



Washington State Transportation Commission

Olympia Meeting Summary

October 19 & 20, 2021

October 19, 2021

Chair Roy Jennings opened the meeting at 9:00 am with introductions by commission members and staff, an overview of the agenda, and virtual meeting protocols.

Work Session: The Future of Logistics

Kick Off

Presenters:

- Roy Jennings, Chair, Washington State Transportation
- Bruce Agnew, Director, Cascadia/ACES NW Network
- Scott Kuznicki, Associate Director, ACES Northwest Network

The panel kicked off *The Future of Logistics* Work Session, which explored how technology is being leveraged in the transportation sector for a clean and efficient future. Topics included: vehicle electrification, autonomous and smart trucking, streamlining logistics, innovations in agriculture, and Advanced Air Mobility.

Presentation:

[Work Session Kickoff](#)

For more detail on this item, please refer to the [TVW Meeting Recording](#), starting at 00:02:46, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Technology & Electrification Revolutionize Logistics & Operations

Presenters:

- Chuck Winder, Senator, Idaho State Senate
- Stephanie Bowman, Commissioner, Port of Seattle
- John Rich, Chief Technology Officer, PACCAR

- Mufaddal Ezzy, Senior Director Public Affairs and State & Local Government Relations, Aurora
- Dave Maday, Senior Vice President of Business Development, Aurora
- Zak Andersen, Vice President Corporate Relations, BNSF

The Commission was briefed on technological advancements that have revolutionized logistics, which is the process of managing how resources are acquired, stored, and transported to their final destination. There are approximately 12 million freight trucks in the United States, moving about 70% of our national freight. The Northwest Seaport Alliance's (NWSA) Clean Truck Program has set to reduce emissions from freight trucks, which will rely on coordination and collaboration across industries.

PACCAR Inc, one of the largest truck manufacturing companies in the world, began delivering fully electric trucks to customers in June 2021. As well, PACCAR has partnered with Aurora, a leading autonomous driving technology company, to bring fully autonomous trucks to the market. At the core of Aurora's self-driving software, hardware, and data platform is safety. Similarly, BNSF Railway has made significant investments into safety and efficiency through their autonomous track geometry cars, equipment detection technology, battery electric locomotives, and their Positive Train Control (PTC) system, which remotely stops trains that do not meet specific safety criteria.

Presentations:

[Port of Seattle](#)

[PACCAR](#)

[Aurora](#)

[BNSF](#)

For more detail on this item, please refer to the [TVW Meeting Recording](#), starting at 00:10:12, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Automation & Agriculture

Presenters:

- Robert Saik, Founder & CEO, AGvisorPRO
- Robert Blair, Vice President of Agriculture Aigen, Farmer, Three Canyon Farms

The Commission learned about how automation is revolutionizing agriculture. Mr. Saik discussed the convergence era of agriculture, which is the coming together of technologies such as sensors, robotics, and artificial intelligence. Labor shortages, increasing costs, and safety concerns have driven the rise of robotics use in farming. As robotics continue to advance, regulations must be implemented in order to achieve sustainability. Mr. Blair touched on Precision Agriculture (PA), which utilizes technologies and data to increase crop yields and profitability. PA can reduce total yield losses by about 20-30%, but faces several challenges such

as government regulations and policies which are needed to address the agriculture needs of a growing population.

Presentations:

[Food 5.0 - How We Feed The Future](#)
[Precision Agriculture & Drones](#)

For more detail on this item, please refer to the [TVW Meeting Recording](#), starting at 01:36:10, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Advanced Air Mobility Taking Flight

Presenters:

- Nathan Trail, Manager, State & Local Policy UAM Division, Hyundai Motor Group
- Adrienne Lindgren, Senior Manager, Global Partnerships, Hyundai Motor Group

The panel presented on Advanced Air Mobility (AAM). AAM, otherwise known as Urban Air Mobility (UAM), leverages electric vertical takeoff and landing aircrafts to enhance connectivity, promote equity and accessibility, and reduce the current strain on infrastructure and carbon emissions. Hyundai envisions integrating AAM into the mobility ecosystem through publicly owned and operated transportation and intermodal assets, dense locations such as central business districts, regional airports and airfields, and suburban and exurban locations with poor or limited modal access. The full potential of AAM cannot be reached without close collaboration between industry, state and local government, and community stakeholders.

Presentation:

[Hyundai Advanced Air Mobility](#)

For more detail on this item, please refer to the [TVW Meeting Recording](#), starting at 02:01:02, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Conclusions & Wrap-up

Presenter:

- Bruce Agnew, Director, Cascadia / ACES NW Network

Presentation: There was no associated presentation.

For more detail on this item, please refer to the [TVW Meeting Recording](#), starting at 02:29:57, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Regular Commission Meeting

Agenda Item 1:

Rail Update

Presenter:

- Ron Pate, Director, Rail, Freight, and Ports Division Washington State Department of Transportation

Mr. Pate updated the Commission on WSDOT's rail program. In 2018, WSDOT received \$5.6 million in federal BUILD grant funds for work on the Palouse River and Coulee City (PCC) Rail System, which they expect to be completed in 2022. Ridership on the Amtrak Cascades service is about 65% of 2019 levels, which is currently running three daily trips between Seattle and Portland in each direction. And WSDOT is in the final review stage to return service to the Point Defiance Bypass by 2022.

The new WSDOT-owned Amtrak Cascades station, which completed construction in 2017, is part of the largest multi-modal transit hubs in the state. The station is identified as the "Tacoma Dome Station" by surrounding communities and transportation modes, and therefore WSDOT recommends that the Commission officially name the station the "Tacoma Dome Station."

Presentation:

[Rail Update](#)

For more detail on agenda item 1, please refer to the [TVW Meeting Recording](#), starting at 02:38:02, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 2:

COVID-19 Impacts – One Year Later

Presenters:

- Kelly Koster, Director of Marketing, Luum
- Justin Leighton, Executive Director, Washington State Transit Association
- Robyn Austin, Recovery Planning Team Deputy Lead, King County Metro
- Axel Swanson, Managing Director, Washington State Association of County Engineers
- Brandy DeLange, Government Relations Advocate, Association of Washington Cities
- Chris Herman, Senior Director for Trade & Transportation, Washington Public Ports Association

The Commission heard about the impacts of COVID-19 on our state's transportation system. Overall, there has been about a 60% drop in commute trips compared to 2019. Tech companies experienced the largest reduction in commute trips at 85%, compared to healthcare at just 20%. Research has identified that employees value flexibility, and therefore support for remote work will become increasingly important. In response, some employers have switched from monthly parking permits to daily parking charges, which has shown to reduce drive-alone rates by 12-15%.

Unstable revenues have made budgeting difficult. Statewide sales tax revenues fell by nearly 20% in the beginning months of the pandemic. Fortunately, the CARES ACT, CRSAA ACT, and ARP ACT have provided a combined \$2.5 billion in federal relief funds for Washington State transits. Statewide transit service levels are currently about 90% of pre-Covid levels; however, ridership is still about 57% below pre-Covid levels. Looking ahead, increased, dedicated funding sources and incentives for preservation and maintenance are needed to create an accessible, equitable, and multimodal future.

Presentations:

[Thoughts on the Commute](#)

[Washington State Transit Association-COVID-19 Update](#)

[Metro's COVID-19 Recovery Planning](#)

[County Transportation Needs](#)

[City Transportation Needs](#)

[Washington Public Ports Association-COVID-19 Impact](#)

For more detail on agenda item 2, please refer to the [TVW Meeting Recording](#), starting at 02:57:29, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 3:

Urban Freight: Current Challenges and a Path Forward

Presenter:

- Dr. Anne Goodchild, Professor, Civil & Environmental Engineering, University of Washington

Dr. Goodchild provided an overview of the University of Washington's (UW) research and efforts on providing low emission, last-mile delivery solutions in the Puget Sound. The rise of e-commerce has revolutionized where and how goods are delivered – the vast majority of freight trips today are to residential neighborhoods as opposed to industrial and commercial land uses, shifting the paradigm of urban freight planning.

In 2016, UW launched the Urban Freight Lab (UFL), an innovative partnership which has brought together private industry, academic researchers, and public transportation agencies to solve urban freight management problems. UFL focuses on four main areas of research: urban goods delivery, sustainable urban freight, curb space management, and zero-emissions freight.

UFL's Seattle Neighborhood Delivery Hub, one of the nation's first zero-emissions last-mile delivery pilots, showed a reduction in both vehicle miles travelled and tailpipe emissions.

Dr. Goodchild put forward a recommendation that the legislature provide \$250,000 per year to: support cities and regions as they manage and mitigate urban freight impacts; align approaches with business interests and growth; support locations outside of dense urban areas; and engage communities and improve equity and access.

Presentation:
[Urban Freight](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 04:58:08, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 4:
Washington State Department of Transportation (WSDOT) Statewide Planning Overview

Presenters:

- Marshall Elizer, Assistant Secretary, Multimodal Development & Delivery, Washington State Department of Transportation
- Kerri Woehler, Director, Multimodal Planning Division, Washington State Department of Transportation

Mr. Elizer and Ms. Woehler updated the Commission on WSDOT's statewide planning efforts, the Highway System Plan (HSP), and how they integrate with the Washington Transportation Plan (WTP). The WTP is the broadest transportation plan that the state has, which focuses on the six statutory transportation policy goals: preservation, economic vitality, safety, mobility, environment, and stewardship. These six policy goals are the framework for all of the transportation planning work throughout the local, regional, and statewide levels. The HSP identifies program and financing needs to preserve and maintain the existing state highway system, improve safety, maximize operational efficiency, and provide people with travel choices. An update to the HSP is needed to help guide WSDOT's corridor, subarea, and network planning, to help inform legislative proposals, and to facilitate external coordination and alignment. WSDOT expects to complete the HSP by the end of 2022.

Presentation:
[Statewide Planning Overview](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 05:47:21, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Chair Roy Jennings reminded the Commission that the meeting will continue Wednesday, October 20, 2021, and recessed the meeting.

DAY 2: October 20, 2021

Chair Roy Jennings opened the meeting at 9:00 am with introductions by commission members and staff, an overview of the agenda, and virtual meeting protocols.

Agenda Item 6:

Autonomous Vehicle Workgroup Update

Presenters:

AV work Group Executive Committee Update & Next Steps

- Scott Shogan, Vice President, WSP USA

AV Subcommittee Updates

Safety Subcommittee:

- Debi Besser, Program Manager Washington Traffic Safety Commission

Health & Equity Subcommittee:

- Andrew L. Dannenberg, Co-Chair, Medical Doctor, Master of Public Health

Licensing Subcommittee:

- Jill Johnson, Legislative and Special Project Manager, Washington State Department of Licensing
- Drew Wilder, Co-Chair, Compliance Manager, Vicarious Liability Risk Management LLC

System Technology & Data Security:

- Zack Hudgins, Co-Chair, Privacy Manager, Office of the Chief Information Officer

Liability Subcommittee:

- David Forte, Senior Policy Analyst, Washington State Office of the Insurance Commissioner

Commissioner Restucci and Mr. Shogan provided an overview of the work done by the Autonomous Vehicle (AV) Work Group in 2021 and the draft AV Work Group Annual Report to be submitted to the Legislature by November 15, 2021. Representatives from each of the AV Work Group Subcommittees presented on their work accomplished in 2021.

Commissioner Restucci moved that the Commission make a recommendation to state legislature to direct WSTC, WSDOT, and the AV Workgroups further flesh out what a pilot AV program would look like, and report back to the Legislature by the 2023 session. The motion was approved, 6-0 (1 excused).

Commissioner Restucci moved the Commission delegate to the Chair & Vice-Chair of the AV Workgroup final report approval and submit to legislature and governor. Commissioner Litt seconded the motion. The motion was approved, 6-0-1 excused.

The AV Work Group subcommittees provided updates on their work completed in 2021, and their plans going forward.

Presentation:

[AV Work Group Updates](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 00:03:11, on the progress bar found at the bottom of the screen.

Action: The Commission approved delegation of the final report approval to the Chair and Vice Chair. It was approved, 6-0-1 excused.

Follow-Up: None at this time.

Agenda Item 7:

Secretary's Report

Presenter:

- Roger Millar, Secretary, Washington State Department of Transportation

Secretary Millar updated the Commission on the Washington State Department of Transportation's (WSDOT) activities.

Presentation: There was no associated presentation.

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 01:31:59, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 8:

Public Comment

There was no public comment.

Presentation: There was no associated presentation.

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 02:01:49, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 9:

Work Session: 2021 Annual Report Development

Presenter:

- Tamara Jones, Senior Policy Analyst Washington State Transportation Commission

Ms. Jones led discussion on the development of the 2021 Annual Report. Commissioners selected “*Are We There Yet?*” as the report’s title (consensus decision). Commissioners discussed policy and fiscal recommendations to be included in the report. They reviewed policy recommendations included in the 2020 Annual Report and discussed which should be removed and which should be updated and carried forward. Commissioners also discussed possible new recommendations based on presentations heard at meetings through the year. Commissioners and staff will continue to develop policy recommendations moving forward.

Presentation: There was no associated presentation.

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 02:02:55, on the progress bar found at the bottom of the screen.

Action: By consensus, Commissioners selected “*Are We There Yet?*” as the title of the Commission’s 2021 Annual Report.

Follow-Up: None at this time.

Agenda Item 10:

Commission Business

Presenters:

- Reema Griffith, Executive Director, Washington State Transportation Commission
 - Carl See, Deputy Director, Washington State Transportation Commission
 - Tamara Jones, Senior Policy Analyst Washington State Transportation Commission
- Reflections and Recommendations
 - September Meeting Summary
 - 2022 Meeting Locations & Dates - *ACTION*
 - Review Eligible Ferry Naming Proposals
 - Preparations for the 2022 Tolling Report

Reflections and Recommendations

- Accessibility within AVs sticks out. Good reminder that people like having someone behind the wheel.
- Struck by the dichotomy of a struggling ferry system and all the technological advancements that were presented. The Commission has some decisions to make if we want to keep what we have.
- The Commission needs to support the policy recommendations that we’ve already started by getting beyond policy and encouraging action.
- The Commission needs to do something with the supply chain issues.

September Meeting Summary

There were no revisions requested for the September meeting summary.

2022 Meeting Locations & Dates – ACTION

Ms. Jones led discussion on the 2022 Commission Meeting locations and dates. Statewide Commission meetings are planned to be held virtually in January, February, and March, with subsequent statewide Commission meetings planned to be held in person. Local meetings in Union Gap (April), Clarkston (June), Battleground (September), and Anacortes (November) are planned to be held in person. As well, the Tri-State meeting in Eugene, OR (September) is planned to be held in person.

ACTION: Vice-Chair Young moved the adoption of the 2022 proposed meeting schedule and locations. Commissioner Restucci Seconded the motion. The motion was approved, 4-0-3 excused.

Review Eligible Ferry Naming Proposals

Ms. Griffith briefed the Commission on the 19 eligible ferry naming proposals that were received. Beginning October 27 through November 29, eligible proposals selected for advancement will be posted on the WSTC web site for public review and comment, and will also be reviewed by Washington State Ferries and the Ferries Advisory Committee (FAC) Executive Council. As well, a Ferry Riders Opinion Group (FROG) survey is planned for October 25 through November 15. Collective input will be compiled leading into the December Commission Meeting, at which time the Commission will make a name selection.

Preparations for the 2022 Tolling Report

Mr. See provided an update on the 2022 Tolling Report. The report is expected to be roughly 25-pages in length with distinct pages for each facility. Cover options will be reviewed at the November Tolling Subcommittee and December Commission Meetings. Commissioners raised the possibility of looking at alternative options within I-405 / SR 167 corridor, such as flexible toll rates on all lanes of the corridor.

Presentation: There was no associated presentation.

For more detail on agenda item 10, please refer to the [TVW Meeting Recording](#), starting at 02:56:31, on the progress bar found at the bottom of the screen.

Action: The Commission adopted the meeting schedule and locations for 2022. It was approved 4-0-3 excused.

Follow-Up: None at this time.

Next meeting: November 16 & 17, 2021