it means for Washington State. Designating a Multimodal Freight Network is a key part of both House and Senate Transportation proposals and is part of the FAST Act:

- Washington State's proportion of the National Highway Freight Network is 816 miles (1.99% of the national total)
- Urban corridor designation (10% of WA's network)
- Rural corridor designation (20% of WA's network)
- Interstate system

National Grant Programs:

- Nationally Significant Freight and Highway Projects (\$4.5B)
- Consolidated Rail Infrastructure and Safety Improvements (\$1.1B)

Washington State freight formula funding (\$100M est.)

Key Trends and Challenges in Freight Movement:

1. Expected growth in freight tonnage
2. Underinvestment in the freight system
3. Difficulty in planning and implementing freight projects
4. Continued need to address safety, security and resilience

5. Increased global competition
6. Application and deployment of new technologies

The National Freight Strategic Plan includes strategies to address:

Infrastructure Bottlenecks

- Reduce congestion to improve performance of the freight transportation system
- Improve the safety, security, and resilience of the freight transportation system
- Facilitate intermodal connectivity
- Identify major trade gateways and multimodal national freight networks/corridors
- Mitigate impacts of freight projects/movements on communities (public health emphasis)
- Support research and promote adoption of new technologies and best practices

Institutional Bottlenecks

- Streamline project planning, review, permitting, and approvals
- Facilitate multijurisdictional, multimodal collaboration and solutions
- Improve coordination between public and private sectors
- Ensure availability of better data and models
- Develop the next generation freight transportation workforce

Financial Bottlenecks

- Ensure dedicated freight funding
- Use existing grant programs to support freight

Several recommendations of the Washington State Freight Advisory Committee are included in the FAST Act:

- ✓ Pass the Maritime Goods Movement Act to strengthen the competitiveness of American ports and address issues with the Harbor Maintenance Tax.
- ✓ Increase revenue to the Inland Waterways Trust Fund so it can adequately pay for major construction and rehabilitation projects. This could be done by increasing the existing diesel tax, imposing lockage or towboat fees, or revising the cost share formula.
- ✓ Work with Congress to make Section 214 of the Water Resources Development Act of 2000 permanent to address ongoing permit wait times and backlogs.

Next steps for Washington State:

- Work with WSDOT, Metropolitan Planning Organizations, stakeholders for a unified response
- Provide draft to Washington State Freight Advisory Committee for review and comment

[Draft National Freight Strategic Plan](#)

Follow-up/Action: Continue to monitor National Freight Strategic Plan.

LOCAL TRANSPORTATION PARTNERS’ 2016 LEGISLATIVE PREVIEW

Dave Catterson, Association of Washington Cities, said that more freight traffic and population growth in cities are expected, so more conflicts between freight and people will occur. Neither *Connecting Washington* nor *FAST* include much dedicated funding to address grade crossings.

Other city issues include:

- Fish passage barriers. Like the state, most fish passage barriers in cities are culverts in the road system;
- Transportation Benefit Districts (TBDs). Although over 80 cities have now adopted TBD licensing fees – the Department of Licensing (DOL) data is inadequate to ensure collection of all TBD fees. The DOL computer upgrade should correct this.

- How the state will implement the FAST Act.

Gary Rowe, Washington State Association of Counties, said that counties rely on a local share of the gas tax, property tax, and federal dollars. The 1% limitation in property tax growth is a significant constraint for county and city revenue. He reported that chip sealing costs have doubled and tripled in recent years. Some counties are now doing maintenance on a 15-year cycle – twice the recommended frequency. Counties have about 3000 fish barriers across the state. There is no dedicated source at the local level for maintaining and replacing bridges or any funding source for short-span bridges and culvert replacements.

King County has reached its \$2.25 levy limit. Along with the incorporations and annexations, King County has lost a lot of revenue to meet its road system needs. No counties are currently pursuing enactment of a TBD.

James Thompson, Washington Public Ports Association (WPPA), covered port topics:

- Dredging in Puget Sound. Dredged spoils disposal costs have increased five-fold. About 6 years ago, more restrictive rules were enacted on dredged soils. In 2006, moved about 1.6 million tons – almost none in the last 3 years. Proposal will limit liability.
- The state toxics clean-up account is short about \$50 million due to the decline in price of oil and spreading revenue to fund operational programs. WPPA wants twice the bond funding for environmental clean-up that the Inslee budget proposed.
- Ports are looking for support for corridor development and enhancement from FMSIB. Ports seek transfer of WSDOT freight program, and federal freight dollars to FMSIB.

Justin Leighton, Executive Director of Washington State Transit Association (WSTA), briefed the Commission on the membership of WSTA and the increase in transit ridership since 2009. The FAST Act restored transit funding that had been cut in MAP-21.

WSTA's top priority is maintaining existing state funding. WSTA estimates that 4% of *Connecting Washington* goes to transit funding. The Motor Vehicle Excise Tax (MVET) provided about 40% of transit agency funding. After repeal of MVET, transit agencies have relied primarily on sales tax.

Other transit issues:

- Streamline SEPA Review and Transit Mitigation. As *Connecting Washington* moves forward, transit delays will impact service and budget. Service changes due to demolition of the Pacific Avenue Bridge cost Pierce Transit \$1 million.
- Grant program to address aging transit fleets. Some agencies have a 16-year replacement cycle.
- Dedicated funding for regional services by rural and small urban transit. Seamless service across county lines helps to add capacity without adding lanes.
- Extend exemptions and lower rates for transit agencies paying DNR tidelands lease fees. This would lower the cost for Kitsap Transit to operate passenger only ferries.
- Support effective and efficient delivery of transit.

[Washington State Transit Association](#)

Follow-up/Action: Monitor local transportation agency priorities.

NAMING PROPOSAL FOR NEXT OLYMPIC CLASS FERRY

Construction will begin later this year on a fourth 144-car ferry. The Commission heard presentations from proponents of three possible names for that ferry.

Suquamish

Leonard Forsman, Chairman of the Suquamish Tribe told the Commission the Suquamish are seafaring people who lived at Agate Passage. The Suquamish usual and accustomed fishing area stretched from Vashon Island to the Fraser River. Elders and students told the Commission it would be an honor to have a ferry named Suquamish.

[Suquamish Naming proposal](#)

Cowlitz

Mark Nelson, Cowlitz County Sheriff, spoke in support of the name Cowlitz for the new ferry. He noted that the first settlers crossed into Washington and traveled north through Cowlitz County. This became known as the Cowlitz corridor.

Mike Iyall, Vice-Chair of the Cowlitz Tribal Council and tribal historian, noted that Lewis and Clark met the Cowlitz Tribe in 1805 and named the river after the tribe. Dennis Webber, Cowlitz County Commissioner, also noted the statewide significance of the Cowlitz name.

Sammamish

Don Gerend, Mayor of the City of Sammamish, spoke in support of the name Sammamish on behalf of the 300,000 people who live near Lake Sammamish or in the Sammamish River Valley. According to linguistic sources, the word comes from the Snoqualmie Tribe.

***Follow-up/Action:** The Commission also will seek input on ferry naming through the FROG survey and Voice of Washington State panel, from the Ferry Advisory Committees, and from Washington State Ferries. The Commission will select a name at its March meeting.*

COMMUTE TRIP REDUCTION ANNUAL REPORT AND RECOMMENDATIONS

Brian Lagerberg, Public Transportation Director, WSDOT, briefed the Commission on the Commute Trip Reduction (CTR) program. Started in 1991, the CTR program applies to businesses with 100+ employees. The Legislature has asked about the potential to lower the threshold to 50 employees, but the administrative cost to do so is excessive in contrast to the estimated 10% increase in participants.

The CTR program continues to show performance and evolve. Two years ago, six pilot alternative programs were developed:

- Tukwila. Broaden participation in CTR by focusing on the urban and manufacturing industrial centers. Implement strategies to engage seniors, people with disabilities, low income households, immigrants, refugees and veterans in efficient travel choices.
- Redmond. Test new data collection methodologies.
- Community Transit. Develop a Transportation Demand Management program in Snohomish County that merges successful CTR strategies with a corridor-based trip reduction focus.
- Tacoma. Focus on downtown exclusively, intra-downtown trips, residential program.
- Yakima Valley COG. Expand program to agricultural and higher education facilities.
- Seattle
 - Expand Growth and Transportation Efficiency Centers benefits to all downtown employers.
 - Tie performance targets to available travel options.
 - Focus implementation on achieving goals that are meaningful to employers.
 - Pilot residential programs.

Between 2007 and 2014:

- 14,500 cars were left at home, equivalent to a single lane of cars 37 miles long
- Employees at 966 worksites reduced their drive alone commuting rate by 2.6 percent
- Vehicle miles travelled were reduced by 3.1 percent
- Reduced travel saved these employees \$5.8 million

CTR Board Recommendations are reflected in a bill:

- broaden the trip focus to include non-commute trips
- create an all-trips grant program

The Regional Mobility Grant (RMG) program delivers mobility projects that are

- cost-effective
- reduce travel delay for people and goods
- improve connectivity between counties and regional population centers
- are consistent with local and regional transportation and land use plans

The 57 RMG projects completed between 2006 and December 2015 include:

- Seventeen park and ride lots constructed or expanded
- More than 5,500 new park and ride parking stalls built
- Ten new or expanded transit centers
- Twelve HOV, business-access and transit-lane projects
- Twelve equipment and/or expanded transit service projects
- Eight transit signal prioritization projects
- 1.2 miles of railroad track
- Forty-nine new buses purchased

In the 2015 – 2017 biennium, 38 RMG projects include

- Fourteen park and ride lots under construction or expanded with 2,690 new parking stalls
- Four new or expanded transit centers
- Six procurement projects for 41 new buses
- Four transportation demand management projects
- Five transit signal prioritization projects improving speed and reliability

[Commute Trip Reduction and Regional Mobility](#)

Follow-up/Action: None at this time.

PUGET SOUND REGIONAL COUNCIL TRANSIT INTEGRATION REPORT

Alex Krieg, Senior Planner, Puget Sound Regional Council (PSRC) briefed the Commission on the PSRC Transit Integration Report. The purpose of the Annual Report is to:

- Increase awareness on transit coordination activities
- Highlight coordination activities that have taken and are taking place
- Provide an opportunity to identify and report on Transportation Policy Board priorities

Takeaways from the Transit Integration Report:

- Integration does not require consolidation.
- Many things are well-integrated, especially back office work.
- Integration is continuous improvement.
 - Efficiencies
 - A seamless, easy-to-use system
 - Increased ridership

Since 2014, King County Metro and Sound Transit have worked on short-term, long-range and customer facing opportunities. In 2015 a Transit Summit identified emerging opportunities:

- Bus-rail integration
- System access and parking
- Long range planning
- User experience
- ORCA and fare policy

HB 1842, enacted in 2015, requires an annual report on transit coordination in Central Puget Sound and provides \$5 million for transit coordination grants, including integrating marketing efforts, aligning fare structures, integrating service planning, and coordinating long-range planning.

[Puget Sound Regional Council 2015 Transit Integration Report](#)

Follow-up/Action: None at this time.

OVERVIEW OF FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Daniel Mathis, Division Administrator, Federal Highway Administration and Rick Krochalis, Regional Administrator, Federal Transit Administration briefed the Commission on the FAST Act. It authorizes \$305 billion for federal surface transportation programs for five years (FY16 - FY20), through September 30, 2020, retroactive to October 1, 2015. This includes a transfer of \$70 billion to keep the Highway Trust Fund solvent.

FAST builds on the program structure and reforms of MAP-21:

- \$226.3 B for highways over five years
- Continued focus on accelerating project delivery
- A new freight formula and expands freight network
- A new discretionary program for nationally significant freight and highway projects
- A new tribal self-governance option

Washington's estimated highway appropriations (before post-apportionment set-asides; before penalties; before sequestration) grow from \$654 million in 2015 to \$751 million in 2020.

A new National Highway Freight Program includes an average \$1.2 billion annually, apportioned to the states by formula. Eligible activities include construction, operational improvements, freight planning and performance measures. The program has a highway focus, but allows 10% for rail/port/intermodal projects.

A new National Significant Freight and Highway Projects program includes about \$900 million annually for competitive grants or TIFIA loans. TIFIA is cut by 71%.

FAST also directs more consultation and participation, enabling participation by public ports and private transportation providers, It encourages MPO consultation with other types of planning activities.

Other changes to planning and performance:

- TIPs/STIPs/long-range plans must include facilities that support intercity transportation
- New planning considerations: resiliency/reliability, stormwater mitigation, and enhancement of travel/tourism

- Long-range state plan must describe performance measures and targets
- States making insufficient progress toward freight targets must report

Changes to ferry program:

- Formula now gives more weight to number of ferry passengers
- After 4 years, FHWA withdraws unobligated Ferry program funds (and distributes them to other eligible recipients)

Tolling changes:

- Requires same treatment on certain toll facilities for over-the-road and transit buses
- Must consult MPO on toll placement/amount for HOT lanes on interstate facilities within metropolitan planning area

Highway Design Changes:

- On the National Highway System, design "shall consider"
 - constructed/natural environment
 - environ., scenic, aesthetic, historic, community, & preservation impacts
 - access for other modes
 - cost savings via flexibility in current design guidance/regulations
- USDOT to consider AASHTO Highway Safety Manual, NACTO Urban Street Design Guide
- Encourages states and MPOs to adopt standards for federal projects that accommodate motorized and non-motorized users

Other Provisions:

- Allows multiple similar bridge projects to be handled ("bundled") into a single project
- USDOT to designate national electric vehicle charging and hydrogen, natural gas, and propane fueling corridors
- Encourages vegetation management practices to improve habitat and forage for pollinators

Transit highlights in FAST:

- Steady and predictable funding for five years, with an increase of about \$1 billion per year to the transit program (8%)
- Phases in increased Buy America requirements, up to 70% by FY 2020
- Targets funding increases towards improving state of good repair and the bus program
- Streamlines vehicle procurement and leasing

WSDOT gets \$12.8 million for rural transit grants, \$1 million for planning. Sound Transit (ST) got approval for a \$1.3 billion TIFIA loan at 2.38% for East Link. ST has applied for another TIFIA loan.

Last year Congress provided funding for Tacoma Link expansion. There is a pipeline of WA Capital Investment Grant (CIG) Projects Eligible for FTA Funding FY 17 & beyond:

- Spokane Transit Authority Downtown Connector Project
- Community Transit Bus Rapid Transit SWIFT extension
- City of Seattle Center City Connector Streetcar
- City of Seattle Madison Ave Bus Rapid Transit
- Sound Transit Lynnwood Link Light Rail Extension
- Sound Transit Federal Way Light Rail Extension
- TIFIA Master Credit Agreement for Sound Transit (low interest loan guarantees)

[FTA Programs under FAST ACT](#)

Follow-up/Action: None at this time.

A COORDINATED STATEWIDE APPROACH TO REMOVING FISH PASSAGE BARRIERS

David Price, Chairman, Fish Passage Barrier Removal Board, Department of Fish & Wildlife (WDFW) said there are about 40,000 fish passage barriers statewide. Between 400 – 500 stream miles per year are reopened to fish.

Fish passage barrier work today:

- State agencies addressing their barriers
- Forest and Fish closing in on their deadline
- Salmon Recovery Funding Board continues to fund barriers
- Counties and cities are fixing their barriers piecemeal
- Small forest landowners have access to grant funds
- There was no comprehensive statewide fish passage effort until the Legislature created the Fish Barrier Removal Board in 2014.

2SHB 2251 was passed in 2014 (Leaders included Representatives Wilcox, Orcutt, and Blake, and Senator Hargrove). It created the Fish Passage Board to develop a statewide strategy for correcting fish barriers. The Board is chaired by WDFW, and includes the Governor's Salmon Recovery Office, Department of Natural Resources, WSDOT, counties, cities, and tribes.

The intent is to maximize habitat opened through a coordinated investment strategy, that prioritizes opportunities to correct multiple fish barriers in whole streams rather than individual projects. This should realize cost savings through economies of scale by bundling projects whenever possible and streamline the permitting process.

The Board is developing two conceptual pathways:

- **Watershed approach**: The a pathway to prioritize barrier repairs in whole stream reaches and subbasins that will have the largest benefit to salmon at a population scale;
- **Coordinated partnerships**: Leverage large gains made by the investments of WSDOT, forest industry, and local governments with funding to repair barriers in close proximity to other barrier repairs.

[Statewide Approach to Removing Fish Passage Barriers](#)

Follow-up/Action: None at this time.

WSP TROOPER TONY RADULESCU MEMORIAL HIGHWAY NAMING

Penny Sapp and Gary Simpson, Kitsap County Sheriff, spoke in support of a Memorial reminding the public of the importance of law enforcement and the sacrifices they make. Chief John Batiste, WSP, said that Trooper Tony Radulescu truly loved people and lived life to the fullest.

Follow-up/Action: Chairman Haley read Resolution 725. Commissioner Tortorelli moved adoption of the Resolution and Commissioner Jennings seconded the motion, which was adopted unanimously.

TRANSPORTATION AND LAND USE CONCURRENCY: BEST PRACTICES

Staff provided a brief overview of the Growth Management Act (GMA) provisions addressing transportation and land use. Concurrency, which requires infrastructure to be in place concurrent with new development, is a key tenet of GMA.

Concurrency specifically requires each city and county to:

1. Establish Level of Service Standards (LOS), such as volume/capacity, intersection delays, or travel time
2. Monitor and allocate capacity
3. Restrict development unless improvements are made within six years

Chris Comeau, Transportation Planner, City of Bellingham, provided a detailed briefing on Bellingham's Multimodal Transportation Concurrency Program. Bellingham is the regional center for northwest Washington with 95,000 residents in the urban area.

Workforce Data:

- Employed in Bellingham but live outside 26,273
- Employed in Bellingham and live in Bellingham 16,244
- Employed outside but live in Bellingham 13,724

Land Use goals:

- Prioritize Infill Over Sprawl
- Several master-planned mixed use "Urban Villages"
- All well-connected with
 - ✓ High-frequency (15 min) transit
 - ✓ ADA Pedestrian Sidewalks
 - ✓ Marked Arterial Bike Lanes
 - ✓ Multi-use "Greenways" Trails
 - ✓ Multimodal Arterial Streets

Bellingham's Complete Network approach to transportation planning prioritizes from the most to the least vulnerable users: pedestrians, bicycles, public transit, commercial vehicles/rucks, high occupancy vehicles, single occupant vehicles.

Mr. Comeau emphasized that "You get what you measure. Inadequate metrics = inadequate outcomes." Every community is different and should have LOS measures that reflect their own priorities.

Traditional LOS approaches measure volume-to-capacity (Traffic vs Throughput) or intersection delay per vehicle (Driver Inconvenience). It is an autocentric and temporal measurement. Letter value LOS classifications and inaccurate terminology, such as "failure," contribute to public confusion and controversy.

Common LOS implementation: develop, deny, or mitigate (add vehicle capacity). In 2007, Bellingham imposed development moratorium due to LOS violation.

Common Result: Road & intersection widening, expansive urban sprawl, land-intensive and auto-oriented transportation system.

Measure to get what you want. Key concepts:

- Regulatory Tools & GMA

- Basic Assumptions About “Growth”
- Multimodal Concurrency Measurements
- Land Use Typology & “Policy Dials”
- Annual Concurrency Status Reports

Multi-modal concurrency measurements include Concurrency Service Areas

- mobility sheds, based on land use context
- pedestrian and bicyclist LOS is based on the completeness of the network in Pedestrian Master Plan and the Bicycle Master Plan
- transit LOS relates to seated 2-way capacity, frequency, & ridership counts of Whatcom Transit Authority
- annual calculations of Person Trips Available by Concurrency Service Area

Bellingham issues a Transportation Report on Annual Mobility. It measures GMA concurrency compliance, provides an ‘over the horizon’ look at the city-wide system, informs 6-Year Transportation Improvement Plan (TIP) capital improvements, and simplifies the development review process.

Commissioners asked how Bellingham is improving parts of the network where development isn’t occurring. The Bellingham TBD funds arterial resurfacing, bike-ped improvements and transit service. Parking is not part of the Bellingham concurrency approach, but parking standards and requirements have been reduced in its urban villages.

[What is Concurrency](#)
[City of Bellingham – Moving Beyond the Automobile](#)

Follow-up/Action: None at this time.

TACOMA NARROWS BRIDGE TOLL RATE REVIEW

Rob Fellows, Policy & Planning Manager, Toll Division, WSDOT, briefed the Commission on the TNB rate setting timeline and the rate scenarios requested by the TNB Citizen’s Advisory Committee (CAC). In lieu of the planned \$0.50 increase on July 1, 2016, the two other rate scenarios are:

- a \$0.25 increase on July 1, 2016
- keeping the *Good to Go!* rate at \$5.00 and and photo-toll rate at \$7.00, while increasing the cash rate (toll booth) by \$1.00 to \$7.00 on July 1, 2016

Under the two new scenarios, WSDOT projects that rates would not dip below the 12.5% sufficient minimum balance until FY 2019 or FY 2020. Under the current plan, WSDOT projects that rates would remain above the 12.5% sufficient minimum balance until bonds are paid off.

WSDOT will brief the TNB CAC on the scenario modeling this evening.

[Tacoma Narrows Bridge Toll Rate Scenarios under Review](#)

Follow-up/Action: None at this time.

UPDATE ON I-405 EXPRESS TOLL LANES

Jennifer Charlebois, Director of Systems and Engineering, Toll Division, WSDOT, provided an update on the operation of the I-405 Express Toll Lanes over the first three months (Sept. 27 – December 31, 2015), unless noted.

- On average during the first three months of operations HOV trips made up about 24% of weekday ETL trips, and about 45% of weekend ETL trips
- Month by month the proportion of photo based trips has reduced, while HOV trips have increased
- During the weekdays, both the southbound general purpose and ETL lanes experience improved travel times during the AM peak period (5 - 9 AM).
- During the weekdays, the northbound general purpose lanes have not significantly changed travel time overall, however the travel time worsened in the single ETL segment and improved in the dual ETL segment (about a four minute difference for each section).
- Weekend average speeds have decreased for both the general purpose and ETL lanes compared to fall of 2014. This trend is persistent throughout the corridor. Drivers not as familiar as weekday drivers, fewer have Flex-Pass.
- Maximum toll rate of \$10 was reached on 6 days. For the most part, these were on bad weather days. Overall, toll was at \$10 for about 2 hours during first three months.
- 92% of tolls incurred were between \$0.75 – \$4.00

The First Three Months- Local Arterial Traffic

- Most agencies reported no noticeable local changes, except in the vicinity of the north end congestion which may have secondary impacts around Bothell and Woodinville.
- Arterial travel times and volumes were collected along representative locations that could be parallel routes for I-405 traffic. This data was collected during August 2015 and will be collected again in August 2016 for comparison.
- Interim volumes were collected in November 2015 and showed very similar trends compared to pre-tolling.
- Sample driver runs in November 2015 showed increased travel times by a few minutes on Bothell Way and SR 202.

What we're hearing from Community Transit:

- The I-405 express toll lanes and transit shoulders provide a daily benefit to our routes and riders.
- We are seeing a travel time benefit and advantage by using the express toll lanes.
- Transit ridership has increased so more people are benefiting from a faster commute on our busses.
- We need to give this positive trend more time to realize the long lasting benefits.

The Washington State Patrol (WSP) continues to provide enforcement along the I-405 Express Toll Lanes.

- Since toll commencement, troopers have made over 4800 traffic stops and issued more than 1500 citations.
- They have also assisted in educating drivers who may not have known the proper way to use the facility by passing out nearly 1200 informational maps.

WSDOT is making operational changes:

1. Adjust Algorithm for the single express toll lane– Adjustments and ongoing tuning started 11/17
2. Striping/Access Changes – Complete
 - A. NB NE 6th– Added advanced stencils to provide more advanced notice of the upcoming lanes and extended length of access to provide additional time to enter the express toll lane
 - B. SB SR 527– Extended the access to the north allowing drivers to enter the express toll lane earlier
 - C. SB NE 160th– Added pavement markings at ingress to address driver confusion with entrance to system

3. Striping/Access Changes – Weather dependent
 - D. NB I-5– Pull back the buffer to provide additional distance for express toll lane drivers to merge over to exit to I-5
 - E. SB at NE 6th– Add Exit Only stencils to left express toll lane to alert drivers of the need to merge to the right lane to continue south of I-405
 - F. NE 195th St – SR 527 access improvements – Weekend closure (temperature and precipitation dependent)
4. Monitoring
 - Weekend congestion
 - Northbound congestion at SR 520

[Update on I-405 Express Toll Lanes](#)

Follow-up/Action: Continue to monitor.

PUBLIC COMMENT

David Hablewitz of stop405tolls.org said that tolling is not increasing capacity or improving the reliability of the commute. The system is incredibly complex for a not complex problem.

Treating the two corridors the same is not working. The system is failing for the north half. Specific points made:

- The double white lines create a point of conflict. There is double the rate of accidents expected. This is not a safety improvement
- The system requires initial expenditure of \$45 (\$15 for the FlexPass and \$30 for the account)
- Traffic is spilling over into neighborhood streets not onto arterials
- Bus drivers and motorcyclists he has talked to don't like the shoulder travel
- WSP cannot safely enforce
- Tolling is an extremely inefficient way to collect revenue

He suggests that if the facility were for carpools alone without tolls, the traffic flow would be about the same.

Chairman Haley read into the record an email she received on the ETLs.

TRANSPORTATION COMMISSION

ANNE E. HALEY, Chairman

JOE TORTORELLI, Vice-Chairman

SHIV BATRA, Member

HESTER SEREBRIN, Member

ROY JENNINGS, Member

DEBBIE YOUNG, Member

JERRY LITT, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL