



Washington State Transportation Commission

Regular Meeting Summary
October 18 & 19, 2016

COMMISSION BUSINESS

Chairman Jerry Litt called the meeting to order at 9:00 am with introductions.

Action: Commissioner Young moved and Commissioner Tortorelli seconded the motion approving the September 21, 2016 meeting summary. The motion was approved unanimously.

- Commissioners reported on their recent Commission activities, including the following: Chairman Litt reported on the WTP Steering Committee meeting. The Steering Committee welcomed the new representative for MPOs and RTPOs, Matt Ransom, from the SW Washington Regional Transportation Council. The group reviewed the draft agenda for the WTP Advisory Group meeting later in October. Much of that agenda is devoted to a scenario planning exercise, led by Thera Black of SJC Consulting.

WSDOT staff reported that they also engaged their internal WTP Team in scenario planning. WSDOT also is working to update its WTP website.

- Commissioner Tortorelli attended the JTC meeting and rail tour.
- Commissioner Jennings attended the highway naming in Fife and the christening of the new ferry. He announced that completion of the C-TRAN BRT project is delayed until January 2017.
- Commissioner Young attended three of four WSF San Juan listening sessions. She met several senior ferry staff. She participated in a meeting to discuss Orca Next Generation. She also attended the San Juan County FAC.

Reema Griffith, Executive Director, WSTC reported on the RUC pilot development.

Carl See, Senior Financial Analyst, WSTC reported on meetings about the Gateway Project. Keith Metcalf, Deputy Secretary, WSDOT stated that no general purpose lanes were added to the SR 509 and SR 167 projects. The project is funded at a level that assumes traffic management, as well as revenue generation.

The Commission discussed the outline of recommendations proposed for the 2016 Annual Report. The main additional recommendation will be on the topic of emergency preparedness for seismic events, climate change, and storms. Public outreach and engagement should include attention to safety and education about studded tires.

FEDERAL GUIDANCE ON AUTONOMOUS VEHICLES

The National Highway Traffic Safety Administration (NHTSA) issued a guidance document in September on the design of automated vehicles. Paul Parker, Deputy Director, WSTC provided an overview of the federal guidance. The NHTSA guidance emphasizes its purview over automotive safety and recommends that state allow USDOT alone to regulate performance of Highly Automated Vehicles (HAV) technology and vehicles. If a State does pursue Automated Vehicles (AV) performance-related regulations, that State should consult with NHTSA and base its efforts on the Vehicle Performance Guidance provided in this Policy.

NHTSA is prepared to assist with challenges that States face with regard to AVs both now and in the future. For example, NHTSA recognizes the need for driver education and training regarding AV systems, and is prepared to partner with States to address this need. NHTSA has already begun research to evaluate the ability of drivers to stay engaged while AVs are performing part (or all) of the driving task. NHTSA recommends that states focus on:

- Licensing (human) drivers and registering motor vehicles;
- Enacting and enforcing traffic laws and regulations;
- Conducting safety inspections, where States choose to do so; and
- Regulating motor vehicle insurance and liability.

NHTSA indicates that states should do the following:

Administrative

- Identify a lead agency responsible for consideration of any testing of HAVs.
- Create a jurisdictional automated safety technology committee which includes representatives from the governor's office, the motor vehicle administration, the state department of transportation, the state law enforcement agency, the state highway safety office, office of information technology, state insurance regulator, the state office representing the aging and disabled communities, toll authorities, and transit authorities.
- Consult other stakeholders, such as transportation research centers located in the state, the vehicle manufacturing industry, and groups representing pedestrians, bicyclists, consumers and other interested parties, as appropriate.
- The lead agency should keep its state automated safety technology committee informed of the requests from manufacturers to test in their jurisdiction and the status of the designated agency's response to the manufacturers.

The lead agency should take steps to use or establish statutory authority to implement a regulatory framework, including examining the laws and regulations in the areas of: (1) licensing/registration; (2) driver education/training; (3) insurance and liability; (4) enforcement of traffic laws/regulations; and (5) administration of motor vehicle inspections, in order to address unnecessary barriers to safe testing, deployment, and operation of AVs.

Develop an internal process that includes an application for manufacturers to test.

Establish an internal process for issuing test vehicle permits.

Review state statutes to identify any legal issues that need to be addressed prior to the deployment and operation of automated vehicles.

Jurisdictional Permission to Test.

The lead agency should involve the jurisdictional law enforcement agency before allowing testing. Authorization to test may include restrictions, and/or may prohibit testing in certain areas or locations, such as school zones, construction zones, or other safety-sensitive areas.

Deployed Vehicles.

To make the transition from human-driven motor vehicles equipped with automated safety technologies to fully automated vehicles, gaps in current regulations should be identified and addressed by the states (with the assistance of NHTSA). Some examples are:

- Law enforcement/emergency response
- Occupant safety
- Motor vehicle insurance
- Crash investigations/crash reporting

Liability and Insurance

States are responsible for determining liability rules for AVs. States should consider how to allocate liability among AV owners, operators, passengers, manufacturers, and others when a crash occurs. For example, if an AV is determined to be at fault in a crash then who should be held liable?

For insurance, states need to determine who (owner, operator, passenger, manufacturer, etc.) must carry motor vehicle insurance. Determination of who or what is the “driver” of an AV in a given circumstance does not necessarily determine liability for crashes involving that AV. States may determine that in some circumstances liability for a crash involving a human driver of an AV should be assigned to the manufacturer of the AV.

[Federal Guidance on Autonomous Vehicles](#)

Action: *Include recommendations on autonomous vehicles in 2016 Annual Report.*

Follow-Up: **Continue to monitor state and federal activity on AVs.**

WASHINGTON TRANSPORTATION PLAN UPDATE

Kerri Woehler, Multi-Modal Planning Director, WSDOT described the vision and purpose of the Washington Transportation Plan (WTP) Phase 2 work underway. Richard Warren, Planning Studies Manager, WSDOT reviewed the implementation timeline and noted that the target date to complete Phase 2 is fall 2017.

The four focus areas identified by the WTP Advisory Group were:

- Maintain and preserve investments
- Manage growth and traffic congestion
- Enhance multimodal connections and choices
- Change the funding structure

Scenario planning is about preparing for an uncertain future. WTP Phase I laid out the vision that we want; scenario planning a tool to help us understand the consequences of not achieving the future we plan for. Ms. Woehler stressed that our planning is evolving to an on-going process, more than a product. Including corridor sketches and strategies for each corridor.

Commissioner Young is familiar with scenario planning in the utility industry. She asked whether it is worth talking to the Northwest Power Planning Council or the Hydropower Association to understand their vision and understanding of the future.

Commissioner Litt asked how completion of WTP 2035 will synch up with development and adoption of the next WTP. Ms. Woehler responded that WSDOT sees it as an ongoing process. Phase 2 analysis and implementation informs the development and focus of the next iteration.

[WTP-Phase 2 Implementation](#)

Action: *Continue to engage in WTP Phase 2 work.*

Follow-Up: None at this time.

NAMING I-5 “BOULEVARD OF REMEMBRANCE

Rep. Kilduff and Rep. Muri spoke to the Commission about the history of the “Boulevard of Remembrance.” Nearly 90 years ago, 500 oak trees were planted on Pacific Highway near Joint Base Lewis McCord to commemorate those who served in WW I.

Commissioner Jennings read the draft Resolution 730.

Action: *Commissioner Tortorelli moved and Commissioner Litt seconded the motion adopting Resolution 730, designating the I-5 corridor the “Boulevard of Remembrance”. The motion was approved unanimously.*

Follow-Up: None at this time

PARK AND RIDE ACCESS

Amy Scarton, Assistant Secretary, Community and Economic Development, WSDOT, talked about WSDOT research into Park and Ride access. There are many overcrowded park and ride lots. An audit of 10 lots indicated that most lots were at or near 100% capacity, but overall parking vehicle occupancy was very low with between 1.02 and 1.10 persons per vehicle.

Alex Krieg, Senior Planner, Puget Sound Regional Council, reported that the region has

- 120 permanent transit parking facilities, comprising about 40,000 stalls
- Range in size from 20 to 2,273 stalls (average = 335 stalls)
- Also, there are 97 leased lots with ~4,600 additional stalls

Of these 37 facilities, comprising about 22,000 stalls, are near capacity. The 37 facilities range in size from 38 to 2,273 stalls (average = 550 stalls) and account for 55% of transit parking supply. The Puget Sound region collectively added 925 stalls between 2009 and 2015 (a 4% increase). Occupancy increased from 87% in 2009 to 99% in 2015.

PSRC conducted a Transit Access Assessment in 2014-2015. Built on multiple efforts underway throughout the region, its findings and recommended next steps were released early in 2016 and a Regional Transit Access Toolkit is near completion. PSRC also was tasked by the region's transit executives to examine parking management issues. It identified programmatic issues and reached consensus on a draft program.

In summary, there are supply-side and demand-side parking issues in the region. More (and potentially a lot more) parking supply is coming. Initial steps at managing transit parking demand are underway. We need to be flexible and creative with parking supply and transit parking should be viewed as a system, not as discrete asset in isolation. A regional parking strategy is coming soon.

Rachel Wilch, Transportation Planner, Sound Transit (ST), said that on a typical weekday:

- Spaces are 93% occupied
- 16 locations above 90% occupied
- Six locations above 100% occupied

Sound Transit (ST) is managing its existing parking in coordination with regional partners. It has initiated a parking management pilot with reserved parking at two facilities, and seven more to be added. HOV/carpool parking permits are \$5/month (with verified ridership) for a parking guarantee. SOV single occupant vehicle parking permits are anticipated in 2017 (price TBD). Additional parking management is included in ST3.

They are monitoring ORCA use from the facility to enforce carpool permits. They are building off of existing ORCA technology which doesn't allow on-line reservations. To ensure adequate spaces, slightly more spaces are reserved than the modeling would require. All spaces become open after morning peak.

ST also is building new parking:

- 7,000 more stalls under ST2
- Four new facilities
- Nine expanded facilities
- 8,000+ additional stalls if ST3 passes

Other transit access investments include land use and transit-oriented development, transit integration, and bicycle and pedestrian improvements. Transit access investments in ST3:

- Non-motorized access allowance
- System access fund
- Bus-rail integration facilities
- Passenger amenities at stations

Dan Rowe, Senior Transportation Planner, King County Metro, reported that most people walk or bike to the bus. Metro recognizes that there are insufficient walk and bike connections and opportunities to improve bus connections to light rail.

Mr. Rowe described parking access as an equity issue. More spots available to people with flexible schedules. King County Metro owns half the lots and half the spaces. Metro's long-range plan includes improved bike and walk access, increase parking efficiency and add supply, continued innovation in last mile connections, increased bus-rail integration efforts, and continue transit-oriented development.

Metro's near-term access efforts involve:

Managing Supply:

- Market underutilized parking
- Implement permit parking / guaranteed stalls for carpools
- Increase security and enforcement

Expanding Supply:

- Study demand for future expansion
- Expand leased lot program
- Pilot shared parking program with multifamily developments
- Restripe existing lots (increased capacity by 10%)
- Expand/improve bike parking

Improve non-motorized access and last mile connections:

- New bike/walk connections (anticipates 14% more access to transit)
- Regional trails mobility connections
- Ridesharing and shared mobility options

King County has developed a model that will provide priced transit parking, building on excess parking capacity at multi-family developments.

Until parking is no longer free, Public-Private Partnerships (PPPs) will not be very likely. The private sector will want to earn a return on its investment. WSDOT's PPP program is aligned with efforts to efficiently market and will need legislative authorization to charge for parking.

Ms. Scarton said that she and the Secretary met with Microsoft last week to discuss employee transportation. She agreed that WSDOT can do a better job of reaching out and working with the private sector. Washington State Ferries wants to improve ferry connections with transit, it will be the top emphasis in its long-range plan update.

King County Metro acknowledges the uncertainty that autonomous vehicles pose and therefore looks at partnerships, leases, etc. before building more parking.

[WSDOT Park & Ride Access](#)
[Transit Parking in the Puget Sound](#)
[Sound Transit Parking & System Access](#)

[King County Metro Access to Transit](#)

Action: None

Follow-Up: None at this time

DEPARTMENT OF LICENSING UPDATE

Tony Sermonti, Government Relations Director, Department of Licensing (DOL), reported that DOL's current driver and vehicle systems are antiquated and very costly to maintain – or even change. They are largely based on COBOL computer language and system failures are growing. The DOL system manages 5.2 million drivers and 7 million vehicles, collecting more than \$2.7 billion in transportation revenue for state and local governments.

DOL has opted for a commercial, off-the-shelf system. The vendor has a proven record of success with Department of Motor Vehicle projects in several other states. It has a high level of automation, integration and compatibility to meet future potential needs. There is vendor-supported maintenance and upgrades to keep system up to date. The Legislature funded \$27.4 million in 2015-17 transportation budget to complete the vehicle phase of system modernization, which is now in testing. Training is in progress and on track to launch the vehicle solution in December 2016. Driver's modernization phase is underway.

Brady Horenstein, DOL, led efforts to update the driver licensing exam. Young drivers 16-25 make up 14% of Washington licensed drivers but are involved in 35% of the state's fatality collisions. DOL is working to align the driver training curriculum, driver's guide and written knowledge test for the first time.

The aim is to ensure DOL is testing on the leading causal factors associated with crashes (impairment, distraction, speed, hazard awareness). An additional 15 questions ensure drivers have the requisite knowledge for safe driving.

New and improved topics:

- Distracted Driving (30% of all fatality collisions; 23% serious injury)
- Impairment (57% of all fatality collisions; 22% serious injury)
- Hazard Awareness (situational questions)
- New 40 question test went live on August 15.
- 60,000 students complete traffic safety education in WA each year.
- Over 230,000 knowledge tests per year, about 35,000 at DOL offices and 200,000 at contract locations (schools).
- Passage rate before new exam: 65%
- Passage rate after new exam: 55-60%

A new driver's bill DOL is developing for 2016 session will include requirements for 18-20 year olds and 30-day permit.

Commissioners asked if the test will cover when you must stop for school buses? Does it cover roundabouts? Mr. Horenstein said the content is evolving.

[Driver Licensing Exam Update](#)
[Washington Driver Vehicle System Project Update](#)

Action: None

Follow-Up: None at this time

TARGET ZERO AND THE PEDESTRIAN SAFETY INITIATIVE

Shelly Baldwin, Legislative and Media Relations Manager, Washington Traffic Safety Commission (WTSC), reported that traffic fatalities increased in 2015 to 568, a 22% increase. WTSC thinks there was a decrease in driving during the recession by target populations due to less money and high gas prices. More miles were driven after the recession. So far, 2016 looks as bad as 2015 for traffic fatalities.

Pedestrian fatalities have been flat this year. In 2015 pedestrian fatalities increased to 87. Vehicle speed has a lot to do with whether the pedestrian who is hit will survive. Pedestrian impairment is a most prevalent contributing circumstance in pedestrian fatalities.

Right now, it's very easy to get a driver's license. It makes sense to provide hazard awareness and ongoing driver testing.

The Pedestrian Safety Advisory Council:

- Established by RCW 43.59.155
- Charged to review and analyze data related to pedestrian fatalities and serious injuries to identify points at which the transportation system can be improved and to identify patterns in pedestrian fatalities and serious injuries.

Sample recommendations:

- Encourage counties, cities, tribes to reduce speeds on roads used by pedestrians
- Design roads to reduce speed
- Highlight evidence for proven, effective strategies
- Identify over-represented user groups
- Identify actionable design applications

[Target Zero and the Pedestrian Safety Initiative](#)

Action: None

Follow-Up: None at this time

2016 BUDGET PROPOSAL

Reema Griffith and Paul Parker briefed the Commission on the WSTC budget proposal submitted to the Office of Financial Management for the 2017-19 biennium.

Action: None

Follow-Up: None at this time

WSDOT MEMORIAL FOUNDATION

Greg Selstead, President, WSDOT Memorial Foundation, reported that the Foundation, established in 2010, is a registered private non-profit that is funded through donations by members, the Combined Fund Drive, and other donations. The WSDOT Memorial Foundation has provided support of nearly \$200,000 to 88 individuals and families.

- Families of fallen workers
- Scholarships for children of fallen workers
- Families in need of help with medical, house fire and funeral expenses

It helped pass HB 1977 (2015), which allows free tuition to children/families of fallen workers.

Mr. Selstead said the Commission can help as:

- Another Strong Voice and Advocate for Work Zones and Worker Safety
- Participant in the Annual Worker Memorial
- Consider Becoming a Donating Member

WSDOT is now asking road crews to report near misses to help improve safety. There were two injuries this year in work zones and one on a ferry.

Contributions can be made through the Combined Fund Drive, or by a minimum \$5 deduction per paycheck.

[WSDOT Memorial Foundation](#)

Action: None

Follow-Up: None at this time

WSDOT SECRETARY'S REPORT

WSDOT has three emphasis areas:

Workforce Development

Requested a \$1.4 million investment in Workforce and Leadership Development:

- Develop and train staff to successfully deliver Connecting Washington
- Practical solutions training
- Support for design-build project delivery
- Addressing succession planning for WSDOT's future
- 45 % of engineering staff are eligible for retirement in the next 5 years
- 75 – 80% of maintenance leadership is eligible in this same period
- Increasing attrition in mid-career engineering staff
- 40% of WSF staff eligible for retirement today

WSDOT lags as much as 33% behind marketplace in compensation. Recruitment efforts are underway and under development to replace 900 engineers over the next 5 years. There is targeted outreach to the military and minorities, increased use of in-training and development plans.

Inclusion

WSDOT wants its workforce to look like communities we serve. It will do business with any business, ready and willing to work. Organized labor is at the forefront of these solutions.

Practical Solutions

Applies to all aspects of our business practices

- Moving to a performance-based approach to solving transportation problems, using data, new tools and best practices to preserve and maintain assets.
- Establishing a multidisciplinary, multijurisdictional, collaborative approach to decision making that looks at the entire transportation system.
- Enhancing community engagement effort to craft low-cost solutions, which includes consideration of operational and demand management before capital project solutions.
- Implements low-cost solutions sooner, instead of waiting years for high-cost capital solution.

Current focus is a cultural shift within WSDOT:

- Practical Solutions Approach to Project Development
- Design Manual and Highway Safety Manual updates
- Creating eLearning Practical Solutions course
- Case-by-case review of Connecting Washington projects
- Next steps
 - Develop and implement four-day Multimodal Design course
 - Establish performance framework, performance indicators for legislative policy goals

Secretary Millar also noted that there are ferry challenges. Many outages are due to deferred maintenance. When all of the boats are in service, there is one spare boat. It is a marine highway and a transit service; any transit operator will tell you that you should have 20% in backup.

Chairman Litt said that he hopes the Commission can help get out the message that the culture is changing at WSDOT.

[WSDOT Secretary's Report](#)

Action: None

Follow-Up: None at this time

FROG RESERVATION SURVEY REPORT

Bill Young, Project Manager, Research Assurance, reported on the Ferry Riders Opinion Group (FROG) Survey Panel conducted in June 2016. A total of 5,414 surveys were completed, representing about a quarter of the FROG panel.

System-wide the 3,905 respondents made an average of 6.9 reservations in the last year. Those that used the San Juan Island routes last averaged 16.1 reservations per year compared to 9.4 for those that last used the Port Townsend route. Those living full-time on San Juan (19.4), Orcas (20.1), and Lopez (19.9) all make more reservations on average than either system-wide (6.9) or San Juan visitors (5.2). Those dissatisfied with the reservation system made statistically more reservations (10.2) than those satisfied (6.6).

Of the 3,320 riders that have had no problems making reservations, 95% used the Washington State Ferry (WSF) website and 10% called WSF, with the majority reporting this activity happened recently. Reviewing the reasons given for problems completing a reservation, it appears that the system has stabilized and is working well. Dissatisfaction dropped from 21% of respondents to 13%.

When broken out by last route used, the riders on the Anacortes - Sidney (84%) and Port Townsend – Coupeville route (85%) are much more satisfied with the reservation system than those who last used the Anacortes – San Juan Islands route (74%). For riders on the San Juan Island routes, the most often cited reason for being dissatisfied with the reservation system is “Too Small Unreserved Portion” (23%) followed by “Favors Tourists Over Locals” (21%) and “Program Is Frustrating” (19%). Of the 630 dissatisfied users of the reservation system, “Make Reservations Functionality Better” (25%) is the most often cited change they would like. This suggestion was followed by “Change Unreserved Amount” (16%), “Give Priority to Local Residents” (16%) and “Kill Reservation Program” (15%). But the percentage of those who want to eliminate the reservation system dropped by nearly half.

A majority (78%) said the current WSF reservation system seemed reasonable to them.

Advance travel notice needs are very different for San Juan residents and visitors. Island residents need to travel much more without notice.

Almost half (45%) said they had made multiple reservations for the same trip (multiple reservations on the same day). Those who have made multiple reservations for the same trip were asked how many times they did that in the last 30 days. Half (49%) reported they have not done so in the last 30 days. Although this question was asked to determine how many people made multiple reservations for the same trip, it could have been misinterpreted in a way that indicates more people making multiple reservations than actually happened.

Only 9% are dissatisfied with the terminal customer service, with the Anacortes terminal being the most often mentioned (42%). Full time San Juan Islands residents are significantly more dissatisfied (19%) than part time residents (9%) or San Juan Islands visitors (8%).

Six in ten (59%) said WSF should measure on-time arrival based on their arrival at the end of the line 45 minutes ahead of sailing time, and not on the time of arriving at the toll booth. WSF will take input from the FAC and revisit the policy.

A quarter of respondents have said that the fare differential between walk-on and drive-on fares is encouraging more people to walk on.

Mr. Young also reviewed the scope of work for the telephone and panel transportation survey.

- Bill Young and Abt SRBI will work with WSTC and the Joint Transportation Committee (JTC) to develop a set of questions that can be used by telephone interviewers and as a self-administered internet survey to collect opinions of Washington State citizens about transportation issues statewide.
- Abt SRBI will conduct a 12-minute random statewide telephone (RST) survey of 1,000 Washington State citizens. Bill Young will conduct a 12-minute statewide panel survey of 5,000 to 7,000 citizens utilizing the Voice of Washington State (VOWS) panel. This will be done between January 6 and January 20.
- Abt SRBI will design the weighting scheme for the telephone and the VOWS data set to align it with key Washington State demographics.
- A written report will be developed by Abt SRBI that reports the results from the random telephone poll with comparisons to the results from the VOWS web survey.
- Written recommendation by Abt SRBI on how to improve VOWS projectability to the Washington State population.
- Provide presentations with background materials to WSTC/JTC. An in-person presentation will be made to WSTC and Washington Legislators in Olympia on the survey results with studies reports and background materials on CD.

[FROG Reservation Survey](#)

Action: None

Follow-Up: None at this time

COMMISSION BUSINESS

The Transportation Commission was asked to approve the Apprenticeships & Nontraditional Employment for Women (ANEW) for qualification for the In-Need Discount Program for travel aboard Washington State Ferries (WSF).

The In-Need Discount Program was started in 2006. At that time, WSF was moving to a new fare collection system. The paper “Frequent User Book”, which allowed travelers to obtain discounted fares with 10 round-trip or 20 one-way (to be used within 90 days) tear out tickets, was replaced with a single card with a barcode which is scanned at the ferry terminal. This made it more difficult for multiple users to share a single multi-ride card. In-need organizations typically purchased the ticket book and distributed the tickets individually to in-need clients. A member of the State Transportation Commission from the San Juan Islands expressed a desire to keep the cost to in-need organizations the same and not require those organizations to purchase non-discounted single ride tickets for distribution simply because WSF changed its fare collection system.

To maintain the ability for in-need organizations to achieve the same discount level, the tariff advisory group to WSF and the Commission (at that time called the Tariff Policy Committee) recommended, and the Commission adopted, language in the passenger and standard vehicle

sections of the Washington Administrative Code (468-300-010 and 468-300-020) pertaining to tariffs to allow qualified in-need organizations to continue to obtain the same discount.

There are currently six In-Need accounts, four active in FY 2016. \$20,323.60 in discount credits applied in FY 2016. WSF Staff review recommends certification of Apprenticeship & Nontraditional Employment for Women (ANEW) nominated by the King County Council.

[ANEW Application for WSF In-Need Fare Program](#)

Action: *Commissioner Young moved and Commissioner Jennings seconded the motion to approve the ANEW application. The motion was approved unanimously.*

Follow-Up: None at this time

2017-19 FERRY FARE CYCLE

Ray Deardorf, Planning Manager, Washington State Ferries, briefed the Commission on the 2017-19 ferry fare cycle:

- Biennial review of WSF fares will begin this fall
- WSDOT/WSF makes recommendation to Commission late next spring
- Initial meetings with Ferry Advisory Committee on Tariffs (FAC-T) and Commission Ferries Subcommittee next month, November 17, 12:00 pm
- Presentation to the Commission on process, timeline and potential topics in December

Action: None

Follow-Up: None at this time

TOLLING REPORT

Patty Rubstello, Assistant Secretary, Toll Division, WSDOT provided an update on the process to select a vendor for the Tolling Back Office System. A draft Request for Proposal (RFP) has been released for industry comment. In early October, WSDOT received 13 responses. They are now evaluating and scoring each submission. By December 1, the RFP will be released to Prequalified Vendors.

Ms. Rubstello also reported that WSDOT will be opening an extension to southbound SR 167 HOT Lanes, targeted for mid-November.

The I-405 Express Toll lanes appear to have emerged from the ramp-up stage and operations are steady. She will deliver a first-year report on the ETLs at the November Commission meeting.

[Customer Service Center Procurement Update](#)

Action: None

Follow-Up: None at this time

TRANSPORTATION COMMISSION

JERRY LITT, Chairman

ROY JENNINGS, Vice-Chairman

ABSENT

ABSENT

SHIV BATRA, Member

ANNE HALEY, Member

ABSENT

HESTER SEREBRIN, Member

JOE TORTORELLI, Member

DEBBIE YOUNG, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL