



## Washington State Transportation Commission

Olympia Meeting Summary  
December 17 & 18, 2019

Chair Jerry Litt opened the meeting at 9:00 am with introductions by Commissioners.

### **Commission Business**

Commissioner Jennings moved and Commissioner Tortorelli seconded the motion approving the October 15 & 16, 2019 meeting summaries. The motion was approved unanimously.

Commissioner Tortorelli moved and Commissioner Jennings seconded the motion approving the November 19 & 20, 2019 meeting summaries. The motion was approved unanimously.

**ACTION: All meeting summaries approved unanimously.**

### Commission Reports:

- Commissioner Restucci met with Yakima County and the MPO. Yakima County takes about a \$25 million hit on transportation funds from I-976.
- Commissioner Jennings attended the I-5 bridge meetings. So far, the group is revisiting the work done previously.
- Commissioner Tortorelli said that of the \$450 million on hold, 20% comes from Spokane County.
- Commissioner Batra attended I-405/SR 167 work group meeting.
- Commissioner Litt corrected media reports that the Commission will be approving a road usage charge system this afternoon. The Commission will only be making recommendations to the Legislature.

### **Tolling Update**

Ed Barry, WSDOT Tolling Director, reported that Fiscal Year 2019 toll traffic and revenue were in line with the forecast for all toll facilities:

- Annual toll transactions were 53.3 million, 0.7% below the forecast
- Annual toll revenues were \$201.0 million, 0.9% above the forecast
  
- TNB FY 2019 reported adjusted gross toll revenue was 1.4% above the forecast, up by \$1.2 million.
- SR 520 FY 2019 reported adjusted gross toll revenue was 1.5% above forecast, up by \$1.3 million.
- I-405 Express Toll Lanes FY 2019 reported adjusted gross toll revenue was 3.0%, or \$900,000, below the forecast.
- SR 167 ETL FY 2019 Total reported adjusted gross toll revenue was 11.3% above forecast, up by \$375,400.

For the first quarter of FY 2020 reported toll traffic and revenue were in line with the forecast:

- Total year-to-date toll transactions were 14.3 million, 0.5% above the November 2019 forecast.
- Total year-to-date toll revenues were \$52.5 million, 1.0% above the forecast

Commissioner Batra noted that extending toll exemptions to TNB has not reduced revenue. SR 99 Tolling began Saturday, Nov. 9. Toll rates range from \$1 to \$2.25 with a *Good To Go!* pass depending on the time of day. Traffic volume during the first two weeks were higher than projected. In general during the first two weeks of tolling:

- Volumes decreased in the SR 99 tunnel
- Volumes on I-5 remained consistent
- Volumes increased on city streets near the tunnel; but travel times and reliability are not greatly impacted
- Traffic volumes expected to continue evolving through the coming weeks and months as drivers adjust to the tolled tunnel.

There has been some congestion in the tunnel. It is too soon to know whether there are additional pedestrian-vehicle conflicts downtown; bike trips have increased since tolling began.

Carl See, Senior Financial Analyst reviewed the TNB Loan Legislation:

- In 2018, the Legislature passed legislation (SHB 2990) stating its intent to provide up to \$85 million in loans for the TNB Account. Loans are meant to keep TNB toll rates at no more than \$0.25 more than current levels until debt service, deferred sales tax, and loans are repaid (through about FY 2032). Assumes no more than a \$0.25 rate increase, beginning on July 1, 2021 (FY 2022) or later.
- SHB 2990 directed the Transportation Commission to annually provide the Legislature a status report on the loan amounts necessary to meet the bill's intent. The first Report was submitted in January 2019, as part of Commission's 2019 Tolling Report (Appendix A). In January 2020, the Commission will submit a new Report to the Transportation Committees of the Legislature.

In 2019, the Legislature appropriated \$12.543 million to the TNB Account as a loan for the 2019-21 biennium. The loan amount was about \$2.36 million less than recommended in the 2019 TNB Loan Report Legislature assumed less system-wide costs paid by TNB tolls for the 2019-21 biennium.

### [Tolling Update](#)

### [2020 TNB Loan Report status Update](#)

**Action:** Recommend no action by Legislature or Commission in 2020.

**Follow-Up:** None at this time.

### **Low Income Toll Study Kick-Off**

In the 2019 session, the Legislature directed the Commission to conduct a study assessing the possibility of discounted tolls and other programs to assist low-income drivers and provide recommendations for how Washington could implement such programs.

Carl See introduced study partners Brice Montgomery, Special Assistant to Assistant Secretary, Economic Services Administration, DSHS, and Rob Fellows, Toll Planning and Policy Manager, Toll Division, Washington State Department of Transportation.

Gabor Debreczeni, Senior Economist, WSP USA and Brent Baker, Vice-President, Systems Finance & Economics, WSP USA presented the study work plan and schedule. The study team includes four firms: Louis Berger, WSP, Stantec, and LCA.

Through November and December 2019, WSP Team is coordinating with WSTC and WSTC Staff on scope, work plan, and kickoff meetings. The schedule assumes a January 2020 notice-to-proceed.

Task 1 Scan of discounted tolls and other similar programs for low-income individuals

Task 2 Feb- May 2020: Interviews and surveys

Task 3 March – July 2020: Assessment of implementation capacities for impacted agencies

Task 4 April – December 2020: Identification of existing financial commitments and performance requirements

Task 5 March – June 2020: Assessment of low-income populations

Task 6 May – December 2020: Identification of low-income toll program options

Task 7 October 2020 – March 2021: Assessment of selected low-income toll program options

Task 8 Reporting and Presentations, will be ongoing. The project staff team will meet monthly; the consultant team will meet bi-weekly. The Tolling Team will be getting regular updates on the project.

Commissioner Jennings noted that whatever changes take place on I-405/SR 167 as a result of this work, Commission policy is to have the same rules in effect on all facilities.

### [Low Income Toll Study Work Plan](#)

**Action:** None.

**Follow-Up:** None at this time.

### **Uber Seattle Congestion Pricing Study**

Earlier in 2019, the transportation network company Uber released an analysis of congestion pricing in Seattle produced by ECONorthwest. Matthew Kitchen, the lead consultant, reported that the City of Seattle has been examining congestion pricing as well as other means of generating revenues. Uber is participating nationally in efforts to better understand the promise of congestion pricing.

Its White Paper sought to:

- Examine a fair and efficient toll policy for downtown Seattle that maximizes the benefits of the existing infrastructure.
  - Avoid tolls that are too high or too low
  - Easy to understand and communicate
  - Fair
- Contribute to the City's evaluation of congestion pricing.
- The White Paper addresses all the study objectives outlined in the City's Phase 1 Report

Findings:

- Cordon/Area charges are not an ideal form of pricing, but still can yield benefits if carefully designed.
- A toll system for downtown streets can also be designed to address questions of fairness.

- A separate toll system would be needed to address commercial activity, which entered downtown multiple times.

Key features of fair and efficient congestion pricing include:

- Area toll levied on all vehicles
- Tolls vary by time of day, adjusted quarterly
- Mobility e-purse program at 30% of gross revenues to mitigate impacts on those earning below median income

The Study concluded that a well-designed downtown congestion toll would yield significant benefits:

- 30% reduction in travel time during peak travel hours
- \$90 million in annual household travel time savings
- 4% increase in transit usage without increases to transit supply
- \$130 million in annual gross revenues
- Most tolls paid by high-income commuters

The model included tolls varied by hour of the day, vehicles would pay the toll no more than once per day, and the toll paid is for the highest toll hour of the day. The analysis used data from PSRC and Uber speed and travel time data. ECONorthwest applied that data to road network characteristics, which yielded a toll zone, traffic and optimal tolls.

The analysis did not take into account the anticipated tunnel tolling charges.

Cordon tolling in other places requires a transponder or photo tolling. Cordon tolling would have non-trivial operating costs. London uses photo tolling.

Commissioner Batra asked if the study looked at business choice to relocate as a result of cordon tolling. Kitchen said there is no way to do that without extensive survey work.

Elements of a Mobility Fairness Program:

- \$50 million to advance mobility fairness
- E-purse program: \$80/month for downtown workers at or below regional median income.
- Toll credits/vouchers for auto trips for essential services, such as medical visits, by low-income drivers.
- \$25 monthly mobility dividend to all Seattle low-income households.

### [Seattle Downtown Congestion Pricing](#)

**Action:** None.

**Follow-Up:** None at this time.

### **Road Usage Charge Final Report of Findings and Recommendations to the Legislature -**

The Commission will take final action on its findings and recommendations related to a potential road usage charge system. The final report will be submitted to the Governor, Legislature and the Federal Highway Administration in January, 2020.

The report will detail the results of the 7-year long assessment of road usage charging and the pilot project that involved over 2000 drivers statewide in a live test of road usage charging.

The Commission has received eight comment letters from state agencies and various organizations:

- Wash. State Parks & Recreation Commission
- Dept. of Fish and Wildlife
- Dept. of Natural Resources
- The State Recreation and Conservation Office
- King County Councilmember Balducci
- City of Seattle Dept. of Transportation
- Climate Solutions
- One letter from multiple organizations: Climate Solutions, Front and Centered, Futurewise, Sierra Club, The Nature Conservancy in Washington, Transportation Choices Coalition, and the Washington Environmental Council/ Washington Conservation Voters

Jeff Doyle reported that the Steering Committee Pilot Project report – which was developed and informed by the participant experience and feedback, as well as our research and analysis of data from the test-drive – has been distributed. The federal grant proposal was submitted but a decision is not expected until spring 2020.

Ara Swanson presented statistics on WA RUC outreach and communications efforts since 2017. She then presented the results of the recent “online comment” period from Oct. 30 – Nov. 15:

- 2,097 complete responses
- 5.3% from pilot participants
- 19.7% of the comments received related to the preliminary recommendations

Top questions and concerns addressed implementation, privacy, equity and fairness compliance and administrative costs, and vehicle type. Over time, the road usage charge concerns people have raised have remained consistent.

### **Public Comment**

Tim Eyman announced his opposition to a road usage charge, saying it is a bad time to be adding a higher tax. He said that the polls and focus groups are manipulated.

Billy Oleson, a Thurston County business owner, said that the tax would be passed on consumers from businesses.

Doug Levy, on behalf of the Recreational Boating Association, asks that the Commission recommend to the Legislature that the NOVA and Snowmobile accounts continue.

Linda Driscoll, owner of Premier Polaris in Monroe, Washington, asks that a non-highway recreational account be continued. Would like a RUC portion to be available for these programs.

Rita Caywood, a retired member of the Air Force, said that a road usage charge will hurt everyone on a fixed income. Please make sure that people are not double taxed.

Sheri Ferogg, from Aberdeen, a member of 302 Operating Engineers who travels a long way to work, said that people won't be able to afford to pay gas tax, RUC, and a congestion charge.

Leah Doby, DNR, said that her agency receives a portion of gas tax through NOVA funding for off-road recreation.

Leah Missik, Climate Solutions, suggested that revenue from RUC not be limited to 18<sup>th</sup> amendment purposes. Since transportation system is interconnected, don't limit spending to one part. Establish a progressive rate structure and charge more for higher weight vehicles. Begin with EVs to start small and provide a more fair way for them to pay.

Ted Jackson, from Eatonville, asks that the Legislature maintain a funding mechanism for off-road recreation.

Chase Strong, a single father of two boys, doesn't want his driving taxed.

Josh Myers talked about vehicle tracking systems.

Adam Holt said the Recreation and Conservation Office manages the sixth largest capital budget in the state. He asked that the comment letter be submitted to the legislature. Include non-highway road managers on the advisory committee.

Lynn Cooper, Olympia, is concerned with all the different taxes and fees people pay. All of commerce will be affected by this.

Following the public comment, Jeff Doyle reviewed the 15 preliminary recommendations and briefed the Commission on an additional proposed recommendation 16:

- Current programs that receive gas tax refunds attributable to non-highway activities should continue receiving their same share of funding during the transitional period to RUC (expected to be at least 10 to 25 years), since the state gas tax will remain in place during this transition.

**ACTION:** Commissioner Jennings moved that the Recommendations include Rec 16. The motion was seconded by Commissioner Tortorelli and agreed to unanimously.

Transitioning to a RUC:

- Take a slow and gradual approach to introducing road usage charging (RUC) in Washington, including a start-up phase to help inform a transition plan before there is broad, fleet-wide adoption in the future [R1, R4].
- A start-up phase should include vehicles that pay little or no gas tax: plug-in electric and hybrid vehicles, which currently pay flat annual fees regardless of miles driven [R14]. This will allow the state to continue to develop and test a RUC for at least five years before considering fleet-wide implementation.

- Include state-owned vehicles in the start-up phase to test:
  - New approaches to privacy protection [R11, R12]
  - RUC compliance and enforcement [R5]
  - Travel between states [R8]
  - Opportunities to reduce operational costs [R6, R7]
  - Improving the driver experience in transitioning away from the gas tax [R1]

Key state policies and considerations needed for a RUC system:

- Implement privacy protection measures in state law specific to a RUC system [R10].
- Restrict RUC revenues to highway-related expenditures by making RUC subject to the 18th Amendment of the Washington Constitution [R15].

Continue researching key topics over the next couple of years:

- Assess potential equity impacts of RUC on communities of color, low-income households, rural communities, vulnerable populations, and displaced communities. [Legislative budget proviso]
- Continue assessing RUC on a broader scale including testing new mileage reporting options, assessing different approaches to RUC rate-setting and how to maximize compliance [R2, R4].
- In collaboration with other states, conduct additional research on different approaches to reducing administrative and operational costs of RUC, assess how RUC would be applied efficiently to cross-border travel and assess compliance gaps and potential enforcement measures [R2, R3, R7, R9]

Commissioner Serebrin asked that Rec 15 be removed from the consensus list.

**ACTION: Commissioner Tortorelli moved that Recs 1 – 14 and 16 be forwarded to the Legislature. All agreed to the consensus list.**

Commissioner Serebrin advocated that RUC revenue not be restricted to highway purposes. Transportation is integrated and a new revenue source should not be limited to a single mode.

Commissioner Jennings, who comes from a transit background, said that he supports limiting the revenue to highway purposes because the legislative assignment was to find a replacement for the gas tax. Commissioner Batra also supports limiting revenue to the 18<sup>th</sup> amendment purposes.

Commissioner Tortorelli noted the huge shortfall for maintaining existing roads and bridges.

Commissioner Restucci feels the same way; after many years as an elected official.

Commissioner Litt is very reluctant to recommend something equivalent to a Constitutional amendment. That is up to the legislature.

Keith Metcalf noted that limiting the revenue will limit much-needed flexibility for transportation spending in our state.

Commissioner Jennings noted that the Commission will be recommending a new multi-modal funding source in its Annual Report.

**ACTION: Proposed recommendation 15 was adopted by 5 – 1. Commissioner Serebrin opposed.**

#### PROCESS FOR DEVELOPING FINAL REPORT

- Staff will begin drafting report (about 62 pages) immediately
- Draft will conform to the detailed outline and results of today’s (December 17, 2019) meeting
- Draft final report will be shared with full commission for review
- Final draft will be reviewed and approved by those delegated to do so
- Staff will prepare Final Report for publication, making only technical corrections and adding graphics
- Final Report is scheduled for transmittal to Governor, Legislature and FHWA on January 13, 2020
- Print version will be available as soon as possible

**ACTION: Commissioner Restucci moved delegating final approval to the Chair, Vice-Chair and RUC Chair. Commissioner Jennings seconded and it was approved. All Commissioners will receive the draft for review and comment.**

Commissioner Restucci stated: We do not report to the Governor. We are confirmed by the Senate. Our job was to find a way to replace the gas tax. We are making a recommendation; now it is up to the Legislature.

#### [RUC Presentation](#)

#### **“The End of Driving: Transportation Systems and Public Policy Planning for Autonomous Vehicles”**

John Niles co-author of “The End of Driving: Transportation Systems and Public Policy Planning for Autonomous Vehicles,” said that transportation policymakers need to think harder about the pending effort and effects of shifting 50 percent of private/manual vehicles, to automated vehicles. He urges state and local governments to begin planning now to shape how autonomous vehicles will fit in their communities and address safety issues.

The trajectory of autonomous vehicle growth is complex and unpredictable as it faces hurdles beyond technology and cost. In Niles’ view, positive hype peaked in 2015 and has become considerably more negative since then. Today it is commonplace to hear AV leaders such as John Krafcik of Waymo express the difficulty with Level 5 Automation, suggesting that completely driverless vehicles – which are driverless in any circumstance – may not come about for several decades, if at all.

Toughest Problem is the transition from distraction to driving. We have a very automobile-dominated transportation pattern, but for very good reasons beyond the trivial platitude about our “love affair” with or “addiction” to the automobile. Travelers will continue to self-optimize. This will not change.

Working with Microsoft, we tested several different possibilities, including a scenario involving as many as 5,000 vehicles — each with 10 different route choices available to them — simultaneously requesting routes across Metro Seattle. In 20 seconds, balanced routing suggestions were delivered to the vehicles that resulted in a 73 percent improvement in total congestion when compared to “selfish” routing. The average commuting time, meanwhile, was also reduced by 8 percent — an annual reduction of more than 55,000 hours saved in congestion across this simulated fleet.

There have been a number of studies showing TNCs generating congestion, additional VMT, or encroaching on transit ridership or on active transportation. However alarmed we might be by these reports, however much we advocate ride sharing, or however much we believe autonomous vehicles will help or harm urban mobility, the one thing we can all agree on is that we are in a significant time of change for mobility and its technologies.

Will AVs reduce congestion?

YES:

- Driver assistance automation & collision avoidance → reduce accidents.
- Automated speed control & braking → smoother flows.
- Precision guidance → fit more cars into existing road space.
- Automated parking → cars quickly out of the way.
- More use of shared-ride services → fewer private cars on the street

NO:

- Automated features → more/longer trips.
- Travel time more productive → more trips.
- Older, younger, unlicensed and disabled drivers → more trips.
- Volume of cars and driving → may exceed efficiency gains.
- Easier, safer driving → more driving will be the result

Menu of steps to shift private vehicle travel to automated common carrier ride-hail vehicles

- Public and government adopt these attitudes
  - Understand mode split realities and small vehicle geographic reach
  - Larger vision of “public transit” to include small vehicle services
  - Support intermodalism: private, small vehicles ← → heavy public transit
  - Support Universal Basic Mobility in small vehicle modes
  - Not all streets need to be “complete”
  - Insist that deployed Market 2 AVs be ultra-safe
- Maintain private sector and government work in progress
  - Grow vehicle efficiency – electric powered cars
  - Embrace automated driver assistance systems
  - Deploy first/last mile micro-transit with drivers for proof of business case and growth potential
  - Fund and maintain roads via 18<sup>th</sup> amendment and RUC
  - Manage curbs and sidewalks
  - Explore potential for congestion-clearing payments to commuters
  - Manage taxis and TNCs with trip-by-trip fees and subsidies

Origins and destinations are very dispersed in our modern urban region. And the reach of public transit for these dispersed workers is limited.

#### Mobility Disadvantaged

- Cannot use a car
  - Cannot afford one
  - Physically unable to drive
  - Psychologically unable to drive
  - Too old
  - Too young
  - License suspended
- Do not have a car
  - Too few/zero cars in household
  - Opposed to own/use cars
  - Inadequate transit where they live
  - Must use a car (no choice)
  - Inadequate alternatives nearby
  - Do not understand transit
    - Visitors
    - Cognitive challenge

Universal Basic Mobility: A system of public policy concepts and partnerships to provide a minimum level of mobility to all members of society. Provide the mobility disadvantaged with not only low-fare transit passes and electric scooters, but what car owners have: Short-notice, anywhere, anytime, reasonably fast and reliable, point-to-point motorized travel, when needed. Transit redefined delivers universal basic mobility.

#### Issues with AV Testing:

- Economic development via government support of vehicle testing is considered important.
- Safety of the public on public roadways is arguably much more important.
- Much remains to be learned about safety of robotic, automated driving, in contrast with automated assistance to human drivers.
- Grush Niles Strategic suggests State of Washington communities focus on deployment of vehicles and service that are proven safe elsewhere, rather than emphasizing technology testing on public roads.

Challenge for Public Policy: Is there any justification for driverless robotic cars moving on regulated public roads to be owned and operated by individuals, as opposed to competent, regulated, certified organizations? Point of Comparison: Privately owned flying drones

City of SeaTac Council has voted a resolution of support for deployment of electric automated shuttle routes in its residential areas:

- Purposely designed, wheelchair compatible, electric passenger vehicles with no driver
- On pre-selected, adapted, certified, existing roads
- Closely monitored & supervised fleet – remote but nearby
- Trials and pilots already underway worldwide

Infrastructural barriers to robotaxis: Where are cars supposed to load and unload? Just as parking is part of auto-mobility, so too loading and unloading is part of the robotaxi network.

New concept: Harmonization Management to influence private ride delivery priorities. The transportation manager manages by loose connection.

A set of hard operational and safety rules are in a wrapper of pricing controls and rewards. We know the invisible hand does not always work in transportation markets – especially transit. HMS is a corrective to that.

HMS is a cloud-based platform to manage the performance of for-hire urban vehicle fleets

- Overseen by government
- To deliver targeted incentives
- And collect fees such as CBD tolling
- To/from ride providers
- On per-trip basis

**Action: None**

**Follow-Up: None at this time.**

### Perspectives on Vehicle Automation

#### Secretary's Report

The State is continuing to collect fees that would have been stopped by I-976.

Revenue has increased, but as a result of I-976, WSDOT estimates it is \$360 million short of prior revenue forecast. Governor directed WSDOT to pause certain projects and programs so that he and the legislature can move money around. Did not pause safety, preservation projects, fish passage projects, operating assistance to rural transit, to paratransit, to WSF. Paused programs that add physical capacity to the system.

Secretary's goal is to get to June 2021 and begin discussion of new transportation funding. State population will double in 40 years and if we don't do things differently, cars will double in 40 years but not capacity for cars.

We are \$690 million / year short of preservation need. We've gone from paving 75% of asphalt roads to chip-sealing 75% of roads.

What is the state's role for Mobility on Demand, versus local role or national role? In Singapore Conference, a lot of talk about equity and universal mobility. World is talking more about how to harness technology to improve our communities.

#### Public Comment

Lynn Cooper, Olympia, said that it is important to live within a budget. There are so many commissions in the state. Do some belt-tightening. Don't punish people for passing I-976.

#### Puget Sound Regional Council Vision 2050

Paul Inghram, PSRC Staff, reported that regional population growth remains strong.

Migration is Still Driving Population Growth

- The region is projected to grow by about 1.6 million people by 2050
- The region is projected to add about 1.1 million jobs by 2050

Millar points out that single-family development is happening where roads are worst and multi-family where transit is most vibrant.

- Regional employment increase accounted for over 88% of the statewide total increase last year
- Regional employment accounts for 69% of the statewide total from 2014-2019
- 2018: Highest Level of Housing Production in 20 years
- The region's housing stock has expanded by nearly 150,000 units since 2012
  - Housing production has averaged 21,300 units per year since 2012
  - 2018: Highest Level of Housing Production in 20 years

Single family housing growth focused north and south of job centers. Multi-Family development generally close to transit corridors and job centers. New housing is predominantly (65%) multi-family

- Nearly 55,000 housing units were built in Seattle from 2012-2019
- 98% of new housing in Seattle is multi-family
- 27 of 58 cities in King and Snohomish producing mostly multi-family

Development of Vision 2050 began in 2017. Builds on Vision 2040.

#### Key Policy Themes

- Increase housing choices and affordability
- Provide opportunities for all
- Sustain a strong economy
- Significantly reduce greenhouse gas emissions
- Keep the region moving
- Restore the health of Puget Sound
- Protect a network of open space
- Growth in centers and near transit
- Act collaboratively and support local efforts

#### Most growth in Metro, Core, and High Capacity Transit Communities

- 65% of region's population growth and 75% of employment growth in regional growth centers & near HCT
- Lower growth allocations in urban unincorporated and rural
- Better jobs-housing balance by shifting employment allocation from King County

#### Implementation

- Housing work plan
- Regional transportation plan
- Equity & displacement work
- Countywide policies & growth targets
- Regional coordination & actions

[PSRC Vision 2050](#)

**Action:** None.

**Follow-Up:** None at this time.

### **WSDOT Rail Plan**

Ron Pate, Director of the Rail, Freight, and Ports Division and Jason Beloso, Strategic Planning Program Manager, briefed the Commission on the Rail Plan update. Federal law requires an update every five years.

#### Purpose of the Rail Plan

- Identify system assets and capacity
- Identify potential improvements and investments to maintain and optimize freight and passenger rail
- Highlight system benefits to the state
- Identify system trends and needs
- Assess station connectivity needs
- Chart growth and prepare for the future

#### Rail System Issue and Needs Summary

Class I railroads are increasing capacity to meet demand

#### Short line railroads

- Addressing deferred maintenance and optimizing for economic sustainability
- River navigation (Columbia River System Operations)

#### Multimodal connectivity for freight rail

- Land use
- Washington ports
- First/last mile connectors

#### Multimodal connectivity for passenger rail

- Station access
- Schedule coordination
- Shared passes

#### The rail system in communities

- At-grade crossing safety and trespassing
- Rail crossing conflicts
- Energy products transportation
- Corridor preservation
- Diesel emissions
- Fish passage
- Resiliency

#### Palouse River and Coulee City: Longest short line rail system in Washington

- Three branches: CW, P&L, and PV Hooper

- Connects eastern Washington communities to international markets

Rehabilitating to state of good repair

- 25 mph operating speed
- 286,000-pound capacity equipment
- WSDOT has changed short line operators on the PCC and shipping has increased.

All equipment in the state is now equipped with Positive Train Control.

Scenarios	Daily Frequency and Travel Time by Segments			Reliability	Train Capacity (seats)
	Vancouver BC to Seattle	Seattle to Portland	Portland to Eugene		
2018 Base Year	2 round trips 245 minutes travel time	4 round trips 210 minutes travel time	2 round trips 155 minutes travel time	56%	268
Baseline	2 round trips 240 minutes travel time	6 round trips 200 minutes travel time	2 round trips 155 minutes travel time	88%	268
Minimal growth	2 round trips 240 minutes travel time	8 round trips 190 minutes travel time	2 round trips 155 minutes travel time	90%	300
Intermediate growth	3 round trips 230 minutes travel	8 round trips 190 minutes travel time	4 round trips 145 minutes travel time	90%	300
High growth	4 round trips 157 minutes travel time	13 round trips 150 minutes travel time	6 round trips 140 minutes travel time	95%	300

Next steps

- Stay engaged with stakeholders through plan development and review process
- Post draft plan online for public comment
- Finalize and publish *State Rail System Plan* –1<sup>st</sup> Q 2020
- Begin *Service Development Plan* work in 2020

**Public Comment**

Luis Moscoso, All Aboard Washington, reminded the Commission that the Amtrak crash at Mounts Road happened two years ago today.

AAW has also pushed for restoration of passenger service across Stampede Pass.

**Rail System Plan Update**

**Action: None.**

**Follow-Up: None at this time.**

**Reflections and Recommendations: WSTC Annual Report to the Governor and Legislature**

Continue to have technology topics on each agenda

Commissioner Batra noted that people are confused about the RUC proposal:

- Concern about double taxation
- Belief that people will be tracked
- Need to tell the story

Commissioner Litt noted that some people intentionally spread misinformation

**TRANSPORTATION COMMISSION**

\_\_\_\_\_  
JERRY LITT, Chair

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ROY JENNINGS, Vice-Chair

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SHIV BATRA, Member

\_\_\_\_\_  
JAMES A. RESTUCCI, Member

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HESTER SEREBRIN, Member

\_\_\_\_\_  
JOE TORTORELLI, Member

\_\_\_\_\_  
ABSENT  
DEBBIE YOUNG, Member

ATTEST:

\_\_\_\_\_  
REEMA GRIFFITH, Executive Director

\_\_\_\_\_  
DATE OF APPROVAL