

**MINUTES OF THE REGULAR MEETING OF THE
WASHINGTON STATE TRANSPORTATION COMMISSION
April 17 & 18, 2007**

The regular meeting of the Washington State Transportation Commission was called to order at 9 A.M., on April 17, 2007, in Room 1D2 of the Transportation Building in Olympia, Washington.

Commissioners present at the meeting were: Chair Ford, Ed Barnes, Bob Distler, Elmira Forner, Carol Moser, Dan O'Neal and Dale Stedman.

MINUTES APPROVAL

It was moved by Commissioner Barnes and seconded by Commissioner O'Neal to approve the meeting minutes of the March 19, 2007, Longview local jurisdiction meeting. The motion passed unanimously.

It was moved by Commissioner Moser and seconded by Commissioner Barnes to approve the meeting minutes of the March 20 & 21, 2007 meeting as amended. The motion passed unanimously.

It was moved by Commissioner Distler and seconded by Commissioner O'Neal to approve the meeting minutes of the March 22, 2007 Ferry Tariff Hearing as amended. The motion passed unanimously.

UPDATE ON KING STREET STATION PROJECT

Ron Sheck, Urban Rail Program Manager, WSDOT, shared information regarding the renovation of King Street Station into a multi-modal transportation center. The station recently celebrated its 100th anniversary as a gateway to Puget Sound. Rail travel has become an increasingly important capacity at the station with growth of over 500 thousand since 1993. There are several transportation modes that converge at the station, intercity rail, commuter rail, local transit buses and the waterfront streetcar. The station has been in disrepair for many years and renovation is necessary to provide customer convenience, comfort and safety. The project is funded \$29.2 million for the initial Phase I renovation of the station and an additional \$15 million for track capacity improvements. The Phase II vision is to make the station the core element in a complex of multi-modal facilities. This provides an opportunity to link key local and regional transportation modes at one location. WSDOT has been the lead agency on this project for nearly a decade. The City of Seattle has recently joined this effort providing an additional \$10 million to the renovation. Amtrak, Sound Transit, BNSF Railway, King County have also invested in this effort with other funding sources coming from the Federal Transit Administration, the Federal Highway Administration and the South Downtown Foundation. The long-term vision is to accommodate an intercity bus terminal, regional and local transit, light rail and streetcar, taxis and vans, pedestrians and bicycles and parking. Restoration of the historic building while maintaining operations has been challenging. Other challenges are improving multi-modal linkages; working with multiple stakeholders and being part of the neighborhood while finding funding for Phase II.

COMMISSION BUSINESS

Report from nominating committee regarding election of officers and nomination for the Aviation Planning Council:

Commissioner Stedman reported that the Committee was given the responsibility of recommending Commission officers for the fiscal year beginning July 1, 2007 and appointing a Commission member to Chair the Aviation Planning Council.

Recommendation and appointment of officers was deferred.

It was moved by Commissioner Stedman and seconded by Commissioner Barnes to nominate Commissioner Carol Moser to Chair the Aviation Planning Council. The motion passed unanimously.

Commission correspondence:

Chair Ford announced that a letter was received from Michael Lauver, Whidbey SeaTac Shuttle, LLC regarding the Ferry Tariff Hearing held March 22, 2007. It was determined that a response letter would be sent along with a copy of the final hearing minutes and the WAC. Commissioners agreed that the Chair should take the lead with a letter of response.

Chair Ford referred to a letter received regarding legislative support for the naming the Clinton Ferry Terminal to the Jack Metcalf Ferry Terminal. He recommended that the Commission review its current policy and a copy of the legislation authorizing the Commission to name transportation facilities. He requested the Ms. Griffith provide written response indicating that the Commission will review the proposal and recommendations before proceeding.

Chair Ford referred to a letter received from the Kingston Express Association. This letter proposes the development of a non-profit privately owned foot ferry service between Kingston and Seattle. The Association is requesting the use of the existing ferry dock at Colman Dock in Seattle. The Commissioner will respond to the letter as determined.

Commissioner Reports:

Commissioner Distler reported that he has been in contact with various legislators and WSDOT staff regarding ferry finance.

Chair Ford reported that he recently had a discussion with OFM regarding WSF Level of Service standards.

Chair Ford requested that a retreat be arranged for the Commission extending invitations to past Commissioners to discuss the Commission's contribution.

LEGISLATIVE UPDATE

Reema Griffith, Executive Director, WSTC, provided an overview of legislation that would have a potential impact on the Commission if passed:

SSB 5412 – Statutory Benchmarks and Performance Measures

ESHB 2358 – Ferry Fare Setting and Operational Practices

SB 5264 – Naming Transportation Facilities (signed by the Governor)

HIGHWAY LITTER PROGRAM – THE DANGERS OF HIGHWAY LITTER

Megan Warfield, Litter Programs Coordinator, Department of Ecology and Captain Bill Hilton, Washington State Patrol provided a briefing on the Highway Litter Program. Ms. Warfield explained that the program is a social marketing campaign aimed at reducing litter on state highways. The Department of Ecology is the lead agency for cleanup and prevention of litter in the state while working with a host of other agencies to accomplish goals. This spring, Ecology is teaming with the WSP and many other state and local partners in delivering a broad-based litter public education and enforcement campaign. Since launching the litter program several years ago there has been a great deal of progress, but there is still a lot more that can be done.

Captain Hilton shared personal experiences with litter and unsecured loads. He explained how tragic accidents can be that are a result of debris and unsecured loads on the highway. The WSP is committed to help solve the litter and unsecured load problems on the highways.

Ms. Warfield emphasized that the “Litter and it will hurt” campaign combines a variety of public awareness and law enforcement tools to capture people’s attention and send a very serious message: Litter is more than just an eyesore. It’s dangerous. And those who litter face significant consequences and fines. Citizens are encouraged to report litter violators to the litter hotline (866) LITTER-1 or www.litter.wa.gov.

Captain Hilton provided an overview of four specific WSP projects where troopers are working directly with counties and local companies statewide providing load securing education.

STRATEGIC HIGHWAY SAFETY PLAN: TARGET ZERO

Steve Lind, Deputy Director, Washington Traffic Safety Commission (WTSC), Kathleen Davis, Director, Highways and Local Programs Division, WSDOT and Captain Jeff DeVere, Washington State Patrol, presented the Washington State Highway Safety Plan “Target Zero”.

Mr. Lind explained that the State of Washington is a leader in traffic safety. Target Zero identifies the State’s traffic safety needs and guides investment decisions to achieve significant reduction in traffic fatalities and disabling injuries on all public roads. The plan’s vision 2030 is to achieve zero traffic deaths and zero disabling injuries. The goal is to eliminate 24 fewer fatalities each year for the next 25 years to achieve the Target Zero vision. Traffic fatalities are declining despite the fact that Washingtonians are driving more vehicles more miles. The reason that traffic fatality rates are declining are varied. Improved vehicle safety standards and advanced engineering play a big role.

Ms. Davis shared that a working group was established in 2006 to revisit the 2000 Target Zero initiative. This group consisted of WTSC, WSDOT, Department of Health, Washington State Patrol and the Department of Licensing. The team spent January-March 2006 analyzing traffic data; considering the results of previous traffic safety summits and existing traffic safety planning documents. During July-August 2006, after extensive input from traffic safety partners, the goals, emphasis areas, strategies, and performance measures were finalized. The safety plan was finalized and submitted for the Governor’s review and approval in November 2006. “Target Zero” Washington State’s Strategic Highway Safety Plan can be found at: <http://www.wsdot.wa.gov/planning/SHSP.htm>

Captain DeVere shared information regarding safety trends that have been realized through the process of gathering information for the plan. He identified the four priority objectives and strategies applied to achieve Target Zero: Impaired Driving and Speed; Occupant Protection, Run-Off-Road Collisions, Intersection Collisions, and Traffic Data systems; Young Drivers, Unlicensed Drivers, Distracted and Drowsy Drivers, Aggressive Drivers, pedestrian Safety, Motorcycle Safety, Commercial Vehicle Safety, Head-On Crashes, Congestion-Related Crashes, and Emergency Medical Services; Older Drivers, Bicycle Safety, Pupil Transportation, Vehicle-Train Crashes, Work Zone Collisions and Wildlife Collisions.

Commissioner Moser shared concerns regarding projects that dropped off of the Highway System Plan because they did not meet the WSDOT “congested corridor” criteria. Eastern Washington has significant highway system safety issues and there was very little input received from the RTPO/MPO’s for the Highway System Plan.

DEPARTMENT OF TRANSPORTATION RAIL PROGRAM REORGANIZATION

Scott Witt, Director, State Rail and Marine Office, WSDOT, distributed an organizational flow chart of the Rail Office. With the division split Barbara Ivanov is Director of the Freight Systems Division. He provided an overview of each division’s scope of work. In closing he emphasized that the program is working directly with all parties to keep an open dialogue and improve relationships.

TACOMA NARROWS BRIDGE TOLL SETTING

Chair Ford welcomed Bob Ryan Chair of the Tacoma Narrows Bridge Citizen Advisory Committee on tolls.

Commissioners discussed the timeline for the toll setting process. The special meeting originally scheduled for Tuesday, May 1 has been moved to Monday, April 30 to receive final WSDOT and CAC input/recommendations. The CR 102 will be filed with the Code Revisers Office on Wednesday, May 2. Tuesday, May 22 the Commission will hold a public meeting in Gig Harbor to receive public comment (no action will be taken at this meeting). The final public hearing will take place on Tuesday, June 5 in Gig Harbor to take further public testimony and adopt the final WAC. The WAC will become effective Thursday, July 5 barring any challenges.

It was moved by Commissioner Distler and seconded by Commissioner O’Neal to adopt the TNB toll setting timeline as amended-special meeting date changed from May 1 to April 30. The motion passed unanimously.

David Pope, Toll Systems Manager, WSDOT, presented the Department’s *draft* toll setting language:

WAC 468-270 SETTING TOLL AMOUNTS FOR TOLL FACILITIES IN WASHINGTON STATE

NEW SECTION

WAC 468-270-*nn* Who sets the toll rates and exemptions?

The Washington State Transportation Commission determines and establishes toll rates for toll facilities in Washington pursuant to RCW 47.56.030; RCW 47.46.100 (Tacoma Narrows Bridge); and RCW 47.56.403 (SR 167 HOT Lanes).

WAC 468-270-*nn* Who collects the tolls and how are they collected?

The Department is ultimately responsible for collecting tolls. However, the Department may contract with one or more independent toll collection companies to manage the day-to-day toll collection activities at its various toll facilities. All toll related revenues collected by any independent toll collection company through WSDOT are payable to the state of Washington.

WAC 468-270-*nn* Definitions.

- (A) **"Citizens advisory committee"** means the citizens committee established by RCW 47.46.090 that advises the Transportation Commission on Tacoma Narrows Bridge toll rates.
- (B) **"Department"** means the Washington State Department of Transportation (WSDOT).
- (C) **"High-occupancy toll (HOT) lanes"** means one or more lanes of a highway that charges tolls as a means of regulating access to or the use of the lanes in order to maintain travel speed and reliability. HOT lane supporting facilities include, but are not limited to, approaches, enforcement areas, improvements, buildings, and equipment.
- (D) **"Transponder"** means a radio frequency identification (RFID) unit attached to a toll customer's vehicle that transmits a radio signal to a reader mounted in the toll facility. The purpose of the transponder is to automatically identify the toll customer's vehicle as it passes through the toll facility. You will receive a transponder when you open a *Good to Go* Account.
- (E) **"Transportation Commission"** means the Washington State Transportation Commission whose duties and composition are set out in RCW 47.01.
- (F) **"Electronic toll collection (ETC) lane"** means a lane in which the electronic toll collection system will read the transponder of each vehicle and automatically collect the toll without requiring the vehicle to slow its speed or stop.
- (G) **"Good To Go!TM"** is the name of the Department's electronic toll collection system.
- (H) **"Good To Go!" customer"** means a toll customer who participates in the department's "Good To Go!" toll collection system.

WAC 468-270 *nn* How are the tolls determined?

In determining toll amounts, the Transportation Commission considers data and information provided by the Department of Transportation, public opinion and advice from any required citizen advisory committee. For the Tacoma Narrows Bridge only, in accordance with RCW 47.46, the Commission must consider the toll rate advice of the citizen advisory committee and must set toll amounts that cover the debt and operations and maintenance until the indebtedness is repaid.

WAC 468-270-*nn* What toll facilities are currently subject to this Chapter?

Currently, the Tacoma Narrows Bridge and SR 167 HOT Lanes are covered by this chapter.

WAC 468-270-*nn* How often will the toll rates for each toll facility be reviewed for potential change?

The toll rates will be reviewed and subject to change at least annually and more often as necessary to ensure the toll revenue of each facility is meeting the payment requirements and/or traffic efficiency requirements for that facility.

WAC 468-270-*nn* What will be the toll rates be?

SR 167 HOT lanes	
To be determined	

WAC 468-270-*nn* When are these toll rates in effect?

The toll rates for each facility will take effect upon commencement of the tolling program on each new toll facility. Check the WSDOT website at: <http://www.wsdot.wa.gov/goodtogo> for updated information on the opening dates for the tolling programs.

- (A) For the Tacoma Narrows Bridge toll rates will remain in effect until changed by the Commission or removed due to final repayment of the project.
- (B) For the SR 167 HOT Lanes, the tolls will remain in effect until changed by the Commission.

Tacoma Narrows Bridge			
	Cash toll rate	<i>Good To Go!</i> toll rates	
2 axle			
3 axle			
4 axle			
5 axle			
6 or more axles			
Note: The <i>Good To Go!</i> toll rates are in effect only through June 30 2008. On July 1, 2008 the cash toll rate becomes the toll rate for all vehicles.			

WAC 468-270-nn What vehicles are exempt from paying tolls on the Tacoma Narrows Bridge?

(A) All vehicles that use the ETC lanes must be equipped with a transponder. The following vehicles are exempt from paying tolls, will be equipped with a transponder and be authorized a non-revenue account:

1. Washington State Department of Transportation (WSDOT) Maintenance vehicles directly involved in bridge and roadway maintenance on SR 16 in the vicinity of the Tacoma Narrows Bridge;
2. Washington State Patrol vehicles directly providing service to the SR 16 corridor in the vicinity of the Tacoma Narrows Bridge.

(B) All other emergency vehicles that use the ETC lanes must be equipped with a transponder and an authorized prepaid account. Those vehicles that use the ETC lanes on a bona fide emergency run will receive a monthly credit for each emergency trip. WSDOT will establish and oversee the procedure for emergency vehicle toll credits.

WAC 468-270-nn What vehicles are exempt from paying tolls on the SR 167 HOT lanes? RCW 47.56.403 establishes an exempt category of vehicles. The Transportation Commission may include other exempt vehicles before tolling commences.

Commissioner Distler expressed that he agrees with the CAC with regards to the language in (A) 2 and (B). The language in (B) is unduly vague and unworkable. The Commission has an obligation to consider the impact exemptions will have on the TNB, other toll facilities and WSF. He explained that there are no exemptions on WSF with the exception of WSP when responding to a WSF request onboard a ferry. The most direct way of dealing with the issue is to provide no exemptions with the very small exception of the WSP dealing with an issue on the bridge and its approaches.

Chair Ryan noted that he was under the impression that emergency vehicles were exempt by statute. The only exemption that the CAC recommended was emergency vehicles on an emergency response with lights and sirens.

Paula Hammond, Chief of Staff, WSDOT, explained the Department's thinking on the recommendations for (A) 1 and 2. The WSDOT maintenance vehicles and WSP vehicles are working the SR 16 corridor which includes the bridge. The performance of their daily routine would not necessitate charging them a toll. Charging them a toll would be an administrative nightmare.

Commissioner Stedman inquired why other law enforcement would not be exempt when acting in a routine capacity. Ms. Hammond responded that WSP patrols the SR 16 corridor not city or county enforcement or emergency responders.

Mr. Pope explained that some type of procedure will need to be created to track either exempt vehicles or vehicles that have to pay that are on some type of emergency run (B). Any type of exempt vehicle will need to be tracked and audited.

Commissioner Distler noted that it would be difficult to differentiate which vehicles are on

emergency responses as opposed to daily business. The vehicles are either exempt or not – it can not be based on the activity. Mr. Pope explained that accounts could be credited for emergency response at the end of each month.

Chair Ford supported the emergency response credit.

Commissioner Forner noted that the collection of these types of tolls may not be beneficial.

Commissioner Barnes noted that he feels the collection of these types of tolls may be to complicated.

Chair Ford requested Commissioner consensus to have language drafted that would include the additional definition of emergency vehicle.

Chair Ryan noted that the language would be amended to define emergency vehicle.

Scott Lockwood, AAG, read and explained the definition of **RCW 46.040 Authorized Emergency Vehicle** means any vehicle of any fire department, policy department, sheriff's office, coroner's office, prosecuting attorney, Washington State Patrol, ambulance service (public or private), which need not be classified, registered or authorized by the State Patrol or any other vehicle authorized in writing by the State Patrol.

He explained that there are several other statutes that follow that talk about the activities in order to qualify for the exemption.

Commissioner O'Neal proposed a statutory definition of emergency vehicle coupled with emergency lights and sirens as an exemption.

Commissioner Forner suggested that the WAC include credit language.

Commissioner consensus on the proposed language as amended was given.

Commissioner Distler expressed that he remains opposed to all exemptions.

It was moved by Commissioner Distler and seconded by Commissioner Forner to provide no other toll exemptions on the Tacoma Narrows Bridge.

Commissioner Stedman noted that the exemption of transit should be considered.

Commissioner Distler explained that there are several other groups such as van pools that would need to be considered along with transit if that direction is taken.

Chair Ford indicated that for startup on the bridge any vehicles beyond emergency will pay the toll. This issue may be revisited in the future.

Commissioner Moser indicated that she feels that transit agencies contribute to the improvement of corridors by partnering with WSDOT in the development of park-in-ride lots.

The motion passed unanimously.

Mr. Pope explained that the per-axle charge applies up to six axles. Thereafter there is no

additional charge.

It was moved by Commissioner Distler that the Department incorporate into the proposed WAC a per-axle toll concept that would require a minimum of two axles and a maximum of six be assessed at a constant rate. No action was taken on the motion.

Mr. Pope explained that all of the toll scenarios presented to the Commission are based on 2005 estimates provided by Wilbur Smith Associates with minor tweaks.

Commissioners and Mr. Pope discussed the loss of toll revenue based on the initial proposed 15 percent decline in traffic as determined by Wilbur Smith Associates.

Commissioner O'Neal questioned the 5 percent coverage in the first year and requested an explanation of the \$5 million loan.

Ms. Arnis explained that the transportation supplemental budget for the TNB operations reflects \$5.288 million. Keep in mind that there is no provision in either budget that states that the \$5.288 does not have to be paid back. In the future the tolls will have to pay back the loan, although there is not a directive from the Legislature indicating when the funds will need to be repaid. There is language in the budget that states that the \$1.3 million is not a loan. There is language in the Senate version of the budget that appropriates an additional \$5 million of the Motor Vehicle Account to be placed in un-allotted status until such time that it is determined that it is needed. Any portion of the \$5 million expended must be paid back. The House version of the budget did not include the \$5 million cushion.

Commissioner O'Neal questioned that without the \$5 million cushion where does that leave us in paying the debt.

Mr. Pope responded that the Department's original recommendation for the toll rate was \$2 for the ETC which would produce an ending balance of \$5 million.

Mr. Ryan commented that although the coverage ratios are correct, in doing what we are doing, they are giving an incorrect picture.

Mr. Pope reminded Commissioners that these numbers are only estimates.

Commissioner Distler noted that it's up to the Department to manage the fund balances. If there are funding issues the Commission should be notified.

Chair Ford requested that the WAC be amended with today's recommendations and brought to the Commission for final approval and filing April 30, 2007.

SECRETARY'S REPORT

Paula Hammond, Chief of Staff, WSDOT, provided a status update of the Columbia River Crossing Project. She noted that the Department recently met with the local community to hear public comment on the project. It provided an opportunity for the Department to learn a bit of pre-bridge history.

Steve Reinmuth, Director, Governmental Relations, WSDOT, shared highlights of agency request legislation.

Doug Vaughn, Budget Director, WSDOT, explained the difficulties in establishing the budget based on increasing costs. The Governor's budget filled in the gap for some project funding. The Senate and House are currently in conference to come to an agreement.

Ms. Hammond shared information on project funding. She explained that the JTC report on ferry financial issues resulted in legislative concern as to whether or not the ferry terminal projects had been adequately sized with the appropriate approach. It resulted in stop work until long-term forecasts could be sorted out and the Legislature could better understand the design plan. The Department has requested \$12 million for environmental and design work. The projects are on hold for the next two years with the exception of terminal preservation.

Commissioner Stedman asked if the delivery of the expansion joints for the TNB has been resolved. Ms. Hammond responded that the movement of the expansion joint has not delayed the bridge opening. There was no cost incurred by the taxpayers. As part of the contract the contractors are responsible for the delivery of the expansion joints.

REPORT ON OPTIONS FOR MAKING CONCURRENCY MORE MULTIMODAL

King Cushman, Regional Strategy Advisor, Puget Sound Regional Council, explained that the report on Options for Making Concurrency More Multimodal was a legislative directive. This is a very good concept that has not been very well used, especially in urban areas. There is a significant concern, because a good look has not been taken at ways to create transportation efficiency.

Mark Hallenbeck, Director, TRAC, University of Washington, explained that during the 2005 Legislative session it became aware that the goals of the concurrency legislation were not being met. The Legislature requested that Puget Sound Regional Council look at concurrency. Concurrency as written uses a locally defined vision that balances land use and development with transportation system availability. The idea being that new development is permitted if the transportation system is adequate as built or as it would be built in three years, as funded, if the transportation system is adequate then development can proceed. If the system is not adequate development would be delayed until the system could be brought to a condition where it could handle the development. The key is that each local jurisdiction defines what adequate is by "level of service". This term tends to mean highway congestion and local jurisdictions determined that development would be allowed until congestion elevated to a certain point. Allowing each local jurisdiction to define "congestion" acceptable levels was not a bad idea, but it was found that congestion as a measure by its self worked well for some areas and not so well for others. Highways of statewide significance were removed from concurrency. The problem is that congestion resulting from development on these roads creates backup on other highways and there is no funding associated with the development to make improvements to impacted highways. The question is how we deal with highways of statewide significance that now have congestion issues and no funding. The idea is not to stop development, but to make certain that the transportation system as a whole continues to function. This is where the multi-modal question fits in the equation. Further findings indicate that the regional land use transportation decision making process is weak and the impacts of development are inadequately accounted for. There are incentives to impose externalities on your neighbors. Gaps exist in the planning and certification process. Local development is not well integrated with financially constrained, regional transportation plans. Transit system plans are not directly coordinated with development plans. Filling these gaps would yield improvements.

King Cushman, Regional Strategy advisor, Puget Sound Regional Council, noted that it's been found that there are market characteristics of development that tend to generate multi-modal behavior such as lowering auto ownership, increased transit use, walking and bicycling. Data reflects that travel behavior in dense areas has surprisingly changed.

Mr. Hallenbeck explained that the regions should be encouraged to build in a beneficial manner where there is multi-modal transportation. Development permitting processes could be simplified as an incentive to build within certain characteristics. In the end there must be some level of regional authority that oversees the process. It is necessary that the authority have some control of funding as a tool or incentive to meet certain characteristics.

Mr. Cushman shared that conversations with advisory groups from jurisdictions and transit agencies indicate that there is a consensus that the process is not working. Steps forward can not be radical. The concept is to move forward with a few pilots to test some centers to look at the potential of offering incentives to jurisdictions that comply with land use to create more efficient systems within centers.

Dr. Ruth Steiner, Department of Urban and Regional Planning, University of Florida, touched on economic development and the livability of communities. She commented that it should become a "good" that we seek rather than a cost of convenience. To view the report in its entirety please visit:

http://www.psrc.org/projects/growth/concur/multimodal_concur.pdf

STAFF REPORT

Paul Parker, Senior Policy Analyst, WSTC, distributed miscellaneous housekeeping information to Commissioners. He also distributed an updated version of the Commission's current roles and responsibilities for review. He advised Commissioner's that a calendar of transportation events is soon to be posted on the Commission's webpage. He moved on to discuss consideration of rail workshops in Tacoma and Spokane in the first part of June 2007. He shared that he is currently reviewing and updating the Commission Policy Catalog. Commissioner's agreed that it should be in-line with the ten-year investment plan.

PUBLIC COMMENT PERIOD

Randy Boss, resident of Gig Harbor, shared that he feels that the traffic count forecast for the TNB, provided by Wilbur Smith Associates, are outdated and not accurate. He also noted that the traffic count scenarios provided by WSDOT are not accurate. He requested that the Commission set the toll rate high enough to where there is not an under estimate of the toll revenue.

Commissioner O'Neal responded that the Commission must make a decision based on the best information available. Mr. Boss is not claiming to provide an analysis of the same grade as the consultant. Therefore, the Commission has no alternative but to rely upon the information provided by the consultant and the Department.

Chair Ford emphasized that the information provided by the consultant and the Department are based on estimated traffic counts. Nothing is absolute, but the consultant's traffic counts are the best case scenario.

Meta Heller, citizen, shared her concerns regarding the shortfall in transportation funding.

The Commission meeting adjourned at 4:45 p.m., on April 18, 2007.

WASHINGTON STATE TRANSPORTATION COMMISSION

DICK FORD, Chair

ELMIRA FORNER, Vice-Chair

EDWARD BARNES, Member

CAROL MOSER, Member

DAN O'NEAL, Member

ROBERT S. DISTLER, Member

DALE STEDMAN, Member

DOUGLAS MACDONALD, Ex-Officio Member
Secretary of Transportation

JENNIFER ZIEGLER, Governor's Office

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL