



Washington State Transportation Commission

Virtual Meeting Summary

December 12 & 13, 2023

December 12, 2023

Chair Deborah Young opened the meeting at 9 a.m. with introductions by Commission members and staff, an overview of the agenda, and meeting protocols.

Agenda Item 2: Statewide Transportation Safety Challenges

Presenters:

- Pam Pannkuk, Deputy Director, Washington Traffic Safety Commission
- Staci Hoff, Research Director, Washington Traffic Safety Commission
- Edica Esqueda, Program Manager, Washington Traffic Safety Commission
- Dan Cooke, Administrator, Licensing, Endorsements, and Traffic Safety Program, Washington State Department of Licensing
- Captain Jason Linn, Washington State Patrol
- John Milton, Director, Transportation and Systems Analysis Division, Washington State Department of Transportation

Pam Pannkuk and members of the Washington Traffic Safety Commission (WTSC) shared updates on the state's Target Zero strategic highway safety plan to reduce traffic fatalities on Washington roadways, with a new plan due in December 2024. Staci Hoff shared results of the statewide traffic safety survey and spoke to efforts to monitor and improve driving culture. Traffic fatalities are at their highest since 1990, and the year-over-year increases since 2020 have not been seen since the late 1970s. In 2022, 52.6 percent of traffic fatalities involved an impaired driver, and most were under the influence of more than one drug (poly-drug impaired drivers). The number of poly-drug impaired drivers in fatal crashes is at the highest number in history. Edica Esqueda discussed efforts to lower the Blood Alcohol Concentration (BAC) limit for driving impaired to 0.05. Reasons to consider lowering the limit in Washington state from 0.08 to 0.05 include the heightened crash risk at 0.05 and above, similar limits in other states and countries, the likelihood of people to be more apt to use alternatives to driving after drinking at that limit, and lower rates of impaired driving through the policy.

Dan Cooke discussed efforts by the Washington State Department of Licensing (DOL) to address driver behavior. Initiatives underway include a new Washington Driver Guide,

increasing language access and expanding access to education. The new full-color drivers guide will debut in 2024. DOL is also developing a new knowledge and skills test to reflect the modern driving environment for road users, vehicles and infrastructure, and will support all road users, not just novice drivers. DOL is partnering with Johns Hopkins University to advance a national conversation about testing novice drivers and measure the impact of a model driving test. The initiative will provide recommendations and guidance to states. The partnership will identify critical components for a driver's skills test, with the potential for a new test by 2026.

Capt. Jason Linn talked about the Washington State Patrol's (WSP) role in Target Zero. Despite historically low staffing at the agency, stops by troopers are up for impaired driving, speeding, seatbelt violations and distracted driving. The WSP is increasing its proactive efforts through stops despite its reduced staffing as it continues to work to fill its ranks. WSP partners with the WTSC on emphasis enforcement events, including WSP's aviation section, which performs "Target Zero Aerial Patrols," or TZAP.

John Milton discussed the goal of WSDOT to reduce traffic fatalities and to implement actions to achieve Target Zero. Improving safety for vulnerable users is key, and that includes developing roads that are safe for all users. Pedestrian fatalities are increasing, as are serious injuries for bicyclists and pedestrians as collisions with larger vehicles result in higher collision forces, necessitating systems that separate those users from vehicles on the road. Work to strengthen WSDOT's highway safety program includes adding more roundabouts, work-zone safety initiatives, and targeted speed-setting approaches that aim at injury minimization. WSDOT is also working to offer more support for safety initiatives at the local level.

Presentations: [Washington Traffic Safety Commission](#)
[Department of Licensing](#)
[Washington State Patrol](#)
[WSDOT Highway Safety Approach](#)

For more detail on agenda item 2, please refer to the [TVW Meeting Recording](#), starting at 00:02:50, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 3: Equity Planning Panel

Presenters:

- Mariia Zimmerman, Strategic Advisor for Technical Assistance and Community Solutions, Office of the Secretary, U.S. Department of Transportation
- Jim Cooper, President and CEO, United Ways of the Pacific Northwest
- Rad Cunningham, Manager, Climate and Health, Washington State Department of Health
- Jeffrey Bryant, PhD, Supervising Spatial Epidemiologist, Washington State Department of Health

- Dr. Jeremy Hess, Director of the UW Center for Health and the Global Environment, University of Washington

Mariia Zimmerman highlighted equity work underway at the U.S. Department of Transportation (DOT) to ensure the historic investments of the Bipartisan Infrastructure Law are supporting underserved communities and those that have been disadvantaged in past infrastructure investments. Efforts are centered on advancing the Justice40 Initiative, which seeks to ensure that 40 percent of benefits in infrastructure investments flow to disadvantaged communities to address decades of systemic inequity and underinvestment. DOT's equity objectives include wealth creation through DOT's procurements, improved planning and community engagement, increasing technical support for underserved communities, and expanding access with enhanced data tools to inform investment decisions and track performance. A variety of tools have been developed to help agencies meet these goals.

Jim Cooper shared the United Way's ALICE (Asset Limited, Income Constrained, Employed) tool, which helps planners, policymakers and lawmakers understand the demographics of households that earn above the federal poverty level but struggle to afford basic expenses. ALICE household data is available for counties in Washington state, with information on occupations in which wages do not meet the state's cost of living. Data is broken out on gender, age, race and marital status. The tool, developed by the United Way of Northern New Jersey, aims to raise awareness of the hidden segment of communities that struggle to afford basic necessities to improve their financial stability.

Rad Cunningham shared the Department of Health's Environmental Health Disparities (EHD) Map, which is an interactive tool that compares communities across Washington state. Transportation-related indicators include environmental exposures, such as diesel emissions, ozone and proximity to heavy traffic roadways. Populations living in census tracts with higher environmental health disparities have lower life expectancies than those living in tracts with fewer disparities. The Climate Commitment Act uses the EHD map and other assets to identify overburdened communities in Washington state, with a target of investing 35 percent of revenues raised through the act to overburdened communities (a similar approach to USDOT's Justice40 Initiative.) DOH also uses an EPA tool called BenMAP-CE, an open-source program that models the number and economic value of air pollution-related deaths and illness; the tool could be valuable for those planning transportation infrastructure.

Jeremy Hess, an emergency physician, also studies health and equity through the lens of climate change. He offered frameworks and perspectives on issues that affect health and health equity as it relates to transportation to assist in making policy decisions that affect the state. He offered potential indicators for monitoring progress and assessing intended and unintended consequences of transportation policy on health equity.

Presentations: [USDOT Equity](#)
[Environmental Health Disparities Map](#)
[UW Transportation, Climate Change, and Health Equity](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 01:59:42, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 4: Establishing a Resilient Transportation System

Presenters:

- Paula Hammond, National Transportation Market Leader, WSP USA
- Donna Gerardi Riordan, Executive Director, Washington State Academy of Sciences
- Bart Treece, Director, Mobility Innovation Center, University of Washington

Paula Hammond discussed resiliency in the context of transportation networks, and how climate change and energy transition are broadening conversations on preparedness, mitigation, response and recovery to include those in the energy sector to ensure energy grid reliance. Equity considerations are prompting the need to understand the effect of disruptions beyond infrastructure. The Federal Highway Administration is supporting the integration of resilience in transportation decision-making, and there are several resilience-related provisions in the Infrastructure Investment and Jobs Act.

Donna Gerardi Riordan discussed the Washington State Academy of Sciences and its role of bringing scientific and engineering expertise to policymaking in the state. It convened a roundtable discussion on April 3, 2023, to discuss transportation resiliency in the face of energy electrification and decarbonization. Conclusions included recognizing that decarbonizing the transportation sector comes with challenges and opportunities, but the system must be safe and equitable for all users; that there is opportunity for economic development and job creation with the transition, but gaps in the workforce exist; that community engagement and building trust are important; and that table-top exercises and scenarios help organizations evaluate response to disruptions.

Bart Treece discussed other takeaways, including that Washington state is poised to be a leader in transportation electrification. However there remains much to do to realize the potential and to support a resilient system to safely move people and goods in the face of the effects of climate change. A key challenge identified is understanding how electrification can be scaled to meet decarbonization goals and remain resilient through the process. Environmental justice will require determining which communities are underserved and which need energy resilience the most. Opportunities are present in partnerships with government agencies and private entities as well as communities and public/private organizations. Next steps include building awareness about work being done in Washington state on the energy transition, aligning interests of public and private entities for shared benefit, coordinating in new ways on actionable activities and projects, and creating opportunities for meetings of various kinds that bring together stakeholders with common interests to expand and broaden discussions.

Presentation: [Washington State Academy of Sciences](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 03:25:09, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 5: Advanced Transportation Technologies Study – Preliminary Report

Presenters:

- Craig Baxter, Project Manager, CDM Smith
- Todd Hammond, Project Technical Leader, CDM Smith
- Jeff Doyle, Transportation Advisory Specialist, CDM Smith
- Andrew McClean, Transportation Policy Specialist, CDM Smith

Craig Baxter gave an overview of progress on the WSTC’s legislatively mandated Advanced Transportation Technologies Study. Todd Hammond shared the key study tasks – to assess technology approaches, review current laws, provide an interim report to the Legislature by Jan. 10, 2024, and a final report by June 30, 2024. Technologies assessed must meet certain requirements (embedded power and communications, 95 percent image capture accuracy, speed detection, limited footprint, the ability to detect occupants for HOV requirements, and construction zone capability). Legislative and policy reviews determined allowable uses of revenue as well as potential legislative changes required for future systems. Four primary solution types were identified: a smart-device application that runs on a cell phone or tablet (software-centric), a hybrid solution using an app in coordination with hardware “light” (a roadside pole, for example), and hardware “heavy” such as a gantry with in-road sensor. HOV systems assessed were app-based, camera-based or a combination. Eighteen vendors underwent an evaluation process based on state legislative requirements; four vendors were selected. Blissway, Carma Technology (GoCarma), D2 Traffic/InVision and Inex Technologies use a range of technology solution types. A recommendation in the interim report will include recommendations for a pilot study.

Jeff Doyle discussed the results of the legislative and policy analysis. The legal review found that funds generated from Automatic Traffic Safety Systems through penalties, fines and fees can be used to pay for capital and operating costs of such systems if the Legislature designates them for that purpose. Under current law, revenue from toll collections and violations can be used to pay for toll system and operating costs. State law forbids, however, compensation to technology vendors based on the number of infractions. Statutory and/or regulatory changes that would be needed in the RCW or WAC to implement a future technology-based traffic safety and compliance program include a clear definition of what constitutes an “Advanced Technology System,” authorized uses, prohibited uses, public notice through signage, legal standards, exceptions and/or exemptions, public disclosure, account distributions, and permissible use of funds.

Presentation: [Advanced Transportation Technologies Study](#)

For more detail on agenda item 5, please refer to the [TVW Meeting Recording](#), starting at 04:14:08, on the progress bar found at the bottom of the screen.

Action: Chair Young moved for approval of the final version of the preliminary study be delegated to the Chair and Vice Chair without objection.

Follow-Up: None at this time.

Agenda Item 6:

Advanced Transportation Technologies Study – Vendor Overview

Presenters:

- Francisco Torrealba, Chief Executive Officer, Blissway
- Paul Steinberg, Chief Executive Officer, Carma Technology
- Katy Linburg, Vice President of Operations, Carma Technology
- Pete Marshall, Director of Project Management, D2 Traffic Technologies
- Karim Ali, Chief Executive Officer, Invision

Francisco Torrealba shared Blissway’s solar-powered WAL-E (Wireless Autonomous Lane Enforcers), or video-tolling device. Capabilities include measuring traffic density, volume and speed; speed enforcement and safety enforcement; and verification of vehicle occupancy. Pilot projects with Blissway’s devices show superior vehicle capture rates, a high rate of precision in vehicle identification as well as reliability with its solar-powered, wireless communication system. Blissway’s devices have been used in Colorado’s Safety Enforcement Program to address weaving, unauthorized oversized vehicles, and use of express lanes outside of operating hours.

Katy Linberg gave an overview of Carma Technology, which provides smartphone-based transportation solutions. Its app, GoCarma, activates when entering a tolling facility, collecting data when in the relevant zone. Paul Steinberg explained that GoCarma’s technology allows one app with multiple uses, including HOV verification, HOV enforcement, construction zone safety, and tolling. The app is designed for privacy preservation, with expiration of location data after 60 days, no sharing of personal data and other features. GoCarma is used by the Louisiana Department of Transportation and Development for HOV enforcement, North Central Texas Council of Governments for HOV verification, and the Texas Department of Transportation for construction zone safety (offering incentives for route changes and speed adherence).

Pete Marshall discussed D2 Traffic Technologies and its focus areas, which can be packaged into a complete tolling system. Capabilities include vehicle occupancy detection systems, automatic license plate readers, tolling and intersection management, smart infrastructure, and power and communications management. Karim Ali talked about InVision’s vehicle occupancy detection, which utilizes an easily deployed autonomous single camera on roadsides to detect how many people are in a vehicle. The system is fully automated and anonymizes occupants.

Presentations: [Blissway](#)
[GoCarma](#)
[D2 Traffic Technologies](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 04:48:53, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 7: Seattle Autonomous Vehicle Testing

Presenter:

- Armand Shahbazian, Electric and Automated Mobility Lead, City of Seattle

Armand Shahbazian provided an update on the City of Seattle’s Autonomous Vehicle (AV) permitting program and its efforts to engage with other cities with AV testing programs. City permits have been issued to Zoox Inc. and NVIDIA, which are both testing Level 3 AVs. The city’s permitting program goes beyond what the state requires, adding Level 3 vehicles (the state covers Level 4 and 5 vehicles), a test driver in all vehicles, first responder interaction and disengagement plans, a public outreach component, additional insurance, and indemnification of the city. Additionally, the city requires incident reporting, while the state only requires a summary of collisions each year. Seattle is proactively meeting with AV companies to understand their plans for future testing in the city and to promote its digital curbside database. It has joined the PAVE Public Sector Advisory Council to collaborate with industry and nonprofit partners who believe in the potential of AVs. Plans for the year ahead include convening community members who have barriers to accessing transportation options and understanding how to incorporate their input into the AV permitting program.

Presentation: [Seattle Autonomous Vehicle Testing](#)

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 05:45:02, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 8: Autonomous Vehicle Work Group – Final Report

Presenters:

- Markell Moffett, Transportation Revenue Systems, CDM Smith
- William Covington, Director, Technology Law & Public Policy Clinic Teaching Professor, University of Washington
- Sasha Tavitian, student, University of Washington School of Law
- Max Del Real, student, University of Washington School of Law
- Kyle Kennedy, student, University of Washington School of Law

Markell Moffett gave an overview of the Autonomous Vehicle Work Group’s final “Roadmap to the Future” document, which serves as the Work Group’s legacy deliverable. The document, which will be delivered to the Legislature in early January 2024, is a plan for how the state can continue to prepare for AVs. Building blocks, or key

areas for further research, are agency readiness, public outreach, safety, testing and pilots, path to deployment, and equity. Each building block identifies considerations for further evaluation and possible action by decisionmakers. In addition, a final annual report describing the progress of the Work Group and recommendations, required by state law, will be submitted to the Governor and the Legislature by Jan. 2, 2024. Accomplishments of the Work Group, which was convened over five years, include forming 29 recommendations, 17 of which were endorsed and eight acted upon or legislated.

William Covington discussed the work of UW students in his technology law clinic, who assessed AV testing policies across the United States. Sasha Tavitian shared recommendations on policy approaches for ensuring safety based on those in place in Arizona, Florida, and the City of Seattle. Max Del Real discussed the role of federal, state and local governments in creating requirements for AV testing programs, and whether one level of government should pre-empt another when it comes to setting regulations and permitting. Kyle Kennedy discussed best-practice policies for what entities should be notified when it comes to various aspects of AV testing as well as parameters around operations and driverless testing.

Presentation: [AV Work Group Final Report](#)

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 06:05:13, on the progress bar found at the bottom of the screen.

Action: Vice Chair Jim Restucci moved to delegate final approval of the Autonomous Vehicle Final Report to the Chair and Vice Chair for submission to the Legislature and the Governor; the motion was seconded by Commissioner Roy Jennings. The motion passed 5-0, with Commissioners JC Baldwin and Nicole Grant excused.

Follow-Up: None at this time.

Chair Deborah Young reminded the Commission that the meeting will continue Wednesday, December 13, 2023, and recessed the meeting.

DAY 2: December 13, 2023

Chair Young opened the meeting at 9 a.m. with introductions by Commission members and staff, an overview of the agenda, and meeting protocols.

Agenda Item 10: Commission Business

- Special Virtual Toll Meeting and November Meeting Summaries
- Commission Policies and Procedures Manual – ***ACTION***
- Ridgefield Route Jurisdiction Transfer, bill modifying State Route 501 – ***ACTION***
- Annual Report Final Draft – ***ACTION***
- Tolling Report Final Draft – ***ACTION***

Presenters:

- Carl See, Deputy Director, Washington State Transportation Commission
- Paula Reeves, Senior Policy Analyst, Washington State Transportation Commission
- Aaron Halbert, Financial Analyst, Washington State Transportation Commission

Commissioners approved meeting summaries from the Special Virtual Tolling Meeting and the November meeting in Pasco for posting and distribution.

Carl See went over changes to the Commission Policies and Procedures Manual, including policies regarding special meetings, quorum language, meals and light refreshments, approval of the ethics policy, and other revisions.

Paula Reeves shared a bill request to be filed by the Commission to strike the portion of state law that designates State Route 501 as a state highway as part of a route jurisdiction transfer to the City of Ridgefield.

Ms. Reeves presented the final version of the Annual Report, outlining the chapters, which feature the Commission’s “Big Ideas” as well as “Policy Recommendations. The report will be presented to the Legislature.

Aaron Halbert walked through the Commission’s Tolling Report, which provides an update to the Legislature on the tolling activities the Commission has undertaken in the past year, tolling activities expected in the year ahead, tolling recommendations and Tacoma Narrows Bridge loan needs.

Presentation: There was no associated presentation.

For more detail on agenda item 10, please refer to the [TVW Meeting Recording](#), starting at 00:02:38, on the progress bar found at the bottom of the screen.

Action: Vice Chair Restucci moved to approve the Commission Policies and Procedures Manual as amended; Commissioner Grant seconded the motion. The motion passed 6-0, with Commissioner Baldwin excused.

Commissioner Jennings moved to approve the bill request to transfer jurisdiction of State Route 501 from the Washington State Department of Transportation to the City of Ridgefield; the motion was seconded by Commissioner Grant. The motion passed 6-0 with Commissioner Baldwin excused.

Vice Chair Restucci moved to delegate final approval of the Annual Report to the Chair and Vice Chair; Commissioners Jennings seconded the motion. The motion passed 6-0 with Commissioner Baldwin excused.

Commissioner Shiv Batra moved to delegate final approval of the Tolling Report to the Chair and Vice Chair; Vice Chair Restucci seconded the motion. The motion passed 6-0 with Commissioner Baldwin excused.

Follow-Up: None at this time.

Agenda Item 11: I-405/SR 167 ETL Tolling Scenarios

Presenters:

- Carl See, Deputy Director, Washington State Transportation Commission
- Ed Barry, Director of Tolling, Washington State Department of Transportation
- Karl Westby, Senior Traffic Manager, I-405 Program, Washington State Department of Transportation

Carl See explained that Commissioners are tasked with adopting a toll-rate adjustment proposal for the I-405 Express Toll Lanes (ETLs) and SR 167 High Occupancy Toll (HOT) lanes following legislative direction to review toll revenue performance. He gave an overview of options that have been discussed since October: increasing the minimum rate in the corridor to \$1 and the maximum rate to either \$12 or \$15. Ed Barry reviewed the operational goals for the ETLs and shared data that show increased travel times throughout the corridor, including for transit service. The Legislature directed WSDOT to identify approaches to help close the funding gap on construction projects for improvements to the corridor.

Karl Westby explained that three of the four facilities in the I-405/SR 167 corridor are not meeting the performance metric set out in state law: 45 mph for 90 percent of the time during peak periods. An analysis of the tolling options under consideration shows that a maximum rate of \$15 will result in material improvement in ETL (with little improvement with a \$12 cap). Mr. See shared revenue projections for the options under consideration. Further analysis was conducted on two more options: adding an hour of tolling to operations (to 8 p.m.) as well as adding weekend tolling to I-405 ETLs. Revenue impacts of those options were shared with the \$15 maximum rate. Based on the analysis, the Commission's Tolling Subcommittee recommended selection and advancement of "Option 3," which calls for a minimum toll rate of \$1, a maximum toll rate of \$15, and extending tolling an hour (from 7 p.m. to 8 p.m.). Current analysis expects this could generate a total of \$4.8-\$8.3 million from March 2024 to June 2025

and provide traffic management during a time of day frequently experiencing congestion for peak direction traffic.

Presentation: [I-405 / SR 167 ETL Tolling Scenarios](#)

For more detail on agenda item 11, please refer to the [TVW Meeting Recording](#), starting at 00:52:15, on the progress bar found at the bottom of the screen.

Action: Commissioner Batra moved to forward Option 3 for public comment; Vice Chair Restucci seconded the motion. The motion passed 5-1, with Commissioner Baldwin excused.

Follow-Up: Public comment on the proposal will be accepted until Jan. 22, and a virtual public hearing will be held at 9 a.m. on Jan. 29.

Agenda Item 12:

Performance Update on Washington’s Tolled Facilities

Presenter:

- Ed Barry, Director of Tolling, Washington State Department of Transportation

Ed Barry gave a toll traffic and revenue update, sharing updated data through September 2023. Performance tracked closely to prior state forecasts, with the biggest deviations coming on the State Route (SR) 520 Bridge, SR 167 HOT lanes, and SR 99 tunnel. For example, transactions on the SR 520 Bridge in Quarter 1 (July-September) of Fiscal Year (FY) 2024 were 8 percent below the prior forecast, and revenue for that same timeframe was 12.5 percent below forecast. Revenue for Quarter 4 (April-June) of FY 2023 for the SR 167 HOT lanes was 23.4 percent above the prior forecast. Transactions on the SR 99 tunnel were 7.7 percent above prior forecasts for April to September 2023, though revenue was slightly below prior forecasts by 2.4 percent.

Presentation: [Performance Update – Washington Tolled Facilities](#)

For more detail on agenda item 12, please refer to the [TVW Meeting Recording](#), starting at 01:47:51, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 13:

Update: State Transportation Revenue Forecast

Presenters:

- Carl See, Deputy Director, Washington State Transportation Commission
- Ed Barry, Director of Tolling, Washington State Department of Transportation
- Todd Lamphere, Director Finance and Administration, Washington State Ferries

Carl See shared November 2023 Transportation Forecast Highlights, with numbers representing a nearly no change forecast compared with the prior forecast in September 2023. Forecasted declines in ferry and toll revenues, as well as vehicle sales tax and

driver-related fees are largely offset by forecasted increases in revenues from the electric vehicle fee, rental car tax and speed safety camera infractions.

Ed Barry shared changes in assumptions between the June and November 2023 forecast, and changes in forecasted transactions and revenue through FY 2033. Transactions and revenue have been modified downward on SR 520 based on actuals coming in continually lower than forecasts, competition from I-90, and ongoing construction and maintenance closures. SR 99 has been modified upward based on continued overperformance. The forecast also assumes an increase in late payment fees and civil penalty revenue because of photo toll trips increasing. Compared with the June 2023 forecast, forecast transactions and revenues are both lower in the November 2023 forecast, with transactions lower by 1.5 percent for FY 2024 – FY 2033, and revenues lower by 2.4 percent during the same period.

Todd Lamphere shared the latest ridership as well as forecast results for Washington State Ferries. Current ridership from June through November 2023 continues to lag pre-pandemic levels, at 79 percent total of 2019 levels. Performance fell short of the prior forecast, with a fall construction closure to vehicles at the Bainbridge terminal affecting ridership as well as below-normal service levels due to ongoing vessel and staffing issues. While the 2023-25 fare revenue target set by the Legislature was \$418.6 million, the latest forecast predicts \$386.9 million, resulting in a difference of nearly \$32 million. WSF and the Commission will continue to monitor ridership and revenue and possible adjustments in the Supplemental Budget during the next legislative session.

Presentations: [Transportation Forecast Overview](#)
[Washington Toll Facilities Revenue Forecast](#)
[Washington State Ferries Revenue Forecast](#)

For more detail on agenda item 13, please refer to the [TVW Meeting Recording](#), starting at 02:03:15, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 14: WSDOT Secretary's Report

Presenter:

- Kerri Woehler, Deputy Assistant Secretary, Washington State Department of Transportation

Kerri Woehler shared that WSDOT crews are responding to impacts from heavy rain and snow. Traveler preparedness is being emphasized, particularly after closures on Snoqualmie Pass from crashes that resulted from drivers not being prepared for conditions. WSDOT continues its work to deliver the largest improvement program ever in the face of challenges that include rising costs and the tight labor market. Recent successes include winning federal grants for the Amtrak Cascades and Cascadia High Speed Rail programs. Preparation is underway for the 2024 legislative session, with

updates prepared for legislators on the SR 520 program; the fish passage program; active transportation safety; ferries workforce development; diversity, equity, and inclusion in highway construction; and transportation project delivery methods.

Presentation: There was no associated presentation.

For more detail on agenda item 14, please refer to the [TVW Meeting Recording](#), starting at 02:30:57, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 15: Road Usage Charge — Final Report

- Travis Dunn, Vice President, CDM Smith

Travis Dunn gave an overview of the final findings and report from the Commission’s Forward Drive Road Usage Charge (RUC) research program. He reviewed the RUC simulation project, in which more than 1,000 participants completed the simulation experience of enrolling in a program of paying for miles traveled, and reporting and paying for those miles. A subset of those volunteers participated in a program that tested three different “follow-on” experiences. Users participated in a survey providing feedback on their experiences, which included an installment payment plan (Flex Pay), a way of claiming exemptions for out of state and private road travel (MilesExempt), and using embedded vehicle telematics for reporting miles driven (AutoPilot). Final report conclusions address the loss of gas tax revenue and transportation funding challenges, RUC’s promotion of user equity and social equity, the growing public acceptance of a per-mile charge, the viability of enrollment and odometer declaration, the feasibility of opting into telematics reporting, and the work Forward Drive has done to advance the piloting of a RUC. The report outlines next steps, which includes implementation of a staged-level RUC program and ongoing research to inform development of RUC operations as the program scales up.

Presentation: [Road Usage Charge](#)

For more detail on agenda item 15, please refer to the [TVW Meeting Recording](#), starting at 02:34:47, on the progress bar found at the bottom of the screen.

Action: Commissioner Kelly Fukai moved to delegate final approval of the Road Usage Charge Final Report to the Chair and Vice Chair; the motion was seconded by Vice Chair Restucci. The motion passed 6-0 with Commissioner Baldwin excused.

Follow-Up: None at this time.

Agenda Item 16: Public Comment

Will Knedlik, King County – The Transportation Commission’s pro forma nod to the maintenance and preservation needs of the state transportation infrastructure is not adequate, and

it should do more to elevate the discussion of system failures, underfunding, and the growing backlog of maintenance and preservation projects.

Tom Thiersch, Jefferson County – The work that has been done by the Commission on Road Usage Charge (RUC) research has been excellent. It's obvious that self-reporting odometer readings in the way to go, and that should be emphasized as the first option that will be implemented and that other options will be phased in later. Self-reporting eliminates concerns about privacy. Allowing out-of-state exemptions seems like an unjustified loss of revenue. Mr. Thiersch urged action to forward the proposal in the Legislature.

John Peeples, Snohomish County – Urged that the final report on the Road Usage Charge research program be not passed onto the Legislature out of concerns that a pay-per-mile charge does not align with American values. Mr. Peeples said that paying a gas tax or fee for charging at electric-vehicle charging stations should be relied upon to fund transportation. The state has no need or authority to keep track of where and when residents have been driving when it comes to a pay-per-mile charge, and a pay-per-mile charge sacrifices road users' anonymity.

Presentation: There was no associated presentation.

For more detail on agenda item 16, please refer to the [TVW Meeting Recording](#), starting at 03:17:26, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time

Agenda Item 17: Commission Business

Commissioners shared the following reflections and recommendations from the meeting:

- The presentation on safety was important and allowed contemplation of what can be done to support the safety of all people using the roads and those adjacent to the roads.
- The progress made on studying tolling technology, Autonomous Vehicle operations, and a Road Usage Charge through the Commission's studies and work groups has been impressive.
- It's time that the Legislature passed legislation reducing the legal blood-alcohol limit to 0.05 percent. Washington state leads the nation in many ways, and this is an opportunity to be a leader in road safety.
- The number of traffic fatalities in Washington state is too high. Post-COVID driving trends need to be reversed, and the fact that seat-belt violations remain a factor in fatalities is disappointing.
- When it comes to safety, it is encouraging to see the work the Washington State Patrol is doing to stop drivers to improve safety on the roadways, and that WSP is now allowing lateral transfers of police officers from other departments to shore up their historically low staffing. The Commission now has representation on the speed advisory cooperative of the Washington Traffic Safety Commission.

- The recommendations of the University of Washington law students in implementing Autonomous Vehicle permitting and testing programs are spot on, and it's hoped that the Governor and the Legislature will take note of the final report that the AV Work Group is submitting.
- We've seen a change in safety culture, and that is going to affect our work going forward.

Presentation: There was no associated presentation.

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 00:00:00, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Chair Young adjourned the meeting at 1 p.m.

The next meeting will be held virtually on January 17 & 18, 2024.