

WASHINGTON STATE TRANSPORTATION COMMISSION
Seattle, Washington
Regular Meeting Summary
July 30 & 31, 2013

The regular meeting of the Washington State Transportation Commission was called to order at 9:00 a.m., on Tuesday, July 30, 2013, at Union Station, Ruth Fisher Board Room, 401 South Jackson Street, Seattle, Washington.

CHAIRMAN WELCOME AND COMMISSION INTRODUCTIONS

Chairman O'Neal opened the meeting with Commissioner introductions.

COMMISSION BUSINESS

Commissioner Parker moved adoption of the summary of the June 19, 2013 meeting in Walla Walla. Commissioner Royer seconded the motion and it was adopted.

Staff briefed the Commission on the progress with the Washington Transportation Plan. The Request for Proposals was issued on July 15 and responses are due by August 14. Four vendors have indicated an intent to propose. A selection team will review the responses and recommend a consulting team to the Commission by August 29.

Staff briefed the Commission on the final legislative outcomes on the budget and policy. The Commission received a portion of its budget request for the Washington Transportation Plan.

Commissioner O'Neal read the draft resolution 715 honoring veterans wounded or killed in action and naming Interstate 5 the Purple Heart Trail.

Commissioner Haley moved adoption of Resolution 715. Commissioner Tortorelli seconded the motion and it was adopted unanimously.

Commissioners Royer and Parker attended the ceremony inaugurating Bertha, the tunnel boring machine that will dig the 2-mile tunnel under Seattle to replace the Alaskan Way Viaduct.

Commissioner Tortorelli reminded Commissioners that the launch of the ferry Sanpoil will take place on August 14.

Commissioner O'Neal spoke at a national workshop in Seattle earlier this month on congestion pricing, along with King County Deputy Executive Fred Jarrett.

Staff reported that Commissioner Cowan spoke about the Road Usage Charge Assessment at a Transportation Forum in Vancouver, BC on July 18. Senior leadership from Canadian regional transportation agencies TransLink (Vancouver), Metrolinx (Toronto), and ADM (Montreal) organized and attended the Forum. Staff also reported that the Road Usage Charge Steering Committee has met once since the legislature enacted the transportation budget, which clarified the Steering Committee tasks and the timeline for next steps. Although the transportation budget added four more legislators to the Steering Committee, none were able to attend the June meeting due to the special session.

VOICE OF WASHINGTON STATE UPDATE

Bill Young, Project Manager of the Voice of Washington State, briefed the Commission on the plans for expanding the survey this biennium. A panel building segment this fall will be followed by a Statewide Survey in November and December. Three additional panel building efforts are planned for 2014 and another in the winter of 2015. Voter registration rolls and friend referrals are used to recruit panel members.

Quick poll topics under consideration are:

- Adding sales tax to gas purchases;
- Tolls on the mountain passes;
- Funding school transportation with gas tax revenues;
- Funding public transportation with gas tax revenues.

Commissioners asked whether the people who emailed comments on the ferry fare proposal could be invited to join the Ferry Riders' Opinion Group. Young responded that the invitations could be extended when responding to the commenters.

Commissioners also asked whether the survey results are fed back to FROG and VOWS members. It is a part of the tool that hasn't been exploited yet.

Commissioners also noted that VOWS can be useful for public outreach and confirming ideas suggested for the WTP update.

Andrew Thibault, EMC Research provided highlights of the 2013 Statewide Survey. People are less happy with the local system than the state system, but overall both get passing grades. People in the PSRC region are least happy with the state system operation. A growing number of respondents (67%) agree that new revenue is needed; 54% indicate they would support new revenue.

[Voice of Washington State Update](#)
[VOWS Quick Poll](#)

Follow-Up/Action: None.

PUGET SOUND REGIONAL COUNCIL (PSRC) T-2040 UPDATE

Robin Mayhew, Program Manager and Benjamin Brackett, Senior Planner briefed the Commission on the Puget Sound Regional Council T-2040 Update. T-2040 has four integrated strategies:

- Land use;
- Efficiency;
- Strategic investments; and
- Pricing.

Commissioners asked about freight investment in PSRC. The T-2040 Update includes a separate freight mobility chapter.

For T-2040, the estimated program costs are \$189 billion (2008 dollars) and estimated revenues are \$125 billion (2008 dollars). Additional funding must be found to implement Transportation 2040. The \$189 billion estimate is a fiscally constrained estimate. It was noted that while the ports are

included in T-2040, they are not part of the financial plan and strategy.

Transportation 2040 Calls For a Phased Funding Strategy.

- Funding to maintain and operate our current assets
- Traditional tax financing (gas tax, etc.) will still play a central role
- There should be a relationship between the tax, fee, or toll and the use of the revenues
- Increase reliance on tolls – phased in over time
- Allow for flexibility in implementation

The T-2040 Plan also assumes a \$.01 mileage charge in the second decade and a \$.02 mileage charge in the third decade. Freeway tolling is expected to generate enough revenue for a gas tax rebate.

Commissioners asked whether the tolling strategy in T-2040 is consistent with state tolling strategy and development of the road usage charge policy. PSRC Staff responded that Don Gerend and Janet Ray are participating in both efforts and characterized PSRC as a “consumer” of the Road Usage Charge Assessment work.

Mayhew indicated that the transition from project funding to system funding may be the billion dollar question.

The T-2040 Update focuses on the following:

- Economic climate
- Population and employment
- MAP-21 direction
- Transportation 2040 Prioritization
- State of Good Repair Needs
- New Federal emission standards

The Scope of Work for the T-2040 Update includes:

Core Elements

- Prioritization
- Updated State of Good Repair
- Updated Financial Strategy

Statutory Requirements

- Updated Coordinated Transit –Human Services Transportation Plan
- Commute Trip Reduction Program
- Air Quality Conformity

Incorporate Results of Ongoing Planning

- GHG Strategy Update
- Active Transportation Plan
- Growing Transit Communities
- Rural Transportation Study

Commissioners noted that the Plan contemplates some major legislative policy changes and suggested there be much more engagement of local officials and legislators.

There was substantial discussion of the Update’s approach to balancing the Financial Strategy:

1. Use updated State of Good Repair information.
 - Include updated City/County pavement estimates (\$5 billion higher)

- Endorse updated local transit operations estimates (\$10.5 billion lower) with understanding that this may need to be adjusted in next plan update cycle

2. Focus reductions on the system improvement investments, not State of Good of Repair.

3. Share the pain: Apply cost reductions across system expansion programs to close the \$9 Billion gap. Proposed approach:

- Sound Transit: Work with Sound Transit to develop a proposed scenario for balancing costs and revenues
- WSDOT Ferries: Maintain current costs – no reductions

For all other programs (local transit, city streets, county roads, state highways and other regional), apply the following three proposed scenarios:

- a) Prioritization scorecard results (lowest quartile/category)
- b) Prioritization augmented with WSDOT corridor “right-sizing” (in coordination with WSDOT staff) Aiming for \$1.45 billion less in highway investment.
- c) Project timing (3rd decade projects that are early in project development)

Put simply, PSRC is identifying projects and programs which can be moved from the Constrained Plan into the Unprogrammed Plan.

[Regional Transportation 2040 Plan Update](#)

Follow-Up/Action: Continue to monitor the update of the PSRC plan and financial strategy.

NAMING THE NEW I-5 SKAGIT RIVER BRIDGE

Senator Kevin Ranker, Mt. Vernon Mayor Jill Boudreau and Captain Jeff Sass, District 7 Commander, asked the Commission to name the new Skagit River Bridge in honor of Trooper Sean M. O’Connell, Jr. Captain Sass spoke about the merits of Trooper O’Connell, who was named Trooper of the Year in 2003.

Chairman O’Neal noted that the Commission considers community support when naming a facility. Mayor Boudreau spoke for both Mt. Vernon and Mayor Sexton of Burlington. She noted that naming the bridge is not only an appropriate remembrance, but a way to inspire others to serve.

Chairman O’Neal read draft resolution 716 to honor Trooper O’Connell by naming the new Skagit River Bridge after him.

Commissioner Litt moved adoption of Resolution 716, Commissioner Haley seconded the motion and it was adopted unanimously.

ROAD USAGE CHARGE ASSESSMENT UPDATE

Jeff Buxbaum, Cambridge Systematics, briefed the Commission on the status and workplan for the Road Usage Charge Assessment. The 2013 Legislature provided new direction to the Transportation Commission to develop and evaluate the business case for road usage charging, and report back by December 15, 2013. WSDOT is directed to continue operational investigations.

The workplan focus now is:

- Develop preliminary road usage charge policies that are necessary to develop the business case, as well as supporting research...
- Develop the preferred operational concept(s) that reflect the preliminary policies
- Evaluate the business case....must assess likely financial outcomes
- Identify and document policy and other issues that are deemed important to further refine....to gain public acceptance.

The results of this work should form the basis for continued work.

The recommended goal, developed by the Steering Committee is “Sustainable Revenue Source. Identify and develop a sustainable, long-term revenue source for Washington State’s transportation system to transition from the current motor fuel tax system.”

The Steering Committee has developed Draft Guiding Principles:

- Transparency. A road usage charge system should provide transparency in how the transportation system is paid for.
- Complementary policy objectives. A road usage charge system should, to the extent possible, be aligned with Washington’s energy, environmental, and congestion management goals.
- Cost-effectiveness. The administration of a road usage charge system should be cost effective and cost efficient.
- Equity. All road users should pay a fair share with a road usage charge.
- Privacy. A road usage charge system should respect an individual’s right to privacy.
- Data Security. A road usage charge system should meet applicable standards for data security and access to data should be restricted to authorized people.
- Simplicity. A road usage charge system should be simple, convenient, transparent to the user, and compliance should not create an undue burden.
- Accountability. A system should have clear assignment of responsibility and oversight, and provide accurate reporting of usage and distribution of revenue collected.
- Enforcement. A road usage charge system should be costly to evade and easy to enforce.
- System Flexibility. A road usage charge system should be adaptive, open to competing vendors, and able to evolve over time.
- User Options. Consumer choice should be considered wherever possible.
- Interoperability and Cooperation. A Washington road usage charge system should strive for interoperability with systems in other states, nationally, and internationally, as well as with other systems in Washington. Washington should proactively cooperate and collaborate with other entities that are also investigating road usage charges.
- Phasing. Phasing should be considered in the deployment of a road usage charge system.

Three operational concepts are proposed for the business case evaluation:

- A. Time Permit. Permit for unlimited road network access for a given period of time.
Advantages: Simple to comply; low cost of administration; can be used for Washington residents and out of state motorists.

Disadvantages: User costs do not reflect usage; relies on roadside enforcement.

- B: Odometer Charge. Prepay for a standard amount of miles, and then reconcile actual

miles.

Advantages: Simple to comply; low cost of administration.

Disadvantages: Difficult to detect odometer fraud; depending on the reporting method, it may be inconvenient for motorists; cannot capture out of state motorists; all miles charged regardless of location of travel.

C: Differentiated Distance Charge. In-vehicle device records miles driven inside and outside State borders and charges accordingly

Advantages: Charges matched to usage; can rely on private sector for technology and operations.

Disadvantages: Higher level of active management required by users; market for bundled services may not mature for several years; location technology may cause privacy concerns; must be paired with time permit or odometer reading to cover whole population.

The business case evaluation also will consider the following combinations: A&B; A&C; B&C; A+B+C.

The remaining meetings of the Road Usage Charge Steering Committee will address:

September 12, 2013 (SeaTac)	More detailed operational concepts and cost estimates
October 14, 2013 (SeaTac)	Review business case and policy/other issues
November 18, 2013 (SeaTac)	Draft report and draft proposed workplan/budget for next year, potentially including a pilot

Subcommittees will meet by web conference on Operational Concepts, the Business Case Concept Model, and the Final Report.

[Road Usage Charge Assessment Update](#)

Follow-Up/Action: Further updates at October and December Commission meetings.

PUBLIC COMMENT

Paul W. Locke told the Commission that he paid over \$80 to renew his vehicle license. The paving job by the Greyhound Station lasted only four days. He recommends cutting the WSF system to five routes. The focus should be on what can be done with current cash flow.

HEARING: FERRY FARE & POLICY MODIFICATIONS

The Commission unanimously adopted the proposal as presented.

[Ferry Fare & Policy Modifications](#)

WASHINGTONSTATE DEPARTMENT OF TRANSPORTATION (WSDOT) SECRETARY'S REPORT

Cam Gilmour, Deputy Secretary of Transportation, made a report on behalf of the Secretary of Transportation. He shared his background of 35 years in transportation and land use in Oregon. He

talked about some key events since he arrived in May, including the Skagit River Bridge collapse and repair, the attempt to enact new revenue, and shutting down CRC office in the first two weeks of July. He expressed his surprise to learn there have been over 100 audits of WSDOT operations since 2006.

He also spoke of the looming crisis ahead; over 3800 lane miles are due and past due for paving now and the amount is growing faster than WSDOT can afford to do work. We need to focus more on how to maximize use of the existing transportation system. We have to continue to work on how to find the funding to have a long-term, sustainable transportation system.

Chairman O'Neal expressed hope that WSDOT will work more closely with RTPOs and local governments. He also encouraged Mr. Gilmour to pursue lean management for efficiencies in WSDOT operations. Commissioner Cowan urged Mr. Gilmour to learn more about the ferry system.

WSDOT TOLL ADJUDICATION PROGRAM UPDATE

Patty Rubstello, Director of Policy & Systems Development, Toll Division, WSDOT provided an overview of the Notice of Civil Penalty (NOCP) Process. Failure to pay after two toll bills are sent, results in a NOCP sent at day 80 after the photo toll transaction occurs.

In the January to March 2013 period, over 77,000 NOCP were issued for SR 520 and nearly 40,000 for TNB. WSDOT implemented a quality control process prior to February 2012 to ensure transactions are viable and the record of registered owner is correct. Fifty percent of NOCPs were held back during this time for review; about 300,000 were released in Spring 2013. Monitoring continues and Rubstello expects that a steady state is still months away. NOCPs issued in FY 2013 4Q and revenue collections are significantly up from FY 2013 3Q; three times more for SR 520 and double for Tacoma Narrows Bridge.

SHB 1941 made some revisions to the NOCP process. The toll bill envelope must now prominently indicate the contents are time sensitive and related to a toll violation. Previously, the toll division did not think it wise to label the envelopes "time sensitive" since much mail so labeled is actually junk mail.

SHB 1941 also gives the toll violator an opportunity to explain mitigating circumstances. The judge may now reduce or dismiss the civil penalty. WSDOT must report the number of times a civil penalty is reduced or dismissed and the dollar amount of penalties dismissed.

Commissioners expressed surprise by the level of attention to detail by the Legislature. Mr. Gilmour agreed that the legislature appears to be very prescriptive.

[Toll Adjudication Program Update](#)

Follow-Up/Action: Continue to monitor.

PAC-TRANS AND TRAC OVERVIEW AND PROJECTS

Mark Hallenbeck, U-W Director of the Washington State Transportation Center (TRAC) briefed the Commission on Pac-Trans, the Region 10 University Transportation Center, one of 22 UTCs funded by USDOT, and TRAC. Pac-Trans is a regional center, federally funded, that serves Washington,

Oregon, Alaska, and Idaho. The annual appropriation of about \$3.5 million requires a 50/50 match. The funding is divided between four states and five universities.

MAP-21 establishes 5 national, 10 regional, and 20 Tier 1 centers. U-W is competing for the new regional center; funding is expected to be somewhat less than for Pac-Trans.

Strategic goals:

- Promote data-driven solutions for informed decisions
- Develop new technologies for better sensing and monitoring
- Train transportation engineers with strong technology and data handling skills

Currently 5 multi-institutional projects per year receive \$250,000 Pac-Trans funding plus match. There also is small project funding (\$20,000 - \$50,000). An outreach project, involving all five universities, aims to reduce driver distraction among teens. Pac-Trans also funds conferences and workshops. A major challenge is to balance cutting edge research and practical research.

Year 1 regional projects:

- Safe Arterial Operations
- Innovative Survey Design (U-W led)
- Freight Project Prioritization (WSU-led)
- Risk Assessment for Lifeline Corridors
- Proactive Risk-Based Slope Asset Management

UW/WSU Small Projects

- GPS data collection for trucks
- Bicycle route choice model development
- Truck drayage survey methodology
- Near road NO2 Monitors
- Recycled concrete aggregate in PCCP
- Media filter drain evaluation

Commissioners asked how the research is applied to real world issues and problems. Mr. Hallenbeck gave several examples, from the bike plan work jointly developed with the City of Seattle, to the smartphone app “One Bus Away.”

TRAC’s role is to assist UW, WSDOT, WSU in obtaining, performing, and communicating transportation research and results.

- Smoothing the administrative process between WSDOT and the two Universities
- Serve as a UW-WSDOT communication link
- Identify UW personnel that can help WSDOT solve problems
- Identify potential WSDOT sponsors for UW research
- Smooth the interaction between UW and WSDOT
- Perform or assist in the performance of research. TRAC-UW office has a small professional staff that works in the area of operations, planning, performance monitoring, and ITS, but a large percentage of TRAC work is done by faculty and graduate students.

TRAC at its high point had projects in 13 U-W departments in eight schools, involving anything to do with transportation. Mr. Hallenbeck’s favorite TRAC project involved fisheries, eelgrass and ferry docks.

U-W has conducted the following tolling research:

- Social equity issues of SR 520 tolls (Plotnick, et. al.)
- Empirical analysis of customer response to tolling on SR 167 (Brent & Gross, PhD dissertation)
- BC Regional Tolling Dialog (Hallenbeck)
- Improved HOT lane pricing algorithm (Wang)
- Violation analysis of SR 167 HOT lanes

Tolling projects that have been proposed, but not funded:

- Impact/reaction to tolls on trucking community
- Development and testing of auditable carpool toll tags
- Improved modeling of toll diversion / response
- Policy interest from the Evan's School

[Transportation Centers at the University of Washington and Washington State University](#)

Follow-Up/Action: None.

FORWARD WASHINGTON REGIONAL TRANSPORTATION POLICY ORGANIZATION WEBSITE

Gordon Rogers, Deputy Director of Whatcom Council of Governments, briefed the Commission on the creation and future of Forward Washington. Paladin Associates first established a pilot website for PSRC to highlight regional transportation projects. The website was then expanded to cover the statewide RTPOs, based initially on the top-20 project lists developed by RTPOs. Phase 2, funded with a small budget proviso in 2012, is an expanded website, including WSDOT projects. PSRC led a MPO/RTPO Subcommittee to develop the website featuring RTPO projects.

Each RTPO has its own portal and controls the information provided. In general, the map displays unfunded projects. The software doesn't yet allow RTPO staff to reach in and access WSDOT projects. WSDOT also has a Local Project Dashboard.

Commissioners asked if there are 14 different ways to identify priorities and projects, how can the state use the information.

After briefing the Commission on Forward Washington, Rogers also updated the Commission on border traffic increases. Statewide the average traffic growth over five years is 3.7%; in Whatcom County, the growth rates in 2012 and 2013 range from 16% to 30%.

David Davidson at WWU, has studied the Canadian component of the border trade. It is significant. For instance, 67% of the cars at the Bellingham Costco have Canadian plates.

[Forward Washington](#)

Follow-Up/Action: None.

WSDOT CULVERT LITIGATION

Federal District Court Judge Martinez issued a March 29 decision requiring the State of Washington to improve barriers to fish passage. This decision, part of the United States v. Washington tribal fishing rights litigation, applies to 982 WSDOT culverts in Water Resource Inventory Areas (WRIAs) 1-23; about 817 impact significant habitat. By October 2016, WDFW, DNR, and Parks must fix all their culverts. WSDOT has until March 2030 to fix its barriers. Although the state has indicated its intent to appeal Judge Martinez' Opinion, WSDOT is proceeding with efforts to comply with the injunction.

The injunction directs culvert fixes in this priority:

1. Avoidance
2. Full span bridge
3. Use stream simulation methodology

Culverts can be a barrier to fish due to:

- High velocity
- Inadequate depth
- Water surface drop

Since the early 1990s, WSDOT in partnership with WDFW, has identified 1,988 barriers, of which 1,517 block significant habitat. To date, WSDOT has made 269 corrections, improving access to over 900 miles of habitat.

Commissioners asked how barriers are selected for improvement. Sometimes it is a stand-alone correction driven by fish need and ecological benefit; otherwise, it is integrated with a WSDOT project.

WSDOT fish passage funding in 2013 – 15 is \$36 million. The estimated cost to fix all barriers, in compliance with the Order, is \$2.4 billion. This averages out to \$310 million and 60-80 projects per biennium. WSDOT is spending \$20 million in 2013-15 to accelerate scoping and design for fish passage projects. It is working with WDFW to become more efficient. WSDOT also plans to continue barrier correction work outside the case area.

[WSDOT Culvert Litigation](#)

Follow-Up/Action: Continue to monitor.

PSRC GROWING TRANSIT COMMUNITIES

Michael Hubner, Senior Planner and Mary Pat Lawlor, Principle Planner talked about the Growing Transit Communities Partnership, housed at the Puget Sound Regional Council (PSRC), is funded by a \$5 million federal grant to promote thriving and equitable transit communities. Partners include the U.S. Department of Housing and Urban Development, USDOT, and EPA. Other partners are business groups, educational institutions, private and nonprofit developers, and public health and human services agencies.

The PSRC long-range plan, T-2040, anticipates \$100 billion in transit investments, including over \$15 billion in light rail, commuter rail and Bus Rapid Transit. A regional Transit Oriented Development (TOD) Strategy is focused on cross-jurisdictional transit corridors. High Capacity Transit is intended to reduce congestion and bottlenecks on the freeway system; it also benefits to

freight. Without robust HCT, it would be difficult to accommodate the projected growth. This strategy spreads the growth and housing opportunities and burdens throughout the region.

Growing Transit Communities Partnership

Follow-Up/Action: None.

SOUND TRANSIT MILESTONES

Joni Earl, Executive Director of Sound Transit (ST), told the Commission that commuter rail, light rail and 26 regional bus routes, now carry about 101,000 passengers daily across the region. ST has just celebrated the 4-year anniversary of light rail, which carried 42,000 passengers one day in July.

University Link, opening in 2016, is 73% complete. It is under budget and ahead of schedule. Northgate Link, opening 2021, is underway with a tunnel contractor selected. East Link to Bellevue will open in 2023. Lynnwood Link will mostly occupy I-5 right-of-way, is in environmental review and preliminary engineering. Its preferred route will be selected next year.

South 200th Link Extension, projected to open up another 1.6 miles south of Sea-Tac in 2016, is under construction. Federal Way extension is in planning and a Tacoma Link expansion corridor has been selected.

Sales tax revenue is down 30% (or \$4.7 billion) from the 2008 vote. Even after cuts, ST is still able to fund 90% of the program. ST doesn't expect to reach 2007 revenue collections until 2016. ST is pursuing a TIFIA loan for East Link.

ST 3: The Future is in early stages. This summer, ST will begin High-Capacity Transit corridor studies in preparation for updating the Long Range Plan. In Fall 2013 into 2014, ST will work with the public to update the Long-Range Plan. In 2015–2016, ST may develop a Sound Transit 3 ballot measure for consideration by voters in November 2016 or thereafter.

ST is open to expanding into Thurston County if the county wants to annex in. Also, IT will begin direct service between Olympia and Seattle.

Sound Transit Milestones

Follow-Up/Action: None.

KING COUNTY METRO TRANSIT CHALLENGES

Kevin Desmond, General Manager of King County Metro, reported that combined ST and Metro ridership is higher than ever, nearly 140 million riders annually. There has been a 22% increase in ridership in the AWP Corridor since construction began.

Metro trips replace 175,000 cars a day. The strength of the transit system is the relationship with the private sector. Businesses buy \$750 million of passes a year for 200,000 users. Paratransit takes up 10% of Metro's budget. Ridership pays 2% of the cost.

Up to 17% of Metro service is at risk:

- About 70% of routes impacted

- More congestion, longer commutes, less competitive business environment

King County has raised fares four times since 2009. A temporary congestion reduction charge, authorized by the legislature, expires in mid-2014.

HB 1954 included a local option 1.5% MVET; 60% for Metro, 40% for county roads and city streets.

Pierce Transit has already cut over a third of its system; Metro has not cut yet. Pierce sales tax dropped further and its rebound has been slower until recently. Metro's forecast has always assumed the sales tax growth that has occurred. The current growth is slightly better than projected.

The Seattle Chamber has consistently supported local options for transportation improvements. It fought "tooth and nail" for a new revenue package. George Allen, Seattle Metropolitan Chamber of Commerce, considers a robust, multi-modal transit system to be intertwined with the region's economic success, today and in the future. Transit reduces congestion and improves mobility in the region; for some workers, it is the only mobility they have.

A business survey with 1800 respondents indicates that transportation in this region is a big challenge. Businesses have perceived improvements in recent years, with ST projects and WSDOT work underway. Transit cuts move in the wrong direction.

Rob Johnson, Executive Director of Transportation Choices, works to help people get around without a car. For the last year, he has been co-chair, along with Steve Mullin from the Washington Roundtable and Jeff Johnson of the Labor Council, of a coalition advocating for new transportation revenue.

Chairman O'Neal noted that the Commission hears about the importance of transit everywhere we go; there remains a disconnect between what we hear and what the Chamber says and outcomes in Olympia. Transit has a 75% success rate with voters.

WSDOT puts less than 2% into transit; compared to about 20% average in the rest of the nation.

Mr. Johnson said that rather than cutting, Metro should be growing its system by 10% right now, in response to demand. PSRC's T-2040 anticipates a 100% growth in transit systems by 2040. And that demand may be underestimated; the coming generation is less inclined to drive. Allen agreed there is a real generational shift with young, creative entrepreneurial workers. One of four employers have to recruit from out of the area. Young workers want mobility and transportation options. The number one reason why employers move here or stay here is quality of life.

[King County Metro Transit Challenges](#)

Follow-Up/Action: None.

ALASKAN WAY VIADUCT (AWV) REPLACEMENT TUNNEL UPDATE

Claudia Balducci, Co-Chair of the Advisory Committee on Tolling and Traffic Management (ACTT), Linea Laird, Administrator, AWV Replacement Program and Todd Trepanier, Director,

AWV Design Build, WSDOT briefed the Commission on the Scenario 7 toll revenue estimates and diversion impacts.

Scenario 7 establishes a peak hour toll of \$1.25 and an off-peak toll of \$1.00. It assumes a freight rate of 1.5 times the toll rate for medium trucks and 2.5 times for large trucks. The Scenario is projected to generate \$1.085 billion and cost \$350 million in collection cost for net revenue of \$735 million. The Scenario run indicates little diversion to streets due to tolls.

Next steps for the ACTT: Further discuss the transportation system approach to minimizing and mitigating diversion and recommendations. Strategies to consider include:

- Freight movement priority to/from Port facilities and between manufacturing and industrial centers (including I-5);
- Signal and intelligent transportation system improvements including adaptive signal control;
- Bicycle improvements in downtown;
- Pedestrian improvements near the tunnel portal areas;
- Transit pathways into downtown including tunnel portal areas could capture additional riders and provide more reliable trips;
- Transit routes serving areas like South Lake Union that have experienced tremendous growth.

Although the tunnel will open in December 2015/January 2016, WSDOT does not anticipate that tolling will begin until after the tunnel is open for several months, perhaps in summer 2016.

Three ACTT committee meetings are scheduled for fall 2013 in September, October, and November. ACTT will submit a final report in December.

[SR 99 Tunnel Project Advisory Committee on tolling update](#)

Follow-Up/Action: Continue to monitor and update Commission as ACTT progresses.

PUBLIC COMMENT

Paul Locke shared that he has concerns with transit funding. He expressed his opinion that government should operate on a no-debt system. He needs transit to get around Seattle.

TRANSPORTATION COMMISSION

DAN O'NEAL, Chairman

TOM COWAN, Vice-Chairman

ANNE HALEY, Member

PHILIP PARKER, Member

JERRY LITT, Member

CHARLES ROYER, Member

JOE TORTORELLI, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL