



Washington State Transportation Commission

Regular Meeting Summary
October 17 & 18, 2017

Chairman Jerry Litt called the meeting to order at 8:30 am. He asked Commissioners and staff to introduce themselves.

WASHINGTON STATE ROAD CHARGE PILOT PROJECT UPDATE

Reema Griffith and Jeff Doyle, Partner, D'Artagnan Consulting, led off the briefing on the Road Usage Charge Pilot Project. FHWA granted the Commission's request for \$4.6 million to run the Pilot. All stages of the Pilot Project are now fully funded.

In addition, the WA RUC project scope was enhanced:

- Added the Mileage Permit option to test in the pilot
- Privacy Impact Assessment will be conducted; intent is to develop a model for future RUC systems
- Proof-of-concept to test a multi-jurisdictional clearinghouse ("Hub") that can securely and efficiently collect and distribute RUC revenue between states
- Expand the pilot to include drivers from Idaho – a non-RUC state
- Research and analysis on all 18 identified (but unresolved) RUC policy issues

Six other grants were made (Colorado was the only new applicant):

- Caltrans (\$1.75 M) will explore ways to collect revenue at retail gas and EV charging stations
- Colorado DOT (\$500k) will explore data collection mechanisms
- I-95 Corridor Coalition (\$975k): Delaware will lead research into equity and privacy issues on the I-95 corridor
- Missouri DOT (\$2.77 M) will conduct outreach related to equity and data security concerns
- Oregon DOT (\$2.32 M) will examine ways to improve its existing RUC program
- RUC West Consortium (\$2.6 M): Oregon DOT will lead an Oregon/California pilot, with the intent of expanding the approach regionally (western US)

Michelle Neiss and Su Embree of DHM Research discussed the Public Attitude Assessment. Cell and landlines of 602 Washington residents were called between June 1 and June 7, 2017. Quotas and weighting by age, gender, education, and area of state ensured the pool represented the state population. The margin of error is $\pm 4.0\%$. DHM also held five focus groups in the Tri-Cities, Spokane, Bellingham, Seattle, and Vancouver in July 2017 with a total 45 participants. Two-hour sessions involved both written exercises and group discussions.

Education and transportation are top priorities for Washington residents. The top transportation priorities are:

- Maintain/preserve existing roads, highways, and bridges: 50%
- Invest in public transportation: 22%
- Build new road, highways, and bridges: 15%

Road maintenance is the top priority in focus group discussions. Focus groups also revealed:

- There is low awareness of how Washington transportation is funded.
- Only about one-half of focus group participants listed the gas tax as a funding source.
- Many named “taxes” generally, but not a specific mechanism or level of government.
- Few know the state gas tax rate, or the proportion of funding that comes from the gas tax.
- Few know how much they pay in gas taxes annually.
- Most believe transportation funds are increasing.
- Prompted, four in ten are aware of the current gas tax amount; half say it is too much.
- Half are familiar with the concept of a road usage charge.
- Four in ten Washingtonians believe a road usage charge is less fair than the gas tax.
- Residents are concerned about people paying their fair share and only paying one tax.
- A majority oppose implementing a state road usage charge to fund transportation.

Reactions to Pilot Project

- Focus group participants were positive about the pilot and interested in volunteering.
- Participants estimated that the pilot would take about one hour per month of their time.
- Participants expected to be able to choose their reporting method.

Key Takeaways:

Transportation issues are on the minds of Washington residents.

- Residents identify transportation as a top priority for government to address
- Maintenance of existing roads and bridges is a top priority

This issue will require an ongoing educational campaign.

- Residents are not familiar with how transportation is funded
- About half of residents are familiar with the concept of road usage charging.

Fairness may be a challenge in communications

- Address fairness in a simple way
- Fairness resonates with Washingtonians; too many details complicates communication

Next Steps

- Continue providing information about the pilot, understanding it will be a long-term effort.
- Show residents that their feedback is important to guide decisions will build goodwill.
- Start transportation conversations by addressing the public’s values, such as access to the outdoors, time with family, or access to work opportunities.

Ms. Embree said four things are needed to move the discussion: Emotion, priority, understood need, and understanding the outcome.

Ara Swanson and Alison Peters reported that the primary communications goals are:

- inform and educate
- recruit participants from across the state
- generate broad understanding of the pilot project
- cultivate balanced and accurate media coverage
- assess public opinion before and throughout the pilot

Website Updates

- Aim to gradually add information and details about the pilot and to support recruitment
- September updates include a new sign-up page, updated FAQ and recruitment video

Earned media has been successful. In mid-August, we reached out to key reporters and publications at traditional newspapers throughout the state. From August through early October, 40 stories were published (print, online radio, TV).

Since early October, 65% of potential RUC Pilot participants completed a five-minute demographic survey. The initial demographic survey results reveal shortfalls in the following groups: women, minorities, low-income, outside of Puget Sound.

Communications and Recruitment Next Steps

- Continue analyzing results from communications activities and demographic survey to inform future strategies.
- Target media in key geographic regions to help recruit additional volunteers
- Broaden advertising campaign to other online sources and specific publications
- Publish Spanish-language web page, fact sheet and launch Spanish language advertisements

STATUS OF TECHNICAL DESIGN & SETUP

Completed or nearing completion:

- Technical specifications and test plans
- Setup of service providers, reporting systems, accounting systems, etc.
- Design and programming of smartphone application
- Designing the multijurisdictional RUC clearinghouse function (Hub)

To be completed by mid-November:

- Help desk and participant support
- Partnerships with DOL agents/subagents to provide in-person odometer verification
- Finalize the evaluation plan
- System testing

Scheduled for later (after January 1):

- Organizational design (potential roles for government, private sector in a future RUC system)
- Testing and launch of financial interoperability testing with OReGO

The goal is to provide enough information for people to make a realistic assessment of their interest in a 12-month research project

Mileage Permit

- Participant pays for 1,000, 5,000, or 10,000 miles in advance
- Odometer reading by participant phone or by subagent
- Requires odometer image at signup, every quarter, and each time a new permit is purchased
- Receipt provided with every purchase; Invoice provided every quarter
- All miles charged

Odometer Charge

- Participant pays for miles traveled at the end of each quarter
- Odometer reading by participant phone or by subagent
- Requires odometer image at signup and every quarter
- Invoice provided every quarter
- All miles charged

Automated Distance Charge: Mileage Reporting Device with No Location Data

- Participant pays for miles traveled at the end of each month
- Odometer reporting by OBDII device
- Invoice provided every month
- All miles charged
- Non-location-based value-added services available

Automated Distance Charge: Mileage Reporting Device with Location Data

- Participant pays for miles traveled at the end of each month
- Odometer reporting by OBDII device
- Invoice provided every month
- Only miles on public roads in WA, ID, BC, OR will be charged
- Many value-added services available

Automated Distance Charge: Smartphone with Location Data

- Participant pays for miles traveled at the end of each month
- Odometer reporting by smartphone; mileage estimated if no odometer image provided each month
- Invoice provided every month
- All miles in WA, ID, BC, OR charged

RUC Participant Management

- Database for participant personal and vehicle data
- Stores participant data (name, address, phone) and vehicle data (VIN, license plate)
- Available to Account Managers and to Pilot Customer Service
- Secure personally identifiable information (PII) storage
- Allows for pilot-wide Single Sign On

RUC Accounting (RUCA)

- Database containing monthly pilot travel reports with PII
- Simulates State/Provincial RUC oversight agencies for Washington, Idaho, and British Columbia
- Data shared only with state for which participant is registered
- Verify compliance of all participants
- Secure PII storage

Interoperability Hub

- Database containing monthly pilot travel reports without PII
- Supports quarterly monetary reconciliation between states
- Summary level data shared with all participating states
- Secure storage, but no PII

Providers

EMOVIS

- Experience as Account Manager for OReGo
- Supports Mileage Permit, Odometer Charge, and Mileage Reporting Device with Location Data
- Supports interface to DOL subagents
- Uses a commercially available mileage reporting device from Automatic IMS
- Experience as Account Manager for OReGo and in California Road Use Charge Pilot
- Supports all operational concepts (no interface to DOL subagents)
- Provider of their own Mileage Reporting Device

VEHCON

- App (MVerity) and System developer
- Experience in California RCPP
- Provides RPM, Interoperability Hub, RUCA, MVerity on Demand (process for verifying odometer readings)

Project Partners

Mr. Doyle says the most enthusiastic partner may be the Seattle Electric Vehicle Association

Oregon's Orego Program

- Oregon DOT seeks a formal MOU between their program and the WA RUC pilot. The MOU has been reviewed and signed by WSTC and is under review by OReGO program staff. The primary challenge: how to ensure Oregon laws and policies are followed in the transfer of mileage data and tax collections for the WA pilot test.
- OReGO is leading the effort to establish a western state RUC system.
- Oregon has enacted a law allowing EVs to pay RUC instead of a flat annual fee.

City of Surrey

- Approximately 200 drivers selected by the City of Surrey will be offered one RUC reporting method to test (the automated distance charge).

- Special section of WA RUC website will support Surrey drivers participating in the pilot.
- “Pitch packet” will be provided to Surrey to inform potential volunteers.
- City of Surrey is one of several participants in the greater Vancouver region’s Mobility Pricing Independent Commission initiative.

Idaho

- Idaho Department of Transportation will recruit about 50 drivers from along the ID-WA border to participate in the Pilot.
- Special web page and packet of information will be provided to support the Idaho drivers.
- Idaho drivers will have all mileage reporting options available to them, except in-person support for odometer readings (no licensing subagents in Idaho to support this).

Pilot Project Evaluation Plan

Guiding principles and purpose were established by RUC Steering Committee. The purpose is:

- A means of addressing outstanding policy, public acceptance, and technical questions and issues in a rigorous manner.
- Pilot operations will generate data, experiences, and opinions, the key will be to extract that information and make it useful.

Evaluation Methods

1. Participant Surveys at beginning, midpoint, and end
 - 1a. Participant Pop Quizzes -- 1-2 quick online questions – voluntary participation
2. Participant Focus Groups to learn about participant experiences and perceptions in more detail, and to measure changes in understanding over time
3. Pilot Data Analysis
4. Agency Interviews
 - To learn about accountability, interoperability, and cooperation issues
 - Help evaluate responsibility and oversight questions
5. Participant Case Studies
6. Scofflaw Test Examination of the pilot design to identify ways to evade RUC
7. Fuel Purchase Log Analysis
 - Fuel purchase analysis based on pilot participant-provided information
 - Who: Select group of participants who live near Oregon border
 - Purpose: To study “fuel tax arbitrage” (when residents near a border purchase fuel on one side and mostly drive on the other)
8. Policymaker Interviews Commissioners and elected officials at state and local levels who participated in the pilot
9. Steering Committee Facilitated Discussion to gather feedback from members on their perceptions of the pilot experience and discuss policy questions

Evaluation Plan Next Steps

- Present DRAFT Evaluation Plan to the Steering Committee at November meeting
- Review and discussion
- Issue FINAL Evaluation Plan before December 31, 2017
- Some items may be scaled according to available budget
- Begin evaluation tasks in early 2018

Key Project Milestones, September – December 2017

- ✓ Decision by FHWA on Round 2 STSFA Grant Funding (funds pilot, evaluation and reporting)
- ✓ Web site refresh goes live
- ✓ Launch participant recruitment activities
- Provide active assistance to British Columbia and Idaho participants
- Testing of all devices, account services and customer interface/support
- Establish partnerships with DOL agents/subagents located near participants that choose in-person odometer validation method

Washington State Road Usage Charge Pilot Project Update

Action: None

Follow-Up: None at this time

PUBLIC COMMENT

1. Paul W. Locke said that his taxes exceed his expenditures. It is necessary to reduce the cost of government. Automate the light rail system; savings would be tremendous.
2. Will Knedlik expressed his condolences for the loss of Dan O’Neal. With the passage of Aubrey Davis, Dick Ford, and Dan O’Neal, the state has lost transportation leadership. Mr. Knedlik emphasized the importance of clarity and transparency in developing the RUC program. He distributed the state’s first tolling legislation enacted in 1854.
3. Dan Anders disagrees with the RUC. He predicts there will be a gas tax and a road usage charge. He suggested tying the maintenance program to the construction program, so that there is money to maintain the system. He is retired and drives more now than ever. There are too many RUC collection options.
4. Raylene Scott from the Libertarian Committee of Lewis County was concerned about the amount of time spent on how to persuade people about an idea than what the idea is. We need to do more with the money that we have. The gas tax is second highest in the country, but the roads are rated 30th in the country.

Larger vehicles will be paying the same amount as small vehicles that do little damage. The overhead of the RUC is very high and there is more work to maintain it. This is another example of government getting bigger.

5. Richard Russell, Olympia, gets about 41 mpg. RUC would subsidize the bigger cars that damage the roads more. It’s not fair to charge for travel on forest service roads.
6. Bill Phillips, a resident of Mason County, is representing 16 other voters. The current system is a “stealth tax.” People are not aware of it, this system will create revolt and will reduce privacy. How will the state punish those who cannot pay or cheat? Progressives see this as a giant gift to big business. This will result in a massive shift of wealth. Raise the tax on the polluters. Add a weight modifier to RUC or to licensing fees.

7. Adrian Wright, a citizen of Olympia, expressed his distaste that the media have said that the RUC is going to happen and that the reality is that this is a pilot project to learn more.

COMMISSION BUSINESS

- *Commissioner Young moved approval of the September 19, 2017 Meeting Summary. Commissioner Serebrin seconded the motion and the meeting summary was approved.*
- *Commissioner Young moved approval of the July 26, 2017 Ferry Fare Rate Setting Hearing Meeting Summary. Commissioner Serebrin seconded the motion and the meeting summary was approved.*

RESILIENT WASHINGTON REPORT

The Resilient Washington Subcabinet has assessed the state's resiliency to earthquakes and tsunamis. The Emergency Management Division of the Washington Military Department has worked with WSDOT and other agencies to identify gaps, prioritize actions, and estimate implementation costs.

Cascadia Subduction Zone (CSZ) is a National Issue. Cascadia Rising, a joint federal, state, and local exercise was conducted June 7 – 10, 2016. Focus areas included:

- Operational Coordination
- Operational Communication
- Situational Awareness
- Mass Care
- Public Health and Medical Services
- Critical Transportation

Strategic Observations of the June 2016 Exercise:

- Time is of the essence
 - Massive National/International response required
 - Needs and immediacy are overwhelming
- Detailed Planning is imperative
- Transportation infrastructure is the lynchpin of successful response
- Effective, survivable communication is essential
- Public preparedness is crucial

The focus going forward will emphasize:

- Response Planning
 - Mass Care and Sheltering
 - Public Health and Medical
 - Transportation
 - Communications
 - Energy
- Mitigation Planning focused on building resiliency in our critical infrastructure, especially transportation, communications, energy
- Family and personal preparedness
- Recovery Planning

Key Planning Concepts

- Pre-identify resource needs and develop plans to deliver the required commodities where and when needed
- Timeline – 3 to 4 years to accomplish baseline plans and exercise the plans in 2021

The Regional Resiliency Assessment Program (RRAP) is a cooperative assessment of specific critical infrastructure within a designated geographic area and a regional analysis of the surrounding infrastructure to address a range of infrastructure resilience issues that could have regionally and nationally significant consequences.

Objective 1: Analyze and identify priority multi-modal transport routes and facilities that would likely be utilized in CSZ response and determine capacity of existing, most-viable routes

- Connectivity between Incident Support Bases (ISBs) and regional Federal Staging Areas (FSAs) and grocery Distribution Center (DC) cluster
- Connectivity between seaports and regional FSAs and DC cluster
- Corridor and route focus; no facility-level focus at this phase
- Physical viability of routes, not what goods on which routes

Objective 2: Identify and prioritize transportation routes and facilities for potential investments of hardening, retrofitting, and mitigation measures

- Focus on priority route hazard vulnerabilities (e.g., liquefaction, landslide, seismic forces, tsunami) to corridors
- System-level analysis of infrastructure physical impacts
- Assess potential infrastructure system viability post-disaster; prioritization of corridors and facilities to mitigate damage to systems most valuable to response operations

Governor Inslee created the Resilient Washington Subcabinet to report on the following:

- What has been done
- What is currently being done
- What needs to be done
- Funding shortfalls

Keith Metcalf added that the Cascadia Rising exercise shows how much is needed to be done. The lifeline is not complete.

[Cascadia Rising](#)

Action: None

Follow-Up: None at this time

I-5 AUTONOMOUS VEHICLE CORRIDOR

The ACES Northwest Network is working to advance Automated, Connected, Electric, and Shared vehicle technologies in the Puget Sound region. Bruce Agnew, of the Cascadia Center and Scott Kuznicki, Transpo Group, collaborated with Madrona Venture Group to propose a plan to accommodate autonomous vehicles on I-5.

Autonomous vehicles (AVs) need good roads and technology infrastructure:

- Pavement markings and delineation
- Smooth, clear pavement
- Traffic signing that is uniform and properly placed
- Active mapping systems
- Low-latency communications systems

ACES Northwest Network proposes to incrementally transform I-5 by allowing AVs in the HOV lane now, and gradually increasing roadway capacity for AVs, so that I-5 is AV-only by 2040:

- Maximize utility of HOV network while extending and improving it
- Ensure capacity expansion serves only efficient and environmentally-responsible technologies
- Coordinate with other needs on I-5, including capacity and seismic retrofits
- Transform corridor for the movement of people and goods

[Aces Northwest Network](#)

Action: None

Follow-Up: None at this time

PUGET SOUND TRANSIT AGENCIES AND TOLLING

Transit is exempt from paying tolls on tolled facilities in Washington, except on the Tacoma Narrows Bridge. Transit supports regional mobility because as the region grows, it becomes more difficult to build our way out of congestion:

- 1 million more people and 850,000 more jobs by 2040
- Enhancing transit service reduces roadway congestion and increases corridor capacity
- Reliable and frequent transit supports economic development
- If transit was no longer available, about 55% of transit riders would either drive alone, carpool or use a ride hailing service

As demographic shifts increase the suburbanization of poverty, people are being pushed out of the densest urban areas and transit provides a low-cost alternative to using a toll facility.

Pierce Transit Vanpool Program

Vanpool fleet and ridership: 366 vans; 828,000 boardings; 2,400 customers

Vanpools Accessing the Tacoma Narrows Bridge: 80

The Puget Sound Naval Shipyard/Naval Undersea Warfare Center/Sub Base Bangor (277 customers/33 vans) is a major vanpool anchor west of Tacoma Narrows Bridge. Other major employment anchors are Boeing (752), City of Tacoma (290), US Army (146), and Costco (82).

Pierce Transit & Tolling

Transit is exempt on all toll facilities *except* the Tacoma Narrows Bridge (TNB). Pierce Transit has spent \$132,000 on tolls related to the Tacoma Narrows Bridge thus far in 2017:

- 1 ½ weeks administrative staff time for managing tolling accounts
- Excludes time spent on maintaining and replacing toll transponders as rolling stock circulates through operations
- Excludes cost to vanpools; groups reimburse Pierce Transit for TNB tolling expenses

Pierce Transit Opportunity/ Tolling Parity

1. Gain toll-exempt status for Pierce Transit buses, maintenance vehicles and vanpools on the TNB.
2. Provide incentive to support WSDOT and Pierce Transit vanpool expansion goals while rewarding good will of existing vanpool community.

Sound Transit

Bus Rapid Transit:

- ST3 funding of nearly \$1 billion in the corridor, beginning 2018
- Builds upon state investments from Renton to Bellevue
- Relies on ETL north of Bellevue and the 2024 completion of Renton to Bellevue work
- Planning true BRT that needs 45 mph speeds 90% of the time or better

Transit helps offset impacts of congestion and increases person movement in congested corridors:

- Continue to exempt transit from tolls, and on any future tolled facilities
- Allow toll revenues to be used for transit operations

King County Metro

Tolled facilities with HOV lanes can help maintain speed and move more people:

- Enforce the adopted HOV lane performance standards by maintaining an average speed of 45 mph or greater at least 90% of the time during the morning and afternoon peak hours.
- Increase carpool occupancy requirements in congested HOV corridors from 2+ to 3+ during peak periods in order to maintain the 45 mph HOV lane performance standard
- Continue to exempt transit from tolls, and on any future tolled facilities
- Allow toll revenues to be used for transit operations

Systemwide, King County Metro carries about 400,000 riders a day, with 42% of Metro’s bus trips occurring during the peak period.

SR 520	Facility	Avg Daily Bus Trips	Avg Daily Passenger Loads
	Spring 2010 (pre-tolling)	599	15,048
	Spring 2017 (current)	773 ▲ 29%	23,387 ▲ 55%

I-405	Facility	Avg Daily Bus Trips	Avg Daily Passenger Loads
	Spring 2015 (pre-ETL)	72	2,645
	Spring 2017 (current)	83 ▲ 15%	2,945 ▲ 11%

Community Transit

Community Transit (CT) operates on I-405 and SR 520. Toll exemptions save CT \$120,000 to \$960,000.

- 18 commuter bus trips a day
- 165 vanpools on I-405
- Paratransit: 17 trips a day

Commissioner Jennings asked how repeal of I-405 tolls will impact transit. It will cost the agencies more. CT said that trips are 7.5% faster overall, and more consistently reliable.

Action: None

Follow-Up: None at this time

WTP PHASE 2 UPDATE

Keri Woehler and Richard Warren briefed the Commission on WTP Phase 2, WSDOT's implementation plan for WTP 2035. The work includes action items to implement several of the strategies and recommendations from WTP 2035.

Ms. Griffith said that Phase 2 doesn't seem to synch with Phase 1. Many recommendations from Phase 1 not addressed here. She asked how can planning be more efficient and coherent?

WSDOT responded that it has picked off 11 top areas that it will begin to work on now. Others will be worked on in the future. There have been discussions between WSDOT and MPO/RTPOs about how to improve the planning process.

[WTP Phase 2 - Implementation Action Items](#)

Action: None

Follow-Up: None at this time

SECRETARY REPORT

Keith Metcalf reported that Marshall Elizer will be joining as Assistant Secretary for Multi-Modal Planning.

WSDOT has distributed fully-subsidized ORCA Cards to WSDOT employees in Central Puget Sound. At the Centennial Accord meeting, tribes expressed appreciation for WSDOT opening 10 more fish barriers.

WSDOT held a design-build workshop last month in Wenatchee.

There is progress on an Elwha Bridge replacement. Removal of the Elwha dam undermined the footings. WSDOT is working closely with tribes.

Action: None

Follow-Up: None at this time

SR 507 NAMING

Everett Gage, Councilman, City of Rainier, brought before the Commission a proposal from Rainier and supporting communities and organizations to name two miles of SR 507 through the City of Rainier to honor Sargeant Justin D. Norton.

Action: Commissioner Jennings Moved adoption of Resolution 733. Commissioner Tortorelli seconded the motion and it was adopted unanimously.

[Resolution 733](#)

Action: None

Follow-Up: None at this time

Commission Business

Staff briefed the Commission on the two proposals received for the next WTP Update, submitted by BERK Consulting and SCJ Alliance. A screening committee including WSDOT, an MPO/RTPO representative, legislative staff and Commission staff recommend the Commission choose SCJ Alliance for the update.

Action: Commissioner Serebrin moved the Commission contract with SCJ Alliance for the WTP Update. Commissioner Young seconded the motion. Commissioner Litt announced that he would abstain because he had been an employee at SCJ Alliance. The vote was 5 yes and 1 abstention.

FY 2018 RATE SETTING SCHEDULE

The Commission will be reviewing or initiating tolls and toll policies for several facilities during FY 2018. Staff provided an overview of the proposed schedule. Commissioner Serebrin asked whether a low-income toll rate could be considered.

Action: None

Follow-Up: None at this time

WSDOT TOLLING UPDATE

WSDOT Toll Division reported on FY 2017 traffic and revenue for each facility, and its legislative benchmarks.

Action: None

Follow-Up: None at this time

TACOMA NARROWS BRIDGE WORKGROUP UPDATE

The 2017 Legislature directed the Commission to lead a stakeholder work group assessing options for providing long-term toll payer relief for the Tacoma Narrows Bridge (TNB). Prioritized policy solutions are due to the transportation committees of the legislature by December 1, 2017.

Bruce Beckett, Chair of the Citizens' Advisory Committee (CAC) and co-chair of the TNB Workgroup told the Commission that no one can appreciate how much time Carl See has spent on updating JTC scenario models on TNB finances. The legislative members have been fully engaged in trying to find solutions, including a two-hour discussion at the second meeting.

The Workgroup's concern is not equity across projects, but equity of the debt structure. There also is frustration that revenue-generating ideas, such as credit card lanes, have not been implemented. Mr. Beckett has asked the CAC if it would like to review and comment on the work, but so far there has not been much response.

Commissioner Batra agreed that staff has put a lot of work into the TNB analysis. He also said that public comment has been taken throughout the discussion, rather than waiting until the end of the process.

Action: None

Follow-Up: None at this time

PUBLIC COMMENT

There was no additional public comment.

REFLECTIONS AND NEXT STEPS

Technological change is happening so fast that it is hard to see how to keep up. How do you accommodate and plan for a system that you don't know what it will look like in ten years. As one presenter said, plan for the outcomes you want. Focus on what we want the system to do.

Key is to maintain the existing system. WSDOT has made great strides over the summer in improving highway conditions.

RUC provides options for future funding. Autonomous Vehicles will require different infrastructure, but there is a huge maintenance backlog.

A lot of industries are dealing with 20th Century infrastructure. Disruptive technology is moving so fast, we need to change our planning process and our leaders need to improve the process to deliver 21st Century expectations. Is the planning process too cumbersome?

Public fear and mistrust will be a major challenge to overcome. That is something for WSTC and WSDOT to discuss further.

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