

WASHINGTON STATE TRANSPORTATION COMMISSION

Meeting Summary December 11 & 12, 2012

The regular meeting of the Washington State Transportation Commission was called to order at 9:00 a.m., on Tuesday, December 11, 2012, in Room 1D2 of the Transportation Building in Olympia, Washington.

Chairman O'Neal opened the meeting. He announced that Commissioner Ford has resigned and Governor Gregoire has appointed Charles Royer to the vacancy.

COMMISSION BUSINESS

Commissioner Haley moved approval of the November 14, 2012 Tacoma meeting summary. Commissioner Litt seconded the motion, which was adopted unanimously.

Annual Report

Staff walked the Commission through the Draft 2012 Annual Report. Staff requested that comments and proposed revisions be submitted by Friday, December 14 to enable rewrites to conclude next week and layout to begin. Staff proposes to send final camera-ready copy to the printer by December 28, so that copies of the Annual Report will be available at the beginning of the 2013 Legislative Session.

Commissioners selected a cover design and recommended revisions to it. Commissioners also noted that it is important to include people in the photos and illustrate the diversity of the state. Web links should be added to facilitate access to additional information.

Revenue Proposal

Commissioners Haley and Tortorelli provided an overview of the revenue proposal developed by the Commission team. Staff then provided additional background.

Secretary Hammond noted that the guiding principles are good, but that the revenue the proposal would generate still falls short of the identified state need for preservation and maintenance. She stressed the importance of conveying the trade-off of not meeting the full need. She also noted that the language on right-sizing suggests that WSDOT doesn't currently do that, and asked that we work with the Department to better characterize the recommendation.

Working from the base proposal, the Commission made the following amendments:

1. Added a gross weight fee for trucks over 10,000 pounds, allocating the revenue to FMSIB.
2. Recommended that the MVET not be bonded against but be spent on a cash-flow basis.
3. Recommended that 10% of the MVET revenue be allocated to transit.
4. Did not recommend that the local MVET be required to be submitted to voters.

The Commission then voted unanimously to adopt the proposal, as amended. The Commission directed staff to better clarify what this projected revenue can accomplish and improve the wording on efficiencies.

Commissioner Haley moved that the Commission resubmit to the 2013 Legislature the 2011 Best Practices Review of Public Private Partnership Programs and Laws for Non-Toll Facility Projects. The motion was seconded by Commissioner Tortorelli and was adopted unanimously.

The Commission voted unanimously to propose prohibiting the use of studded tires, phased-in over five years.

CRC Bi-State Tolling Agreement

Commissioner Parker recommended that the Commission agree to the CRC Bi-State Toll Setting Intergovernmental Agreement between the Oregon Transportation Commission and the Washington State Transportation Commission. Commissioner Litt moved the Commission authorize the Chair to sign the letter transmitting the Agreement. Commissioner Haley seconded the motion and it was adopted unanimously.

PSRC Appointment

Commissioner O'Neal recommended that Commissioner Royer be appointed to the Commission seat on the Puget Sound Regional Council. Commissioner Parker seconded the recommendation and the Commission agreed unanimously.

Commission Team Reports

Commissioner Litt reported that the WTP team met yesterday with WSDOT staff and RTPO/MPO leadership to confirm the approach to develop a single statewide transportation plan for state and federal needs. A major focus in the work will be collaborating on performance targets and measures.

Resolution Honoring Dick Ford

Commissioner Haley moved adoption of the Resolution honoring Dick Ford. Commissioner Cowan seconded the motion and it was adopted unanimously.

Action/Follow-Up: Complete the 2012 Annual Report. Complete the Revenue proposal.

OFFICE OF FINANCIAL MANAGEMENT (OFM) ATTAINMENT REPORT

Jim Albert, OFM Budget Assistant, presented some highlights from the 2011 Transportation Attainment Report.

- Washington continues to lead the nation in seat belt use, a major factor in our success reducing traffic fatalities. Impairment, speeding, and run-off-the-road are the major contributing factors to fatalities. He pointed out that 50% of the pedestrians who were fatalities were impaired.
- Ferry ridership is down; on-time performance is way up.
- Transit ridership in Central Puget Sound has dropped – not due to lower demand, but because of service cutbacks.
- Greenhouse gas emissions dropped 10% from 2008 to 2010 and Puget Sound air quality is improving
- .

[2012 Biennial Transportation Attainment Report](#)

Action/Follow-Up:None.

SR 99 – ADVISORY COMMITTEE ON TOLLING AND TRAFFIC MANAGEMENT

Craig Stone, Assistant Secretary, Toll Division, WSDOT announced that Claudia Balducci is replacing Charles Royer as Co-Chair of the Advisory Committee on Tolling and Traffic Management (ACTT).

During summer 2012, the ACTT and the Commission reviewed three scenarios and no-toll and high-toll benchmarks modeled by WSDOT:

- No toll and high toll (\$1 - \$4) are being studied as benchmarks.
- Scenario 1 (\$1 - \$3.25): Objective is to achieve funding target.
- Scenario 2 (\$0.75 - \$2.25): Objective is to reduce diversion.
- Scenario 3 (\$0.75 - \$2.50): Objective is to balance funding and diversion.
- Scenarios 1 – 3 each have time periods with no tolls such as overnight or weekends.

WSDOT is now modeling three additional tolling scenarios requested by the ACTT:

- Scenario 4: Achieve the funding target, which includes capital costs (project funding) and ongoing ownership costs.
- Scenario 5: Reduce diversion and cover ownership costs (no project funding).
- Scenario 6: Reduce diversion and increase revenue by attracting more trips into the tunnel.

Commissioner's questioned whether Scenario 5 (or others that do not generate \$200 million) is reasonable and accomplishable.

[SR 99 Tunnel Project Advisory Committee on Tolling and Traffic Management Update](#)

Action/Follow-Up: Continue to attend ACCT meetings and monitor.

CRC TRAFFIC AND REVENUE STUDY

Craig Stone, Assistant Secretary, Toll Division, WSDOT and Terri Slack, Jacobs, briefed the Commission on the CRC Traffic and Revenue Study underway. CDM Smith is using a stated preference survey, economic forecasts and traffic models to develop a traffic analysis. Toll revenue estimates will be developed beginning in 2013. The toll revenue range will be based on:

- Variation in model parameters
- Variation in toll policies
 - Maximum toll rate
 - Vary toll by hour
 - Weekend-weekday toll rates
 - Size of truck toll multiplier
 - Non-account based fees

Commissioners and Staff emphasized the need to include the Commission in developing the traffic and revenue model. Commissioner O'Neal suggested that the CRC Tolling Subcommittee should be engaged in the work.

[CRC Traffic and Revenue Update](#)

Action/Follow-Up: Engage with WSDOT in CRC Traffic and Revenue Modeling.

TOLLING RATE SETTING UPDATE

WSDOT and the State Treasurer have completed a finance plan to present to the Transportation Commission that is built on the same financing assumptions as included in the 2011 Investment Grade Finance Plan. The proposed plan provides aggregate coverage of 1.11 x or above every year of the plan. This plan was used for TIFIA financing in October 2012.

In September 2012, CDM Smith prepared updated Gross Revenue forecasts through 2056. Assumptions regarding the amount and timing of toll rate schedule adjustments did not change from work done for the Commission in preparation for January 2011 rate-setting.

In September 2012, Parsons Brinckerhoff (PB) prepared updated Net Revenue forecasts through 2056.

The cost of insurance was higher than expected and postage was lower than expected in actual FY 2012 expenditures. The Urban Partnership Agreement was able to cover some operating expenditures. PB also updated actual operating experience to better estimate pay by plate and short-term account data, and to adjust assumptions for uncollectible accounts. O&M cost estimates were certified by Scott Bacsikin, PE, Consulting Engineer.

The required certifications have been issued for Operations and Maintenance Cost, Traffic and Revenue, and Net Revenue Certification.

Critical Take-aways:

- Average weekday daily traffic is tracking the forecast
- Average weekend daily traffic exceeds forecast by +14%
- Overall, average daily traffic was +2.4% above forecast
- Approximately 80% of average daily trips were prepaid (Good To Go!) transactions

If adjustments are made to SR 520 tolls other than the anticipated 2.5% increase as required, WSDOT suggested the following possible rate scenarios:

- Possible adjustments to portions of the schedule
 - Adjust shoulder times to better manage traffic
 - Make directional adjustments
 - Make weekend adjustments
 - Add a fifth toll rate during the peak of the peak
 - Add a minimum toll during the currently non-tolled hours (11 pm-5 am)
- Round toll rates to the nearest nickel for all increases

WSDOT suggested running the following scenarios:

- 3.5% increase
- Higher PM peak directional
- Shift PM peak
- Weekend adjustments

In response, Commissioner's suggested that WSDOT model the following:

- Shoulder times
- Directional times
- A fifth toll rate during the peak of the peak

- The possibility of slow, steady steps to avoid a 15% increase in 2017

[SR 520 Toll Rate Setting Update](#)
[Possible SR 520 Rate/Policy Changes](#)

Action/Follow-Up: Schedule SR 520 scenario discussion and rate-setting for February Commission meeting.

TOLLING RATE SETTING – TACOMA NARROWS BRIDGE (TNB)

Craig Stone, Assistant Secretary, Toll Division, WSDOT, told the Commission that WSDOT is seeking a \$1 million contingency fund in its 2014 TNB Budget to cover unexpected obligations. He also reported that traffic and revenue is tracking with the March 2012 Forecast used to determine the current tolls.

[TNB Toll Rate Setting Update](#)
[Draft Financial Plan TNB Toll Bridge Account](#)
[Draft Financial Plan TNB Toll Bridge Account](#)

Action/Follow-Up: Continue to proceed with TNB toll rate setting.

I 90 TOLLING FEASIBILITY STUDY

Mr. Stone and John White, Director, Corridor Development, Toll Division, WSDOT briefed the Commission on the Cross-Lake Corridor and costs to complete SR 520 improvements. Tolling I-90 was a recommended strategy of the 2006 Expert Review Panel, the 2008 - 520 Toll Implementation Committee, and the 2009 Legislative Work Group.

At the direction of the State Legislature, WSDOT is beginning an I-90 Tolling Environmental Assessment (EA) to review the effects of tolling on I-90 between I-5 and I-405. The process includes outreach to communities along the corridor and working with local jurisdictions. Elements of the EA Timeline:

- Public Scoping & Comment: Jan 22 – Feb 22, 2013, including Scoping Meetings: January 29-31
- Transportation Analysis: June 2013
- Public Hearing: November 2013
- Findings: Early 2014

[I 90 Tolling Update](#)

Action/Follow-Up: None.

PUBLIC COMMENT

Paul W. Locke told the Commission the State should consider reducing ferry routes, such as Southworth, Bremerton and Pt. Townsend. Consider how much money can be saved by not borrowing money – and by not using transit operators.

Action/Follow-Up: None.

SECRETARY'S REPORT

Paula Hammond, Secretary, WSDOT said that WSDOT has proposed a “bare-bones budget.” There is not enough money to fully fund ferry operations, highway preservation, and maintenance and operations. WSDOT proposed keeping ferry operations at current service levels with three percent reduction – evening and shoulder runs – and proposed a 10-year budget that falls short on highway preservation, maintenance and operations.

One of three priorities for Oregon business is building the Columbia River Crossing. Governor Kitzhaber is proposing money in his 2013 budget.

Last week, Secretary Hammond spoke in Washington D.C. about Washington’s passenger rail investments. There are now 31 states in the States for Passenger Rail Coalition.

Washington and other state DOT’s are sharing success stories on innovative, time- and cost-saving strategies.

Action/Follow-Up: None.

WSDOT INTERNAL TOLLING AUDIT (Notice of Infractions Processing)

Steve McKerney, WSDOT Internal Auditor, spoke with the Commission about the Internal Audit on Notice of Infraction Processing. It is the second internal tolling audit. The first internal audit looked at reconciliation of traffic data with revenue collected. A third audit is related to overall audit work for tolling, moving beyond TNB to other tolled facilities.

Mr. McKerney explained that the Office of Internal Audit is the point of contact for external auditors. Work is directed by the Secretary or self-initiated. WSDOT has an auditor dedicated to tolling.

This audit looked at the causes of and reactions to the backlog on Notices of Infraction in the summer of 2012. It looked at how the WSDOT and vendor handled tolling transactions:

- How many were issued as infractions
- How many were potential violations

During the second audit, the Internal Auditor looked to see if the recommendations in the first audit were being implemented. He is satisfied that progress is being made.

Commissioners asked if the audit looked at the adequacy of toll division staffing. It did not.

Commissioners also asked about the remedies available to get reconciliation and data from the vendors. Mr. McKerney indicated that WSDOT and the vendor are working on getting the documentation for the RITE database application system.

[WSDOT Internal Audit Tolling \(NOI\) Processing Executive Summary](#)

Action/Follow-Up: None.

SR 520 CONSTRUCTION UPDATE

Julie Meredith, SR 520 Program Director, WSDOT provided an update on the SR 520 Construction Program. The revised program cost estimate (Oct. 2012) is \$4.13 billion.

The current \$2.72 billion funding (including sales tax deferral) provides for:

- Pontoon construction in Grays Harbor.
- The floating bridge and landings.
- Eastside transit and HOV improvements.
- The north half of the west approach bridge.

Construction of the \$586 million new floating bridge started in April 2012. It is scheduled to open to traffic as soon as December 2014, but that date is appearing too optimistic. The contract allows through July 2015 to open the new bridge.

Recent work accomplished includes:

- Constructing several fish-friendly culverts under the highway to improve fish migration.
- Making progress on three lidded overpasses.
- Installing corridor walls and stormwater ponds.

In May 2012, WSDOT discovered spalling and more-than-expected cracking in Cycle 1 pontoons. Since then, WSDOT has worked proactively with its contractor and an expert review panel to examine the issues and improve future cycles. It has added reinforcement to the pontoons prior to post-tensioning.

Commissioners asked if the construction of other floating bridges involved problems with pontoon construction. Ms. Meredith said that records prior to 1990 have been difficult to locate, but there have been construction challenges with prior floating bridges.

[SR 520 Bridge Replacement and HOV Program](#)

Action/Follow-Up: None.

ROAD USAGE CHARGE ASSESSMENT

Jeff Buxbaum, Cambridge Systematics, and Matthew Dorfman, D'Artagnan Consulting, briefed the Commission on the draft workplan and \$1.6 million budget proposal developed by the Road Usage Charge Steering Committee.

The Steering Committee unanimously concluded that a road usage charge is feasible in Washington and recommended a further study. The Steering Committee recognized that the gas tax is not a sustainable revenue source for transportation in Washington, as demonstrated by prior studies.

- Successful international examples of road usage charge systems in practice and successful demonstrations in the U.S. show that there are numerous viable operational concepts and technologies for road usage charging in Washington.
- However it is implemented, road usage charging will not be perfect, but no tax mechanism is perfect, including the current gas tax.

- All taxing policies involve tradeoffs between ideal policy objectives and how these objectives can be implemented in the real world.
- This feasibility assessment demonstrates that offering choices to users may solve many of the issues related to road usage charging and other associated issues such as privacy and acceptance.

The Core Operational concepts of a Road Usage Charge are based on time and/or distance. The Global Lessons Learned are:

- Establish policy and legislative framework first – then select a solution to fit policy objectives
- Understand, refine, and test your objectives – be open and communicate clearly with the public and stakeholders
- Objectives drive the technology selection, not the other way around
- Cars are different than trucks
- Establish choices in technology and payment streams
- Ensure simplicity and efficiency
- No GPS mandate
- “Open market” approach and use of certified service providers reduces overall costs and ensures system sustainability
- Minimize exemptions and consider phase-in discounts
- Clearly define what will be done with the revenues
- Enforcement and legal appeals process are critical – taxes have more “bite” than fees, tolls, or charges
- Political will is essential

The Work Plan consisted of two phases and much of the work is engagement with the public, including measuring public attitudes and acceptance.

Phase 1:

- Tackle deferred policy issues
- Is a RUC desirable?
- What would the operational concept look like?
- Be ready for 2015 Legislative session

Phase 2:

- Shifts from broad policy concepts to operational details
- Develops a system that is ready to implement.
- Timeline on the order of “a few years”

Actual implementation of a road usage charge program is beyond this work plan.

Policy issues identified so far include the relationship of RUC to the gas tax, social objectives, whether revenues should be used only for roadways or for other transportation needs, equity among user groups, rate setting and out-of-state issues.

[RUC Steering Committee Recommendations](#)

Action/Follow-Up: Continue to assess and refine workplan and budget for submittal to 2013 Legislature.

WASHINGTON STATE FERRIES (WSF) UPDATE

Ray Deardorf, Director of Finance and Planning, WSF and Greg Beardsley, Chair of the FAC-T talked to the Commission about ferry policy recommendations for 2013.

Recommendation 1.

WSF and WSTC should continue to modify their fare policies to bring the fare structure in alignment with legislative fare policies and with legislative direction to use adaptive management practices. FAC-T members generally supported this recommendation, but had some caveats and suggestions for how the FAC-T's perspectives should be captured in the report:

- Supporting this recommendation does not mean the group endorses every adaptive management strategy identified in the Long-range Plan.
- The adaptive management policies that reflect fare policy changes should be routed through the regular tariff process.

Recommendation 2.

Commission market surveys should include questions on customer households and the household's likely response to fare changes. The group also was interested in knowing how WSF or the Commission plan to learn about people's opinions outside of the FROG survey, including non-users and randomly sampled people and was concerned about sample bias from the FROG survey and the Voice of Washington survey.

Recommendation 3 (and 9).

Replace Wave2Go with an account-based fare system that offers customers a variety of fare media products and interoperable payment options through Good To Go!, ORCA, and emerging payment technologies.

- The group is in agreement that this is an important recommendation, and wants WSF to ensure it is pursuing implementation and requesting adequate funding from the Legislature to support the proposed timeline.

Recommendation 4.

WSF's vehicle fare structure should be based on a per-foot charge, which will require the installation of automatic vehicle length measuring devices at an estimated FY 2012 cost of \$0.9 million. In general, FAC-T members are comfortable with this concept and think it is a good direction for WSF to work toward. However, they recognize there are risks in this recommendation and want WSF to ensure that the system selected for implementation will be accurate and consistent.

Recommendation 5.

WSF should reinstate discounted joint passes with transit agencies on routes with significant numbers of commuter customers. The FAC-T is not interested in this recommendation, because it provides little additional benefit and is counter to WSF's fare simplification goals.

Recommendation 6.

WSF should streamline Sidney fares by establishing a single Sidney-Anacortes fare with the ability to stop in the San Juan Islands and by eliminating the separate commercial and RV fares. FAC-T felt that there is general support for consolidating the RV and commercial vehicle fares and less support for a single fare on all legs of the Anacortes-Sidney-Friday Harbor route. FAC-T recommends WSF should review the fares on all legs of the route and study these ideas further and more holistically in the 2013 tariff cycle.

Recommendation 7.

WSF should allow its passenger multi-ride cards, and if operationally feasible its vehicle multi-ride cards, to be purchased and loaded on ORCA cards.

- Some group members who commute in the central and south sound feel it's important to get passenger multi-rides on ORCA so commuters only have to use one card for their buses and ferries.
- Regarding the vehicle multi-ride cards, the group expressed doubt about whether or not ORCA would be adaptable to measuring vehicles by foot, as it has been difficult to incorporate some Wave2Go products onto ORCA already.

Recommendation 8.

WSF should implement Good To Go! as a form of payment at vehicle toll booths.

FAC-T noted that it would benefit WSF to be interoperable with this system but added that fares should be the same for all customers, regardless of payment method.

Recommendation 10.

WSF should consider Good To Go! as the exclusive payment option for fares on the Southworth-Vashon-Fauntleroy route (and possibly for other routes that will not have a full reservation system).

FAC-T opposed to this recommendation:

- The lack of payment options is a major concern, and the FAC-T recommends the fare should be the same regardless of the method of payment.
- The group also expressed concern that this would not be compatible with frequent user discounts.
- Generally opposed to the concept of not charging for passengers, and having vehicle fares make up the revenue loss.
- Lack of system-wide consistency/fairness in passenger fares.

WSF suggests several fare change suggestions be evaluated in the 2013-2015 tariff cycle:

- Simplifying Anacortes/Sidney oversized vehicle fares
- Passenger multi-ride media on ORCA cards
- San Juan Islands to Sidney fares
- Other opportunities for fare simplification

Fare changes that should be developed in the near- to mid-range but require additional resources:

- Measuring vehicles in smaller increments to allow finer gradation of length based tariff

WSF is working on identifying organizational requirements to move forward on:

- Good To Go! as an additional payment option in the near to mid term
- An account based system to replace Wave2Go in six to eight years that would allow much more flexibility in fare products
- Adding the capability to load multi-ride products on ORCA cards
- Improving vehicle measurements through cost effective new technology at toll booths

Other issues that will be discussed in the 2013 Tariff Cycle:

- Phase 3 of implementation of small car fare category and elimination of motorcycle oversized surcharge fare category
- General fare increase (based on 2013 legislative session revenue requirements)
- Market screen for Sidney fares

JTC Fare Media Study issues that could be taken up:

- Simplification of Sidney fare categories
- Collapse oversize into one set of fares by eliminating the “commercial” fares
- Re-evaluate the pricing of all trips to/from the San Juan Islands to Vancouver Island
- Offer multi-ride pass

Other potential topics:

- Passenger/vehicle fare ratio – is there a cost basis for the 3.4:1 ratio? For some passengers, the ration was once more beneficial.
- Youth fare. Now 80% of full fare; was once 50% of full fare.
- Other opportunities for fare simplification

Ideas heard at WSF November and December Community Meetings included increasing the *Under 14’ fare category* by a few inches, holding passenger fares constant or at least spreading the walk-on/vehicle fare difference, a premium fare for first class service, excluding island residents from paying a peak season surcharge, revisiting distance based fare travel sheds, and evaluating Sidney fares in context of how they’ve tracked with the rest of the system.

The timeline for 2013 fare setting:

- Initial discussion of potential 2013 tariff topics at November 2013 WSF community meetings
- February – April: FAC-T meetings
- File CR 101 notifying the opening of the tariff WAC sections by April 17, 2013
- Establish fare revenue target by April 28 conclusion of regular legislative session
- Submit WSF fare proposal to Commission at May 22, Port Townsend Local Area Meeting
- File CR 102 form with Commission fare proposal by June 19, 2013
- July 2013: Public comment period for Commission fare proposal
- July 23, 2013 or later: Commission holds adoption hearing on tariff proposal
- Commission adopts final fares by no later than August 30, 2013
- October 1, 2013: New tariff in effect

Under 14’ Vehicle Fare Update

The 10% discount for under 14’ vehicles was developed to encourage travelers to choose to use smaller vehicles when traveling aboard WSF routes, freeing up car deck space and “growing the boat”.

- With a 10% discount it was 4.5% of all vehicle traffic.
- Under 14’ were 4.5% of all under 22’ full fare paying vehicles
- Under 14’ were 5.2% of all under 22’ multi-ride card paying vehicles

Since May with 20% discount, under 14’ vehicles make up 4.6% of all under 22’ full fare paying vehicles – up from 4.5%. Under 14’ are 5.6% of all under 22’ multi-ride card paying vehicles – up from 5.2%.

Ferry Marketing

Marta Coursey, WSF Director of Communications, reported that WSF has formed a community marketing group with chamber and visitor bureau representatives from ferry-served communities to grow recreational and tourist ridership and promote our ferry-served communities. The outcome was a unified marketing campaign, “Go Somewhere.” Destination marketing reached all ferry-served communities. Posters for the campaign are visible on vessels and terminals. Next steps

include expanding the campaign with community-specific marketing and possibly advertising outside the ferry system.

Onboard Video Screens are advertising ferry communities. In 2012, 47 businesses and organizations advertised, generating \$35,000 in revenue. Three spots are available free to non-profits each month.

WSF Marketing Partnerships include Mariners Ferry Fan Night, the Chinook Book Coupon Discount, the Simply Seattle waterfront store, and Compass Magazine.

[FAC-T Review of Fare Media Study and Next Steps](#)

[Update on FAC-T Fare Review](#)

[Process/Timeline and Possible 2013 Fare Issues](#)

[Update on Marketing and Outreach Efforts](#)

[Marketing and Outreach Strategy Implementation](#)

Action/Follow-Up: Move forward with 2013 fare setting schedule.

AGENCY 2013 LEGISLATIVE PROPOSALS AND BUDGET REQUESTS

WSDOT is proposing legislation to:

- Increase revenue from outdoor advertising
- Use job-order contracting to increase small business participation in projects
- Make SR 167 HOT Lanes permanent

The WSDOT Budget proposal is a bare-bones budget. The proposed operating budget is \$1.571 billion and the proposed capital budget is \$7.811 billion. The budget proposes \$46 million in transfers from highways to WSF Operations.

The budget outlook beyond 2015 is even more challenging.

[WSDOT Executive Summary](#)

County Road Administration Board (CRAB)

For FY 2013-15, CRAB is proposing a maintenance of effort.

The current FY 2011-2013 budget funds:

- Rural Arterial Program at \$74 million
- County Arterial Preservation Program at \$32 million

CRAB also is proposing Information technology initiatives for quarterly reports, mobility enhancements, and RAP on-line enhancements.

Freight Mobility Strategic Investment Board (FMSIB) is seeking:

- ability to finalize project lists
- codification of the 2012 formula share of funding to enable long-term planning
- increased funding to construct grade separations
- assignment of new truck fees to connect freight routes, address chokepoints, grade separations and address impacts of freight movement on communities

In the 2013-2015 biennium, FMSIB is contributing \$18.2 million to \$109 million of new starts. Its 2013-2015 carry forward budget includes \$98 million of proposed projects, \$27.5 million from FMSIB funds.

FMSIB 2013 Priorities

Transportation Improvement Board (TIB) will be providing \$104 million to assist in 168 projects valued at nearly \$212 million in FY 2014. TIB also is beginning a program to convert street lights to LED lights. Seattle is saving 40-48% in energy and maintenance expenses.

Like FMSIB, TIB also is asking for codification of HB 2660 funding formula money and is asking for an extension of the streetlight replacement program.

Action/Follow-Up: None.

FERRY RIDERS' OPINION GROUP (FROG) 2012 SURVEY FINDINGS

FROG added about 2000 new members this year, increasing the panel from 6,000 to 8,000. The 2012 research initiative consisted of the following main phases:

- Winter Customer Survey (target audience: FROG panel members only)
- Summer Customer Survey (target audience: FROG panel members & recreational/social riders)

The main objective of the 2012 research initiative was to gain an understanding from the ferry riders' perspective of their travel behavior, opinions and attitudes regarding important issues currently facing WSTC and WSF.

This overall objective resulted in the following areas of exploration:

- Winter and Summer travel activity
- Customer satisfaction - measure importance and satisfaction of terminal conditions, walk-on and transit services, toll booth interactions, loading and unloading procedures, vessel conditions, vessel crew interactions, on-time arrival and departures and WSF website and telephone services.
- Fare structures
- Demographic characteristics of ferry customers – travel patterns, WSF satisfaction and demographic data.

A total of 2,890 riders completed the 2012 Summer Customer Survey between September 6, 2012 and September 24, 2012, yielding a maximum sample variable of $\pm 1.8\%$ at the 95% confidence level. A total of 1,754 riders completed the 2012 Winter Customer Survey between May 3 and May 15, 2012, yielding a maximum sample variable of $\pm 2.3\%$ at the 95% confidence level.

Overall satisfaction with WSF is slightly lower than previously reported. This could be due to a methodological difference:

- People are less likely to be negative in person
- People already onboard are likely to be more positive

Ridership during the winter is comparable to one year ago. However, roughly one in five (16%) state they are riding the ferries less, primarily due to life changes that require less travel. Compared

to a year ago, one in four riders say they are driving onto the ferries less often, while just 10% say they do so more often.

Expected ferry ridership is expected to remain relatively stable, with only 13% stating they plan to be riding the ferries less, primarily due to a move. As with current ridership decline, expensive/rising ferry costs is the second most common reason for a drop in expected future use.

Among commuters, access to, or integration with, mass transit is the main change that could influence riders to drive on less and walk on more for commuting trips. One in five say they always walk on, using their vehicle only when absolutely necessary.

In the 2012 Summer Survey, riders are most likely to utilize WSF for recreational/social trips because it is the fastest and most direct way to their destination. On a secondary level, riders enjoy the ferry experience, saying it is a relaxing way to travel or they would rather not drive. Nearly all recreational/social riders say they “definitely would” be likely to consider using WSF again for other recreational/social trips. When asked what changes could influence more recreational/social trips using WSF, riders mention an increase in the number of runs, shorter ferry wait times and improved scheduling.

[2012 Customer Survey Findings](#)

Voice of Washington Survey

Bill Young reported that since the survey launch last week, 6800 people have taken the *Voice of Washington Survey*.

Action/Follow-Up: None.

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