



Washington State Transportation Commission

Regular Meeting Summary
May 16 & 17, 2017

Chairman Jerry Litt called the meeting to order at 9:00 am. He then asked Commissioners and staff to introduce themselves.

COMMISSION BUSINESS

Action: Commissioner Tortorelli moved and Commissioner Jennings seconded the motion approving the April 26, 2017 meeting summary. The motion was approved unanimously.

Commissioner Jennings reported that he attended the Regional Transportation Council meeting, the C-Tran Board meeting, and tolling and ferries team meetings.

Commissioner Young participated in ferry team meetings.

Commissioner Batra attended Commission team meetings on tolling and ferry fares and an SR-167 Executive Advisory Group meeting.

Chairman Litt initiated a discussion of a proposed title and theme of “Going Places” for the 2017 Annual Report. He said that it connects with the topical emphasis on tourism -- you have to get there – and the recent focus on the role of transportation in place making. Commissioner Young said that she likes how the phrase also stands for a successful outcome. The Commission agreed to adopt this theme for 2017.

Reema Griffith, Executive Director, WSTC, reported that the Governor’s Office hopes to appoint a third Commissioner from Eastern Washington by July 1.

Ms. Griffith also reported that reaction of the Washington Policy Center to her talk on the Road Usage Charge (RUC) pilot was neutral to positive.

The Commissioners discussed leadership for the coming year.

Action: Commissioner Tortorelli moved and Commissioner Batra seconded the motion that Jerry Litt remain as Chair and Roy Jennings remain as Vice-Chair. The motion was approved unanimously.

FREIGHT MOBILITY PLAN 2017 UPDATE

Ron Pate, Director, Rail, Freight & Ports Division, WSDOT, and Jason Beloso, Strategic Planning Manager, Rail, Freight & Ports Division, WSDOT, reported on the update of the 2014 Freight Mobility Plan to ensure compliance with new state and federal planning requirements. It will include a freight system action plan.

This update will:

- Identify multimodal freight corridors and facilities
- Describe how the plan meets the national multimodal freight policy goals and the national highway freight program goals
- Strategies to mitigate significant congestion or delay caused by freight movement
- Develop a Freight Investment Plan, including a list of freight priority projects

The economic context of the Freight Mobility Plan is Washington's status as the most trade-dependent state in the nation. Foreign imports and exports were valued at \$137.5 billion in 2015. Freight supports 1.36 million jobs in freight-dependent industries, 44% of the state's total jobs. Washington's freight network moved 436.6 million tons of freight in 2015, traveling over 194.9 billion ton-miles. Freight demand by weight is projected to grow 29% in next 20 years, while the total ton-miles traveled is projected to increase 60%.

There are three components to the freight transportation system:

- Global Gateways: access to national and international markets
- Made in Washington: freight manufactured or produced in Washington, statewide
- Delivering Goods: local delivery

The update also will address several new trends and issues. Organized by policy area, they are:

Economic Vitality

- Efficient flow of freight through gateways: border crossings, airports, seaports
- Competition facing ports
- Preservation of industrial sites

Preservation

- Aging infrastructure
- Waterway channel maintenance

Stewardship

- System resilience (e.g., landslides)
- Modal conflicts (e.g. bike lanes)
- Regulatory challenges (e.g., land use conflicts, connected vehicles)

Safety

- Truck parking shortages
- Highway-rail grade crossing improvements

Mobility

- Intermodal connections: inland ports
- New logistics and distribution models
- Urban goods movement

Environmental Sustainability

- Hazardous material risks: crude by rail

Mr. Pate said that several freight companies are interested in using triple trailers. WSDOT is collecting information to assess whether two trucks can be safer than one.

Commissioner Batra asked whether WSDOT gets money from the federal Water Resource Development Act.

2017 Freight System Update

Action: None

Follow-Up: None at this time

WTP PHASE 2 ACTION PLAN

Elizabeth Robbins, Manager, Planning, Policy & Partnerships, WSDOT, and Richard Warren, Project Manager, Multi-Modal Planning, WSDOT, shared the draft action items and public outreach strategy for the multi-modal state transportation plan, completing the work on WTP 2035, which the Transportation Commission initiated.

Maintain and Preserve Assets

1. Maintain, preserve, and operate assets to meet desired performance on priority multimodal transportation systems before funding expansion projects.
2. Support ways to help jurisdictions, transportation asset owners, and transportation service providers had better prepare for emergencies and disasters.

Manage Growth and Traffic Congestion

1. Promote transportation-efficient communities by coordinating state agency technical assistance to enhance planning at all levels of government, the private sector, and other organizations.
2. Prioritize access for people and goods instead of throughput for vehicles to improve multimodal options, livable communities, and economic vitality for people and businesses.
3. Research, evaluate, adapt to, and deploy technologies and innovations in all modes; share best practices.

Enhance Multimodal Connections and Choices

1. Work to achieve better travel time reliability and multimodal connections for people of all backgrounds and abilities through continued application of practical solutions.
2. Provide transportation facilities and services to support the needs of all communities, including populations with specialized needs, those in rural areas, and those who are under-represented, under-served, or disproportionately affected.
3. Adopt metrics to assess active transportation system completeness and performance.

Align the Funding Structure with the Multimodal Vision

1. Support funding flexibility to reduce barriers to creating an integrated multimodal system.
2. Work to diversify and strengthen transportation revenue sources without compromising existing indebtedness.
3. Address the constraints and opportunities to public-private partnership programs.

Commissioners complimented WSDOT staff on the progress in capturing key action items.

WSDOT's community engagement strategy for WTP Phase 2 involves going to the community, reaching out to traditionally underserved populations, piggybacking onto other meetings, and using the new WTP website, which is now online.

[WTP Phase 2 - Implementation](#)

Action: None

Follow-Up: *Continue to work with WSDOT on WTP Phase 2.*

WSDOT ACTIVE TRANSPORTATION PROGRAMS

Barb Chamberlain, Director, Active Transportation Division, WSDOT, explained how the division fits in at WSDOT:

- Aligns with Public Transportation, Aviation, Rail/Freight/Ports, Multimodal Planning, Local Programs within WSDOT
- Local Programs Safe Routes and Bike/Ped staff shifted along with prioritization of these grant programs to this Division. Administration of the grant program remains in Local Programs
- Collaborates with other Divisions and Regions

Results WA has set a goal of 29% of commutes not drive-alone by 2020 (walk + bike + transit + rideshare). The top five cities in the state for bike/walk share of commuting are:

1. Pullman: 25.9%
2. Seattle: 12.5%
3. Bremerton: 12.3%
4. Bellingham 12.2%
5. Walla Walla 11.8%

The Vision:

WSDOT treats biking and walking as essential transportation; as a result, Washingtonians of all ages and abilities feel free to choose biking/walking to get where they want to go and safety measures improve for everyone.

The Mission:

Strategically integrate bicycling and walking into business practice and investments for our work and that of our partner agencies to promote sustainable, active transportation for all ages and abilities.

Goals:

Networks. Lead development of a coherent, comfortable, complete network for biking and walking.

Trips. Increase the number of people who bike/walk for everyday trips, commuting, and other purposes.

Safety. Eliminate fatal and serious injury pedestrian/bicycle crashes while reducing the overall number of crashes involving people walking/biking.

Equity. Lead development of connections that provide access for all regardless of ability, income, race, and other human characteristics.

The division also will update the Statewide Active Transportation Plan (last one 2008 cover date), collect data, and provide best practices guidance.

Commissioner Tortorelli noted structural needs for bicycling, citing inadequate shoulders on parts of US 2, a nationally designated bike route, as one example. The shoulder width is 8 feet from Spokane to Davenport, but only two feet beyond that.

[Active Transportation](#)

Action: None

Follow-Up: None at this time

SECRETARY REPORT

Keith Metcalf, Deputy Secretary, WSDOT, reported on the successful emergence of Bertha, completing the tunnel under downtown Seattle.

Mr. Metcalf also reported that WSDOT has been granted the waiver request to exclude white women-owned firms from the Disadvantaged Business Enterprise (DBE) program.

The transportation budget completes funding for replacement of Colman Dock. It also allows for somewhat more flexibility for WSDOT to shift funding between projects.

Action: None

Follow-Up: None at this time

STATE OF SECURITY OF CURRENT AND FUTURE VEHICLES IN THE NEXT 3-5 YEARS

Innovators and experts in our state reviewed how technology is changing the way we address future challenges for transportation, including:

- Use of Autonomous Vehicles (AVs)
- Policy considerations on how cities are "zoned" for AV fleets
- Technology and cyber security considerations for future roads and sensors; and
- How the state could harness new technologies

Charles Chen, Council Member, Pacific Northwest Cybersecurity Business Leadership Council, began by talking about roads. There are already sensors in some roads. A road also can be a secondary grid for electric vehicles. The technology exists for charging EVs from the road, but it has not yet been done on a public road.

Mr. Chen said the public sector should focus on policy development, not technology. If there is money to be made, the private sector will develop the technology. Always, have a third party auditor continuously looking at the system security.

Five cyber technologies that will be part of the future smart city transportation systems are:

1. Autonomous Vehicles
2. Positive Train Control Systems (PTC) for freight rail
3. Intelligent transportation systems, (ITS)
4. Vehicle to Vehicle (v2v)
5. Vehicle to Infrastructure Technologies (v2i)

Intelligent roadways will provide a great spur to AV adoption. There is less reliance on sensors in vehicles (v2v technology) and more on the network (v2i).

Intel estimates that each AV will generate 4 TB of data per day. There is more metadata than data on the internet. Metadata is how Google and Facebook make money. The future network will generate huge amounts of metadata. Who will own it? What can be done with it?

How do we modernize infrastructure and maintain what we have? What role will government play in managing spaces and access? Devin Liddell envisions cities designating AV zones.

How should the State anticipate interrelationships between public and private AV applications (when an AV acts as a “public” form of transportation vs. when an AV is a “private” service), as well as the interrelationships between public and private transportation modalities (e.g., how AVs relate to and interact with buses, bikes, etc.)?

How do transportation networks work for people at all parts of a city, or socioeconomic levels?

What should the State’s role be for management and utilization of autonomous vehicle (AV) fleets? Should the State be an owner? A regulator? A licensor? A partner?

Ownership is another variable in the future of AV development. AVs of the future will be owned by either the Ubers and Lyfts or cities. What are the implications for data ownership within each of the State’s potential roles in managing AV fleets?

What policy considerations should be made in terms of governing standards of user experience? In addition, how do these considerations reflect our position on technologies, socio-economic issues, rights of ways, etc.?

[Integration of Technology & Security for the Future of Transportation](#)

Action: None

Follow-Up: None at this time

OVERVIEW OF 2017-19 WASHINGTON STATE FERRIES FARE PROPOSAL

The 2017 – 19 transportation budget anticipates annual 2.5% increases in ferry fares in October 2017 and October 2018 to generate \$381 million in operating revenue during the 2017-19 biennium. Washington State Ferries (WSF) and the Ferry Advisory Committee on Tariffs (FACT) presented the policy and fare recommendations to achieve this revenue target. The revenue target accounts for a forecasted annual increase in ferry ridership, and the projected impact on ridership from the annual 2.5% increases in ferry fares.

The WSF proposal addresses several operational and policy objectives:

- Eliminates a deviation from the CUBE policy adopted in 2011, which increased fares for oversize vehicles
- Gradually increases the fare differential between vehicle and passenger fares
- Maintains the Tariff Route Equity relationship among routes
- Increases the school group fee and broadens the WAC to explicitly include students learning in a home schooling environment
- Cleans up and clarifies several minor, but operationally important, issues in the WAC

Oversize vehicle fares:

- 2011-tariff cycle introduced an extra fare increment for oversize vehicles in addition to fares based on standard CUBE pricing policies
- CUBE “Bump” increased fares for oversize categories with each subsequent 10-foot increment receiving a percentage increase over the base CUBE fare
 - Variation originally introduced to partially offset revenue loss from the introduction of the small vehicle fare and encourage the use of incrementally smaller vehicles when possible, even among oversize vehicles
 - The goal is to eliminate the CUBE “Bump” over two years. Phasing reduce the extra charge by 35% in October 2017 and eliminate the remaining 65% in October 2018
- Adjust the general fare increase to recover revenue loss from elimination of “bump”

Continue to increase the vehicle-passenger fare differential:

- Consistent with the WTP and WSF/WSTC Joint Recommendations on Operational and Pricing Strategies, differential fare increases were first adopted in the 2013/14 tariff cycle.
- WSF evaluated several options including different increases between travel sheds, moving the second year increase earlier to generate additional offsetting revenue, and testing various vehicle and passenger fare combinations.
- The proposal includes a modest shift toward pricing that favors walk-on and passengers in vehicles where WSF has the most capacity to accommodate riders during peak periods. It recognizes that the vehicle deck is WSF’s most valuable and constrained capacity and that value should be recognized in the pricing model.

School Groups

The program has not changed in over thirty years. It was reviewed for:

- Overall participation and an operational assessment of the program
- Fare policy, including the structure and level of the school group fee
- How to explicitly integrate eligibility for students learning in a home schooling environment.

The proposal recommends raising the fee to \$5 per group each way or \$10/roundtrip (implement October 2018). It also integrates eligibility requirements for students learning in a home schooling environment to have access to the program (implement October 2017).

Electric bicycles

WSF ticket sellers face increasing challenges making fare determination decisions for riders using electric bicycles. The proposal aligns WSF fare policies with vehicle class definitions as stated in the RCW and applied by DOL for licensing purposes, adding new motorcycle and bicycle definitions to WAC 468-300-020.

Small vehicle length

The small carfare category was introduced in 2011, with 14-foot vehicle fare. The determination was based on the number of vehicle models that were available at that time. At the request of operations staff, the 14-foot cutoff was reviewed this cycle to see if a change in length might improve processing times at the tollbooth.

To improve transaction times, the proposal requires the customer to demonstrate vehicle length. This is analogous to a youth or senior proving their age to qualify for the lower passenger fare.

The proposal also addresses Fire District fares, commercial accounts, bicycle stowage, and commercial Wave-to-Go resales. There is no language in the WAC that specifically prohibits commercial resale of Wave2Go multi-ride products, which technology now enables. At the request of the Attorney General, WSF and the FAC-T developed new WAC language to make clear the intent that such resales are not permitted.

WSF staff proposed and the majority of the FAC-T favored a proposal following these guidelines:

- Passenger fare increases set between 2.1% and 2.5%
- Vehicle fare increases set between 2.5% and 2.9%
- Removal of the CUBE “bump” within two-years

All but one member of the FAC-T also voted to implement fare changes in October 2017 and October 2018, rather than the October and May timing used in the three previous tariff cycles used to create additional revenue in the biennium, while limiting overall fare increases.

Commissioner Jennings suggested clarifying the proposed bicycle stowage language to reflect that it applies to all bicycle trailers, as intended, and clarifying the proposed language for the proof of small vehicle length.

Greg Beardsley, Chair, FAC-T, said that the 2017 tariff proposal was done much more collaboratively. Mr. Beardsley noted that there is more to be done on rationalizing fares, especially for motorcycles and vehicle lengths.

[WSF Fare Proposal](#)

Action: Commissioner Young moved and Commissioner Tortorelli seconded the motion adopting the WSF proposal for consideration by the public, with the amendments requested by Commissioner Jennings, and the charter rate changes. The motion was adopted, with five members supporting and Commissioner Batra abstaining.

Follow-up: The Commission will hold public input meetings on the fare proposal on July 6, 10, 11 and 17. A public hearing, followed by action on the proposal will take place on July 26 in Seattle.

NEXTGEN ORCA OPTIONS

Commissioner Young reported that she and staff have been attending discussions on the NextGen ORCA Card. Leadership of that group has made the following recommendations, and would like the Commission's commitment to these principles:

- Eliminate zone-based fares
- Eliminate trip-based peak fares (not contemplated for passengers)
- Do not pursue new fare capping system for passenger monthly passes due to cost, complexity and inexperience of potential vendors with a new system.
- Commissioner Jennings asked whether NextGen ORCA would cost WSF additional revenue. It will not in the short run, and a revenue loss is not likely in 2020 – 2021, when this takes effect.

Action: None

Follow-Up: None at this time

ROAD USAGE PILOT PROJECT UPDATE

Jeff Doyle, Partner, D'Artagnan Consulting, reported on the revised timeline for the RUC Pilot. The Federal FAST Act grant for round two is due in June. The plan is to wait on recruitment until the second federal grant is in hand.

Recruitment will begin in August; participants will be selected in December and January. With this schedule, the first full month of mileage reporting will be February.

A media plan is in development; a media protocol already is available. Commissioners will have this available to help with response to media calls.

The report-out event at University of Washington on the student smartphone challenge is June 5.

The RUC Steering Committee will meet on July 27 and November 9.

[WA RUC Pilot Project Update](#)

Action: None

Follow-Up: None at this time

SR 520 TOLLING UPDATE

Carl See, Senior Financial Analyst, WSTC, reported on the planned SR 520 toll rates adopted in May 2016. Svein Braseth, Director, Bond Program, Office of State Treasurer, reported, “adoption of the revised Toll Rate Schedule will not cause the State to fail to comply with its covenants”.

[SR 520 Tolling Update](#)

[SR 520 Overview of Certificate of the Treasurer Representative 2018](#)

Action: None

Follow-Up: None at this time

TACOMA NARROWS BRIDGE FINANCIAL OPTIONS WORK GROUP

Carl See, Senior Financial Analyst, WSTC, reported on the history of Tacoma Narrows Bridge (TNB) finances, including the relief already effected by the legislature and the Office of State Treasurer (OST). The legislature has directed the Commission to convene a workgroup to identify preferred and prioritized policy solutions providing long-term toll payer relief for users of the Tacoma Narrows Bridge

Tasks include:

- Agree to a project scope with input from the Transportation Commission
- Review and assess toll payer relief scenarios included in the 2014 Joint Transportation Committee report on TNB internal refinance opportunities
- Identify additional toll payer relief scenarios, as needed
- Submit a report with preferred and prioritized policy solutions to the transportation committees of the legislature by December 1, 2017

Participants must include members of the Tacoma Narrows Bridge Citizen's Advisory Committee (CAC) and may include Transportation Commissioners. Staff recommends:

- CAC Chair & Vice-Chair, with the CAC Chair serving as Work Group Co-Chair
- Commission Tolling Subcommittee member, with the Commissioner serving as Work Group Co-Chair

The workgroup also must include at least one member from the legislative delegations of districts abutting the Tacoma Narrows Bridge, the local Chambers of Commerce, and affected local communities.

Staff recommends inviting all District 26 and 28 legislators, the Presidents of the Gig Harbor and Tacoma Chambers, and the Mayors of Gig Harbor & Tacoma.

Action: Commissioners agreed with the staff recommendations and suggested an invite to affected tribal governments, the OST, and the Port of Tacoma.

Follow-Up: Commission staff will coordinate tribal outreach with Megan Cotton, WSDOT tribal liaison.

ONE CENTER CITY SEATTLE'S TRANSPORTATION FUTURE

Congestion, population growth, and infrastructure changes, have King County and the City of Seattle developing new mobility strategies for downtown and surrounding neighborhoods, defined as the Center City. Seattle is growing at 2.5% a year, all in the urban environment. The city added 20,000 jobs last year alone, looking at a 60% increase in downtown residents and a 23% increase in jobs by 2035. Half the city's employment is in the downtown and adjacent neighbors, over 50% of workers in the Center City commute to work by transit.

Near term construction challenges, including the Waterfront seawall, 1st Ave utility relocations, 2nd Ave protected bike lane, Convention Center construction, Center City Connector construction, and closure of the Downtown ST Tunnel to buses, preclude doing nothing as a real alternative.

Guiding principles of One Center City: Two aspects of safety -- human safety and system safety. The Center City mobility challenges:

- Longer travel times for bus riders and vehicle drivers
- Less reliable travel
- More passengers waiting on sidewalks
- Less space for other users
- Bikers
- Delivery drivers
- Service providers
- Taxi and for-hire drivers
- Additional cost to transit providers

Demand management strategies are essential for the 95% of new hires getting to work using transit. Options to improve surface street operations include:

- Signal and turning improvements for bus travel times
- Change 5th Avenue into a two-way transit street
- Change 6th Avenue operations to two-way to improve general purpose access to I-5
- Adding north/south and east/west protected bicycle facilities to improve safety and expand the connected network

Restructuring bus service and improving transit hubs can leverage light rail reliability and capacity. Transit improvement options include:

- Dedicated bus lanes
- Enhanced fare collection
- Enhanced bus stops
- Transit priority
- Improved pedestrian connections

Other strategies include shared mobility; parking management, pricing, and regulation; and urban goods delivery strategies.

Seattle wants to remain a pedestrian oriented city. The primary determinant of where people choose to live in Seattle is a walkable neighborhood, then transit accessibility.

Scott Kubly, Director, Seattle Department of Transportation, said that failure to solve the regional problems would impact the region and the state. Both freight and transit must continue to move. An example of the ripple effect from Seattle congestion is trucks parking in North Bend to queue up for the port.

[One Center City](#)

Action: None

Follow-Up: None at this time

SR 99 TRAFFIC AND REVENUE ANALYSIS

Patty Rubstello, Assistant Secretary, Tolling Division, WSDOT and the lead project consultant Steve Abendschein, Stantec, briefed the Commission on the investment-grade traffic and revenue analysis that will inform toll setting in the SR 99 tunnel. Traffic patterns change with the SR 99 Tunnel; today there is full access at tunnel portals to northbound and southbound SR 99, and ramps to downtown city streets. The new facility will include full access at tunnel portals to northbound and southbound SR 99 and ramps to downtown city streets near the South Lake Union and Pioneer Square neighborhoods, but will not include the entrance and exits at the viaduct's Columbia and Seneca ramps, and the Elliott and Western ramps.

Key inputs to the Investment Grade Traffic and Revenue Study include:

- Comprehensive data collection
- Traffic counts, including turning movements at intersections and volumes on arterials, plus analysis of historical count data
- Speed measurements using travel time runs and corridor speeds
- Trip origins and destinations from regional surveys and corridor level “big data” sources
- Socio-economic forecasts (population, households, and employment)
- Independent forecasts prepared by BERK Consulting
- Focus on 14 core districts serving as SR 99 catchment area
- Socio-economic forecasts higher than those used for the Advisory Committee on Tolling and Traffic Management (ACTT) study
- Future highway and transit network conditions
- Includes closure of 3rd Avenue transit tunnel to buses

Two-tiered modeling structure

- Puget Sound Regional Council Regional Model —> Dynamic Traffic Assignment (DTA) model
- Trip tables, modal splits, and trip characteristics extracted from the regional model and incorporated into the DTA model

DTA model simulates realistic congestion conditions and driver response to tolling. The Investment Grade (IG) work employs a more complex, toll choice component in the DTA model than previous ACTT work. This results in higher driver sensitivity to tolls.

Key Assumptions:

- Forecast start date of 3/1/2019, with ramp up assumed at 75% in 2019, 80% by 2020, and 97% by 2021:
- Forecast period: FY 2019-59
- Truck shares and average toll multipliers (relative to 2-axle auto toll)
- No HOV exemptions
- Pay By Mail toll increment of \$2.00 (non-escalating)
- Pay By Plate fee of \$0.25 (non-escalating)
- No toll escalation (except in maximum revenue Scenario IG-2)
- 96 routine maintenance closures per year on nights and weekends
- Values of time are based on values from existing area toll facilities
- Tolls would cover operation and maintenance

Ms. Rubstello reported that the Office of State Treasurer indicated that the IG-0 scenario covers the net toll revenue expectation, but IG-1 scenario falls short.

Commissioner Serebrin asked whether the modeling included environmental justice analysis. Ms. Rubstello said it was done during the EIS.

[SR 99 Traffic and Revenue Analysis](#)

Action: None

Follow-Up: *Continue to work on SR 99 tolling policy and rates in fall 2017.*

I 405 EXPRESS TOLL LANES UPDATE

Patty Rubstello, Assistant Secretary, Tolling Division, WSDOT, provided an 18-month report on the Express Toll Lane revenue and operations, including the recent investments to improve traffic flow. Nearly two-thirds of revenue can be reinvested back into I-405 corridor.

After three weeks of peak use shoulder lane operations, WSDOT observed lighter congestion between SR 527 and I-5, and reduced travel times and lower toll rates.

[18 Month Report](#)

Action: None

Follow-Up: None at this time

REFLECTIONS AND NEXT STEPS

Commissioner Serebrin found the Autonomous Vehicle presentation intriguing. Think about the future and outcomes you want. We can guide the future with planning and policy recommendations. Who controls the right-of-way can control the data.

Commissioner Litt said it is like a smack in the face, how quickly change is happening.

Commissioner Tortorelli reflected that a lot is coming at us in the next 6 – 8 months.

Commissioner Litt expressed confidence that staff will keep us from overload.

Commissioner Batra noted that traditionally, the public sector has led and private sector has followed. He wants the Commission to be more proactive on how we can work with cities, beyond Seattle.

He also asks how can we improve the TNB tolling experience. It is a big plus – we ought to be looking at where we can make a difference.

Commissioner Young said that the density and extremely rapid growth in Seattle’s urban core is remarkable. She also noted that a lot of work and detail went into the WSF fare setting process.

Commissioner Litt concluded with two huge concerns: rapid growth in some places, and other areas of the state that are losing population and cannot keep up. We cannot forget that as we work on long-range planning. A lot of people rely on public transportation in rural areas to get to work and to medical care.

Action: None

Follow-Up: None at this time

TRANSPORTATION COMMISSION

JERRY LITT, Chairman

ROY JENNINGS, Vice-Chairman

SHIV BATRA, Member

HESTER SEREBRIN, Member

JOE TORTORELLI, Member

DEBBIE YOUNG, Member

VACANT

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL