



Complete
Compete
Preserve
Maintain

2014 Reflections and
Recommendations

Message from the Chairman

“Complete. Compete. Preserve. Maintain.”

The transportation needs and priorities of the diverse communities in our state vary as much as Walla Walla, my home since 1977, and Tacoma, where I grew up. Walla Walla’s agricultural economy relies on trucks, barges and railcars to move wheat, apples and wine to markets across the world. Tacoma, the state’s third largest city, now has residential neighborhoods and the University of Washington-Tacoma where old warehouses and factories stood 40 years ago, a light rail system, and an abandoned rail bed converted to an urban trail.



As different as Walla Walla and Tacoma are, I see similarities and connections. Both cities struggle with potholed streets and safe routes for bicycle riders. And both places connect to the world: wheat grown on local family farms is shipped overseas, just as corn and soybeans arrive by rail from Iowa and leave in freighters from the Port of Tacoma.

The Washington State Transportation Commission looks at the entire transportation system statewide, from city streets and sidewalks to marine ports and airports. In Tacoma, Walla Walla, and across the state, the message we hear is the same:

“Complete. Compete. Preserve. Maintain.”

- Let’s complete the projects that we have started, whether SR 167 or US 12.
- Let’s invest in our transportation system to ensure we can and will compete successfully in national and global markets.
- And most importantly, before building more, let’s preserve and maintain our existing roads, rails and transit systems in good working order.

In developing and updating the long-range statewide Washington Transportation Plan, we connect the needs of today with the demands of the future. We look 20 or more years ahead to our projected growth of 22%, from 6.9 million people today to 8.5 million in 2035. Some cities and counties, such as Seattle and Franklin County are growing faster and younger. On the other hand, places like Jefferson County and Pend Oreille County will age significantly. Freight is forecast to grow, but fuel tax revenues are expected to decline. Across the state, transportation will change from what it is today.

In setting tolls and ferry fares, we connect the requirements for revenue with capacity and traffic. Revenues repay bondholders who lent money to build our bridges and pay most of the costs to operate the country’s biggest ferry system. But this requires more than a calculator. We have looked at how tolls will impact traffic on the city streets seen as toll-free alternatives; we have considered where commuters should have adequate transit options; and we have reduced youth fares to make family travel on ferries more affordable.

In making policy and funding recommendations, we see transportation (and its funding) being changed by technology and communication. When I was President of the Washington Library Association from 1983-1985, I traveled out of Walla Walla by plane or car to meetings state and regionwide every week. I don’t do that today as Chairman of the Commission. We transact business in person once a month and use email, teleconferences, and on-line meetings as much as possible.

Transportation will continue to evolve. Individually, we probably will travel less and use electronic devices more. As the supply chain for food, clothing, necessities and luxuries becomes more global, we will rely on our transportation system more than ever.

The 2014 Reflections and Recommendations showcases transportation successes and challenges statewide and reports on the Commission’s work during the past year. Most importantly, this Annual Report urges the state to embrace new revenues and efficiencies to help Washington **Complete, Compete, Preserve and Maintain**.

Sincerely,

A handwritten signature in black ink that reads "Anne Haley". The signature is written in a cursive, flowing style.

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Recommendations

The Commission makes the following recommendations based on our work over the past year, including development of the statewide transportation plan, a 2015 revenue proposal, statewide surveys, and meetings in communities across the state.



A robust transportation system has many options.

As different as the rural and urban areas of our state are, all are connected and face similar challenges. Transportation connects all of us: across cities, the state, our nation, and the world.

During the next twenty-five years we face:

- A fuel tax that will stagnate and fail to keep up with rising road and highway costs;
- Population growth in the Puget Sound area that will add one million people by 2040 and over 1.8 million more statewide;
- Aging ferryboats that are or soon will be beyond their useful life;
- Years of deferred maintenance on streets, roads and highways that will be increasingly costly to reverse;
- Increased demand for Washington produce and products in global markets; and
- A growing imperative to be good stewards of our land, water, and climate.

These changes make the job of building and operating a transportation system more challenging in both the near and long-term. From city streets to state highways and ferries, the transportation infrastructure is aging and in need of repair or replacement. As cars become more fuel efficient, fuel tax revenue will become less dependable and a less equitable revenue source to maintain and preserve our network of streets, roads and highways. New economic, demographic and behavioral trends will require additional investment not only in roadways, but in aviation, rail, and transit.



Logging remains a major industry that relies on multiple transportation modes.

Responding to these challenges and the call for the state to “Complete, Compete, Preserve and Maintain”, the Commission has:

- Adopted Washington Transportation Plan 2035, a long-range transportation roadmap that supports and furthers the economy and the quality of life everywhere in Washington;
- Recommended a 2015 revenue proposal that emphasizes:
 - Maintain what we have
 - Finish what we have started
 - Keep any new revenue proposal simple and achievable
 - Refrain from incurring additional debt by working on a cash basis; and
- Completed its assessment of a road usage charge as a revenue alternative to the fuel tax and recommended the state pursue a demonstration project.

Preserve and Maintain

All levels of government need to invest more in preserving and maintaining the transportation system we have today. The statewide survey the Commission conducted in the fall of 2013 revealed, as in 2011, that given limited resources, residents believe that the highest priority of transportation investment should go to maintaining today's transportation system, followed by increasing capacity and expanding travel options, although all three are closely ranked. The need for investment in maintenance and preservation is statewide, from streets and roads to ferries and bus service.

Prioritize. The Commission's 2015 Revenue Proposal recommends dedicating all the proceeds from a 15-cent fuel tax increase to maintenance and preservation, allocating 57% (about \$2.48 billion) of the \$4.35 billion total to WSDOT and the remaining \$1.87 billion to counties and cities. The state highway system urgently needs investment in maintenance and preservation. By the end of 2015, 1,500 lane miles on the state highway system will need work but lack funding. Without additional investment, the backlog will grow by a minimum of 500 lane miles every two years. Although WSDOT has implemented aggressive strategies to extend pavement performance, those strategies only delay the day for even greater expenditures. They reduce, but do not eliminate, the need for new revenue.

Be accountable. The public expects transportation dollars will be spent efficiently and effectively. Investment also must be transparent and accountable to the public. We recommend development and implementation of long-term asset preservation plans at the state and local levels. To improve transparency and accountability of dollars raised by the state and spent locally, we suggest that new local funding be distributed through the grant programs operated by the Transportation Improvement Board and the County Road Administration Board.

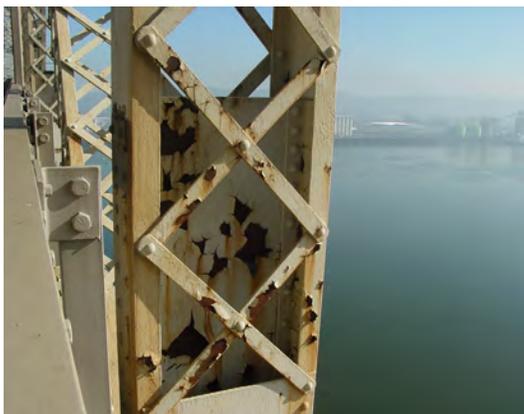
Reduce costs. To reduce maintenance and preservation costs when possible, the Commission recommends phasing out the use of studded tires over a five-year period. Damage to concrete pavement on state highways from studded tires costs the state between \$18 and \$27 million a year. Annual damage to city streets and county roads is millions more.

All systems connect. Counties, cities, and some transit agencies need additional local option revenue sources for transportation to augment existing revenue sources. As the Commission traveled around the state, communities have recommended the following:

- Authorize the creation of a city street utility program.

- Change the statutory authorities for Transportation Benefit Districts (TBD), such as increase from \$20 to \$40 the allowed councilmanic levy of vehicle excise tax; allow cost-of-living increases to TBD assessments; and reduce TBD administrative requirements.
- Better balance funding resources for maintaining infrastructure in relation to building new infrastructure.
- Renew funding for the Public Works Assistance Account to resume making low interest loans to local governments.
- Create a state program to enable local agencies to swap local Surface Transportation Program (STP) and MAP-21 federal funds (which may include many costly compliance requirements) for more flexible state funds.
- Provide additional local option revenue authority for the transit agencies that have used all their existing revenue authority.

Finally, rural communities need increased access to funding. The new federal funding formula reduced rural funding by 70%. State bridge funding requires a 20% local match, which can be a significant challenge in a small city or county. A single event, such as a flash flood, can deplete reserves and demolish long-term plans.



Preserving and maintaining existing infrastructure must be the first priority.

Partner. The Commission recommends the state examine and test public-private partnerships in a manner that does not involve tolling or highway transfers, but rather focuses on projects such as ferry terminals, rest areas, park and ride lots, and right of way access. Productive and beneficial partnerships are happening all around us – ports in this state have built strong partnerships with private business to make Washington a national leader in trade.

As the Commission has noted in past years, the state can lower capital construction costs for Washington State Ferries' terminal construction and rehabilitation and for other non-toll facility projects by streamlining the existing public-private partnership law for non-highway facilities. The complete recommendations are found in the Commission's 2011 report to the Legislature titled: *Best Practices Review of Washington State Public Private Partnership Programs and Laws for Non-Toll Facility Projects*. For the full report visit the Commission's website: www.wstc.wa.gov

Update. Preserving existing transportation systems may require ongoing updates to keep pace with technology. Washington State Ferries (WSF) needs to update its technology to improve customer service and pricing. Of the three different WSF fare payment systems, Wave2Go has major software and supplier support issues and limitations. An "account based system" should be extended to ferry fares, similar to the Good To Go! system used in tolling. We also recommend that WSF transition to pricing strategies based on vehicle length and size, and use technology to improve vessel loading and unloading.

Complete

During 2014 and previous years, the Commission – along with WSDOT and many other public and private entities – has urged that the state complete unfinished transportation projects and recommended strategies to finish what we have started.

Pay as we go. The state leveraged the significant revenue generated from the 2003 and 2005 fuel tax increases to build highway improvements and ferry vessels. While the projects are nearly complete, the current revenue stream is burdened with a significant debt payment for many years into the future. Over the next 12 years approximately 70% of the State's net portion of motor vehicle fuel tax revenue will pay the debt service. The Commission recommends that with future fuel tax increases, the state bond less and fund more needs on a cash flow basis.

Despite the significant investments we have made during the past 12 years, some projects are unfinished or only partially funded, and several important megaprojects have no funding available. The state's population has grown by nearly one million since 2003, trade and freight movements are growing, and fuel tax revenue is flat. In order to complete the projects from the previous revenue packages, make progress on other significant capital projects, and address the funding shortfall faced by transit agencies, including the high cost of providing special needs transportation, the Commission recommends:

- A motor vehicle excise tax (MVET) be reestablished and the revenues dedicated to these improvement projects and paratransit services.
- An increase in the gross weight fee for trucks over 10,000 pounds, with revenues dedicated to freight projects, to address freight mobility needs.

An MVET of 1.5% is estimated to generate revenue of more than \$500 million per fiscal year. This level of MVET could address approximately 40% of the capital need identified by the Connecting Washington Task Force. Of this \$500 million per year, about 90%, or \$450 million, should be used on a cash flow basis for WSDOT capital projects.

The Commission makes this recommendation after considering many alternative revenue sources. In light of the past history of the MVET, we recommend this revenue not be bonded against and that this MVET be subject to sunset after 10 fiscal years of collection. We also suggest:

- Dedicating the revenue exclusively to transportation purposes and using the revised and currently used vehicle depreciation schedule in RCW 82.44.035.
- Assessing the MVET one year after the purchase of a new vehicle, rather than at the time of the purchase.

- Capping the MVET at a maximum of 2.0%, with 1.5% authorized for the state and 0.5% authorized as a local option for counties and cities.
- Enacting the MVET in FY 2017, one fiscal year after the proposed fuel tax increase dedicated to maintenance and preservation.

Best Solutions. The Legislature should expand the capital construction tools WSDOT has available. Savings can result from alternative contracting methods, such as:

- Increased and streamlined use of design-build contracting;
- Allowing use of a general contractor/construction manager delivery method for appropriate transportation projects; and
- Allowing out-of-state firms to bid on ferry construction.

Urban congestion should be addressed in a systematic, corridor-based way. WSDOT's 2014 Corridor Capacity Report demonstrates the value of the state, transit agencies, cities and counties working together to collaboratively determine what policies and practices can optimize freeway and arterial use during peak hours, including where new lanes and interchanges, additional park-and-ride space, or more transit service is needed.



LINK connects jobs in Leavenworth and Chelan with housing in Wenatchee and East Wenatchee.

Efficient corridor solutions also require better leveraging and integrating land use policy and transportation investments. When a state highway fails due to congestion, traffic moves onto local streets and causes local problems. And when a city or county fails to build an adequate local network, traffic moves to state highways for everyday errands. New solutions can emerge as cities and WSDOT talk and partner more.

Be Strategic. Our state has initiated tolling to generate revenue and/or manage traffic on three facilities: the Tacoma Narrows Bridge, the SR 520 bridge, and the SR 167 Express Toll Tanes (ETL). Two more tolling projects – I-405 ETL and the SR 99 Alaskan Way Viaduct Replacement Tunnel – are underway. During seven years of recent tolling experience, including three years of all-electronic tolling on the SR 520 bridge, the Commission has observed the diversion from tolled highways to other nontolled routes, the cumulative impact of project-by-project tolling decisions, and the challenges of equitably and efficiently operating toll facilities.

The Commission strongly recommends the state develop and implement a strategic, long-term plan for tolling and pricing statewide. Given the need for new revenue sources and the inability to increase the fuel tax to raise enough revenue to complete unfinished and unfunded megaprojects, the state should initiate a complete statewide assessment of potential toll corridors and facilities, along with a thorough analysis of the possible impacts and implications of additional toll facilities. To gain greater understanding of the dynamics and implications of tolling for revenue and as a congestion management tool, this plan should also address tolling equity and identify efficiencies and opportunities for economies of scale.

Compete

Looking to the future, Washington must invest in our transportation system to ensure we can and will compete successfully in national and global markets. The statewide long-range transportation plan, WTP 2035, provides a roadmap for meeting future transportation needs and goals. The Commission's evaluation of a road usage charge concludes that a funding system requiring drivers to pay for the miles they drive could eventually replace the fuel tax as the primary revenue source for building, maintaining and operating streets, roads and highways.

Washington Transportation Plan 2035

By 2035, Washington's transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.

This vision statement guided development of the Washington Transportation Plan (WTP) 2035. Adopted by the Commission in December 2014, WTP 2035 provides policy guidance and recommendations across all transportation modes and regions in the state. It presents priorities for transportation investments in Washington, and identifies specific strategies and recommended actions necessary to achieve the state's transportation policy goals.

WTP 2035 was developed in collaboration with WSDOT and the state's 14 Regional Transportation Planning Organizations (RTPOs), and with input from a broad spectrum of Washington's transportation stakeholders and the general public. WTP 2035 recognizes the state's recent progress on its six transportation policy goals, especially safety, where deaths and serious injuries on the roadways continue to decline. However, WTP 2035 recognizes that major work lies ahead to address the state's most persistent challenges in the key areas of preservation, mobility, safety, environmental protection, energy conservation, and economic stimulation.

In addition, there are the challenges of meeting the needs of a population that is growing and aging, revenue sources that are flat and declining in purchasing power, and technology that is changing how individuals and businesses think about and use transportation. WTP 2035 makes three primary recommendations:

- 1. There is an identifiable need for secure, sustainable, long-term sources of funding for transportation at the state and the local level.** Continuing the funding status quo will result in the declining condition and performance of the transportation system.
- 2. Maintaining reliable, efficient freight movement is key to Washington's future economic vitality.** The state's freight system underpins our economy, sustaining hundreds of thousands of jobs directly in the business

of goods movement and indirectly in manufacturing, agriculture and natural resources. Forty percent of all jobs in Washington are connected to trade, and the Ports of Seattle and Tacoma together rank third in container volume in North America and fourth in total export value.

3. Washington must establish a clearly defined role for the state in planning and delivering multimodal transportation, especially transit and aviation.

Communities across Washington welcome a more engaged role for the state where it will improve coordinated delivery of projects, programs and services across modes and jurisdictions.

The state has a variety of interests in public transportation, including maintaining the mobility and safety of the transportation network, managing congestion, maximizing the value of infrastructure investment, reducing carbon emissions, improving the health of citizens and communities, and supporting other state initiatives in energy and environment. **Three specific areas for increased state involvement in public transportation stand out:**

- **Key transportation corridors:** Additional investment in transit service, coordinated with investment in High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes and other operational improvements, can reduce the need for more costly capital approaches to improving performance in the most heavily travelled corridors.
- **Special needs transportation:** Public transit agencies deliver most of the paratransit trips in the state, a lifeline for those with special transportation needs or no other transportation options. Increased state funding for paratransit is warranted, together with a concerted effort to better leverage federal funding.
- **Connecting communities:** Transit also provides connections between cities and counties, population and employment centers, and to other modes, connecting people to jobs and thus supporting commercial activity. The state should continue to invest in transit programs that provide connectivity between communities and improve access to employment centers.

In addition, expanded local option funding authority is needed to address future growth for public transportation in five jurisdictions that have reached their maximum taxing authority and have no other funding sources.

WTP 2035 also recommends a continued focus on integrating land use and transportation policies, planning and decisions. Good planning over time can reduce the need for some automobile trips, making public transportation and non-motorized modes more attractive choices for many shorter trips, and squeezing the maximum benefit from the existing transportation network.

To access the complete WTP 2035, see www.wtp2035.com

Road Usage Charge

As a flat fuel tax fails to keep pace with the rising costs of transportation construction materials and equity concerns increase, we must plan for different revenue sources. EPA fuel efficiency standards mandate a fleet average of 54.5 mpg for model year 2025 new car sales. As cars become more fuel efficient, a fixed fuel tax rate is less likely to generate the same level of revenues and raises serious equity concerns. Drivers of more fuel-efficient vehicles should pay the same fair share as drivers of less fuel-efficient vehicles toward the cost of building, maintaining and operating the highway system. This approaching situation has caused leaders around the U.S. to look for alternatives.

In Washington, the Legislature directed the Commission, in coordination with WSDOT, to work with a diversified stakeholder Steering Committee to examine the feasibility of transitioning from the fuel tax to a road usage charge, explore policy issues, and evaluate the business case. Paying by the mile ensures every driver pays their fair share for supporting the road system we all use.

The current fuel tax system is based on the number of gallons of gasoline purchased, regardless of how many miles are driven. A road usage charge system is based on the number of miles driven, regardless of how much fuel is consumed or the type of fuel that is used. The Commission has evaluated the feasibility of the road usage charge, at the request of the Legislature, and concluded that there are various ways a road usage charge could work. Some are as simple as buying a time permit, such as for a year, a quarter, or a month, or annual odometer readings. Two other approaches use technology to record miles driven, either through a smartphone or a telematics device in the car that can distinguish between public roads and private roads, and in-state and out-of-state driving.

In the course of its work, the Commission has adopted principles and recommendations including the following:

- GPS and other location technology are not required to implement a road usage charge. Subject to the broad principle that all vehicles using roads should share in their maintenance and operation, motorists must have choices for how they choose to be assessed and how they will pay.

- A road usage charge would co-exist with the fuel tax and drivers would only pay one or the other – not both. The reason both must exist is so that out-of-state drivers and other drivers not paying the road usage charge would still pay for use of the roads via the fuel tax.



As cars rely less on petroleum fuels, it is imperative to find an alternative revenue source for the road system we all use.

During the 2014 Legislative session, the Legislature directed the Commission “... to further develop the concept of a road usage charge system.” The Commission believes it is time to learn how a road usage charge might work in the real world, and proposes that the Legislature authorize a 12-month demonstration project. Such a demonstration would include up to 2000 Washington State residents from up to five regional areas across the state to ensure that urban, rural, and border areas are included in the demonstration. A 12-month period of time ensures that all seasons and travel patterns are included.

The demonstration project would test all four road usage charge

payment options that have been part of the Commission study:

- 1. Annual permit (no technology involved)** - a flat charge for unlimited use of the roads, like the annual vehicle registration;
- 2. Odometer Read (no technology involved)** - the vehicle owner self-reports their annual mileage at the time they renew their vehicle registration and pays the mileage fee based on the reported miles;
- 3. Automated Distance Charge (involves technology)** - actual miles driven in state and on public roads are electronically transmitted through the use of in-vehicle mileage reporting technology, and a bill is issued;
- 4. Smartphone App (involves technology)** - actual miles driven in state and on public roads are electronically transmitted through the use of a smartphone app, and a bill is issued.

The Commission would convene and oversee the demonstration, and maintain the current 24-member steering committee to advise and guide the Commission’s work. A new “Technical Advisory Committee” would engage the agencies likely to be involved in the demonstration, i.e., WSDOT, Department of Licensing (DOL), and Washington State Patrol (WSP).

For further discussion, see <http://waroadusagecharge.wordpress.com/>

Partners in Transportation

In 2014, the Commission met in Bellingham, Ellensburg, Lakewood, and Pullman with local governmental and community leaders, and the public, and visited key transportation locations.

While each community has unique transportation needs, challenges and successes, the consistent and pervasive need is revenue to maintain existing transportation systems, from city streets, county roads, and state highways to public transportation and commercial air service.

This section presents key findings from Local Partners in Transportation in each community. It also highlights four other significant topical areas where Private and Public Partners in Transportation are jointly facing long-term or emerging transportation challenges.

Pullman



1. Pullman has 66 miles of roads. Transportation challenges include downtown congestion and compliance with Americans with Disabilities Act requirements. Street maintenance cannot keep up with deterioration.
2. Bicyclists enjoy 55 miles of trails in Pullman. Residents want more: such as a trail to connect Pullman High School to downtown Pullman. The city also is exploring a rails-to-trail connection with Colfax.
3. Pullman Transit has operated for 35 years and now has 19 buses. Washington State University (WSU) student fees and parking fees contribute over \$1.7 million annually to transit operations; students can use the system without fare payment. Transit use is expected to grow as WSU becomes a more pedestrian-friendly campus.
4. Colfax, the county seat in Whitman County, has a small population and tax base with a large volume of state traffic. The SR 26/US 195 intersection needs to be rebuilt to improve traffic flow and pedestrian safety.
5. Whitman County spent \$5.5 million in 2013 maintaining its 1,900 centerline miles, of which 1,100 miles are gravel and 400 miles are seasonal dirt roads. The road system has not kept pace with changing times in farming. Equipment has gotten much bigger and heavier; a combine's wheelbase can be up to 14 feet wide and its weight can be as much as 18 tons. Whitman County assigns a deputy sheriff to enforce road weight and safety limits.
6. The WSU campus in Pullman campus has 19,000 students, most of whom walk, bike or bus to classes. Safe



Truck unloading wheat at the McCoy Grain Terminal.

travel by car between Pullman and home is a concern. WSU has tried two measures to reduce accidents on SR 26:

- Freshmen arrive a week early – it spreads out the volume of travel on two-lane roads and avoids hard deadlines; and
 - Message signs are posted outside Colfax and on SR 26 to calm travel anxiety.
7. In 2009, Whitman County and Spokane County farmers grew over 39 million bushel of wheat. Idaho counties in the Palouse grew an additional 10 million bushels. Other crops include barley, peas, lentils and garbanzo beans. Grain moves to port by barge on the Columbia-Snake River System or by rail.

Washington, like other states, buys rail cars and leases them because the car inventory railroads maintain is insufficient. The grain train program pays for itself and needs expansion beyond the current 100 cars.
 8. Cooperative Agricultural Producers, Inc. (CoAg), with over 700 members and facilities in 22 locations, stores and ships wheat from its elevators throughout the Palouse. The new McCoy Grain Terminal near Rosalia, built by a partnership between CoAg and Pacific Northwest Farmers Cooperative, can load 60,000 bushels an hour into rail cars. The McGregor Company recently completed a 38,000 ton capacity transport facility on the Snake River across from Clarkston. It ships by barge, by rail, and uses trucks for short hauls.

9. Two cities, two universities, a county and a port share in the governance of the Pullman/Moscow Regional Airport. The airport is critical to the two universities and Pullman-based Schweitzer Engineering Lab, which makes 15-20 flights a week using its own jets.

The airport needs a \$60 million runway realignment because commercial air service has shifted to larger planes and the distance between the runway and taxiway is now too small. It is the top priority FAA project in the Pacific Northwest.

10. The Columbia-Snake River System provides a cost-effective shipping alternative to rail and trucking. Three barges carry the same amount of wheat as one 110-car unit train or 380 trucks. But the continued existence of the river system is threatened due to environmental pressures and the rising cost and complexity of maintaining an aging lock and dam infrastructure. Siltation of the river system, a small problem in the context of the entire state, is a huge problem for this region, especially the Port of Clarkston.

Bellingham



1. Bellingham, Whatcom County's regional center, has over 81,000 residents. The City has established several compact, mixed-use urban villages, well-connected with high-frequency transit, marked arterial bike lanes, multi-use greenway trails, and multi-modal arterial streets. The Alaskan Marine Highway system is a big economic benefit for the community.

Bellingham's Transportation Benefit District (TBD) is funded by a .02% sales tax which generates an estimated at \$4.5 million annually. It is currently dedicated to preserving arterial streets, adding bike lanes and sidewalks, and providing transit funding.

2. Whatcom County maintains 161 bridges, 1000 centerline miles and a county passenger/auto ferry to Lummi Island. Divided by mountains and water, eastern Whatcom County is accessible by car only through Skagit County and Point Roberts is accessible only through Canada.

3. Bellingham is beginning redevelopment of its waterfront. The long-term effort, headed by the Port of Bellingham, requires:

- Rail relocation and a new spur to the port that lowers the cost of Bellingham Bay cleanup; and
- Arterial connections in and connecting to a portion of the downtown waterfront site.



Bellingham is the southern terminus of the Alaskan Marine Highway.

The Port also has 2100 marina slips in Bellingham and Blaine.

Four boatyards operate on Port property, including All-American Marine which builds high-speed passenger ferries with low wake. All-American is building two ferries for King County.

4. Vancouver, BC, the largest population center north of San Francisco/Oakland, hugely impacts Whatcom County and Bellingham. Peace Arch and Pacific Highway combined is the second busiest U.S.-Canada border crossing. BC residents visiting Whatcom County account for 20% of Bellingham's daytime population.

5. From 2004 to 2013, boardings at the Bellingham Airport increased from 80,000 to 600,000. Canadian travelers have made it the third busiest airport in the state, after SeaTac and Spokane. There are three main reasons Canadians choose to fly from Bellingham:

- Tax savings on plane tickets
- Other destinations in US are domestic rather than international travel
- The \$2.50 boarding charge, compared to \$32 in Vancouver, BC, and \$25 at SeaTac.

An investment of \$67 million in capital improvements over the last four years has quadrupled parking and expanded the terminal to handle 800,000 passengers. Passenger Service Fee bonds and some federal funds paid for the expansion.

6. Whatcom Smart Trips is a multi-agency program that encourages and helps people to walk, bicycle, share rides, or ride the bus, instead of driving alone. Focused on the urban area, it helps teach proper bike riding rules and promotes local businesses, including over 120 merchant partners and 182 employer partners. Smart Trips encouraged nearly 10,000 Whatcom residents to bike to work one May morning in 2014.

7. Whatcom Transit Authority (WTA), the primary transit provider, partners with Western Washington University (WWU), Lummi Nation, Nooksack Tribe, Skagit Transit and Smart Trips. WTA ridership is 5 million annually. Of that, 2 million are WWU students. WWU ridership has doubled since 2007. WTA takes a lot of vehicles off the roads and state highways with service throughout rural Whatcom County. The Mt. Vernon service, via the County Connector, carries hundreds of people a day.

Paratransit accounts for only 3% of WTA boardings, but consumes 29% of WTA's budget. A paratransit ride costs 12 times that of WTA fixed route service.

8. Fall enrollment at WWU is 14,930 students, 90% of whom are Washington residents. Because sustainability is a key value of WWU, staff and students work

to reduce transportation impacts. Students pay a fee to enhance sustainable transportation and educate students on how get to and from WWU. The WWU Vehicle Research Institute builds solar powered cars.

9. Since 2001, the North Sound Connecting Communities Project "aka The Farmhouse Gang" has worked to improve the regional transportation network. Its focus is inter-county transportation connections, including regional trails, Amtrak Cascades mid-day service to Seattle, and improved connectivity between ferries, trains and bicycles.

10. The Lummi Nation and the Nooksack Tribe both emphasize the loss of tribal transit funds due to the new federal funding formula distribution. Lummi Transit carries 60,000 people annually. The Nooksack Tribe supplements WTA service to tribal lands.



This heavily used bridge on the Teanaway Road is one of many Kittitas County must maintain.

Ellensburg



1. The City of Ellensburg street budget for 2014 is \$1.65 million. Local sales tax contributes \$1 million and fuel tax revenue is only \$251,800. Although gas sales are high in Ellensburg, fuel tax local distributions are based on population, not on gallons sold.

The Dolarway project is important for Kittitas County infrastructure and activities, and for the City of Ellensburg. Before the \$6 million improvement was built, this road parallel to I-90 flooded and did not fully connect the two Ellensburg exits. Like many local projects, funding came from many sources, including a \$2.4 million Transportation Improvement Board (TIB) grant, \$1.4 million in federal STP grants, \$460,000 in distressed county sales and use tax grants, \$500,000 from local property assessments, and \$1 million from the City of Ellensburg.

2. Ellensburg is developing a transit system based on the community's comprehensive plan. Operating since 2013, with city funds, student fees and a WSDOT grant, Central Transit is funded through June 2015.

Commuter service between Yakima and Ellensburg also continues – at a reduced level and higher fares. Provided by Yakima Transit, Central Washington University (CWU) and WSDOT, there are 7 round trips per day when CWU is in session and 6 round trips per day when CWU is not in session.

3. The City of Kittitas used assistance from the TIB to pave its residential streets. Kittitas created a Transportation Benefit District in 2012, but has had difficulty collecting revenue from city residents because of address and mapping issues.
4. Kittitas County innovates to stretch money. A repaving project on the Nelson Siding Road funded by the County Road Administration Board's (CRAB) Rural Arterial Program includes an innovative polyester fabric laid over the hot asphalt to reduce cracking. Kittitas County saves money and gets a better product by chip-sealing its own roads, rather than using a contractor.

5. Kittitas, Grant, Lincoln and Adams Counties comprise the QuadCo RTPO. The regional population of 162,000 represents only 2% of the state population but 14% of the land mass and 21% of the road miles. The county roads in QuadCo almost equal the road miles maintained statewide by WSDOT. Quadco priorities are preservation, safety, and freight and goods movement.
6. Freight and goods movement requires improving the performance of all-weather roads. The WSDOT Freight Mobility Plan includes none of the county roads and state secondary roads in QuadCo.
7. The fatal collision rate on county roads is 1.28 per 100 million vehicle miles traveled, compared to 0.58 on state highways, and 0.63 on city streets. Two-lane county roads need safety improvements to reduce the number of fatal collisions.
8. Snoqualmie Pass improvements aim to improve safety, mobility of people and goods, and improve the environment. Phase 1, costing \$551 million, is partially complete with full completion planned for 2019. Portions of phase 2 are funded, including a new wildlife crossing.
9. CWU is collaborating with WSDOT on safety, environment and mobility research. Environmental design on the I-90 Snoqualmie Pass project aims to improve ecological connectivity between the North and South Cascades. Science teams are studying the wildlife connectivity of fish, amphibians and small mammals. The fish team has found bull trout in additional streams post-construction and the small mammal team has found mammals in very high numbers close to I-90. Pikas already have begun to use new riprap and fill at Gold Creek.
10. The Department of Natural Resources (DNR) has 13,000 miles of roads in the state, which it builds and maintains for access to timber, agricultural and mineral resources. DNR roads connect to county roads and sometimes connect directly to state highways.

Fees from timber sales go into DNR's road maintenance revolving fund. Because the US Forest Service is removing a lot less timber than DNR, it has less money to maintain roads in the national forests.

Lakewood

1. Significant population growth in South Puget Sound, including the expansion of Joint Base Lewis-McChord (JBLM), creates congestion challenges in the I-5/JBLM corridor. WSDOT is working collaboratively with JBLM and the City of Lakewood on short-term and long-term solutions. JBLM is the largest single, one-site employer in the state, bigger than Boeing or Microsoft.



Larger in size than the 5th largest city in the state (Bellevue), 139,000 people come and go to JBLM on a given work day. The Department of Defense is committed to helping solve the congestion problem and is working to improve road connections between McChord and Fort Lewis Main. It has built a third entrance to Fort Lewis North from DuPont-Steilacoom Road, and the Mounts Road gate allows people arriving from the south to exit I-5 at Mounts Road to enter the base. The Department of Defense has promised to provide right-of-way to expand I-5, if and when funding is available.



Lakewood Station is a hub for Sound Transit and Pierce Transit buses and Sounder commuter rail. Amtrak trains also will use the tracks after completion of the Point Defiance bypass. The skybridge provides safe access to an area zoned for future multi-use development.

2. Even small changes in traffic operations, such as reducing WSP ticketing efforts in peak travel periods, have helped reduce bottlenecks in the I-5/JBLM Corridor. WSDOT is installing 17 ramp meters and variable message signs to improve traffic flow.
3. Long-term solutions, such as widening I-5, require rebuilding four interchanges between Mounts Road and SR 512. WSDOT estimates that \$820 million is needed for the interchanges and adding an additional lane for High Occupancy Vehicle (HOV) use in each direction.

Although many transit options could be available, under the current configuration, buses also are caught in the congestion without an HOV or transit-only lane. Expanded rail service is another option that is under consideration. In the meantime, JBLM is ramping up to 80 vanpools.

4. There are 5525 total road miles in Pierce County, of which over 3000 are part of the county road network. Pierce County also has 382 bus route miles of service, 51 miles of passenger rail service, 10 miles of ferry routes and three airports. Completing SR 167 from the Port of Tacoma to Puyallup and SR 18 is Pierce County's top priority.

5. Lakewood has implemented a \$20 license tab fee through a TBD. The City also is considering a property tax increase for transportation improvements.
6. The City of Lakewood incorporated in 1996, motivated in part by the desire for greater local control over land use and public safety. Lakewood is very concerned about the safety impacts of the Point Defiance Rail Bypass, which will improve passenger rail reliability and reduce travel time between Seattle and Portland. The corridor will add 14 Amtrak trains a day traveling at speeds up to 79 mph to the Sounder trains already operating from Lakewood to Seattle. Citizens want safety improvements before Amtrak service begins on the realignment..

7. Improvements to the DuPont-Steilacoom Road are a major priority of the City of DuPont. With the addition of a new Ft. Lewis Gate and an Amazon Distribution Center, traffic will grow on that arterial. And, with the Point Defiance Rail Bypass, DuPont wants a grade separation at Exit 119 from I-5 to maintain traffic flow.

8. Pierce Transit (PT) covers about 70% of the urbanized area of Pierce County. Since 2008, declining revenue has caused PT to cut one-third of its fixed route service. PT increased fares from \$1.50 to \$1.75 in 2009 and to \$2.00 in 2010.

PT collects about only 2-3% of its operating costs for paratransit, which consumes about 20% of its budget. A rider using non-medicaid emergency transportation through PT pays \$0.75 for a trip; a nonprofit provider or taxi receives close to full reimbursement from Medicaid.

9. Sound Transit (ST) is planning and building today for the 5 million people who will live in the region by 2040. ST projects underway in Pierce and South King include:
 - Angle Lake Light Rail station, with a 1,050 stall garage
 - Planning for Federal Way Link Extension
 - Replacing the Tacoma trestle
 - Sounder South expansion, including parking and access in Puyallup and Sumner
10. WSDOT has inventoried and prioritized fish passage barriers statewide. To date, 285 culvert improvement and replacement projects have been completed, opening 971 miles of habitat. The US District Court has ordered improvements to or replacement of 825 more culverts that impact fish habitat, estimated to cost \$2.4 billion. About half are in WSDOT's Olympic Region.

Private and Public Partners in Transportation

Unit Trains.

The volume and frequency of 100 to 110-car unit trains has become an issue of statewide concern. While each unit train displaces about 380 semitrucks from the highways, their length disrupts travel patterns in communities that lack at-grade separations between roadways and rails. Unit trains typically haul containers in international or domestic transit, such as grain, potash, and recently coal and crude oil. In Washington, crude oil shipments by rail have grown from none in 2011 to 19 unit trains a week in 2014. Although petroleum represents only 5% of the commodity mix of current rail traffic, safety concerns about the transport of oil are widespread.



Shipment of oil by rail has grown from none in 2011 to 19 unit trains a week in 2014.

In response, Washington cities have created a special committee to focus on the impacts of growing numbers of extremely long trains, funding for at-grade separations, and rail safety. Additional wait time due to trains can impact the delivery of emergency response service by fire, police, and medical responders.

Typically, the rail industry limits investment in at-grade separations to 5% of the construction cost. Counties and cities report that transaction costs alone with the railroad are extremely challenging. At-grade separation projects may cost \$15 to \$30 million each and often exceed the capacity of many local budgets.

As to the safety of rail transport of crude oil, the Department of Ecology (Ecology) reports more oil was spilled in the US in 2013 than in the previous four decades. Although Washington has the lowest spill rate on water of any state, maritime risks also increase with more shipments of crude oil by rail. Three facilities in Washington now receive crude oil by rail: BP (Cherry Point), Tesoro (Anacortes) and US Oil (Tacoma). If all crude oil by rail facilities proposed are developed, they will generate 22 unit trains a day.

The state's ability to regulate crude oil shipment is limited by federal law. Ecology, the lead state agency on spill prevention, preparedness and response plans, and the Utilities and Transportation Commission, have identified gaps to address:

- Lack of prevention and preparedness planning
- Rail safety inspection
- Community and responder safety and current response cleanup technology
- Potential decline in revenue to support spills program work (crude oil coming into refineries by ship is taxed, but crude oil coming into refineries by rail and pipeline is not taxed)

The Freight Mobility Strategic Investment Board (FMSIB) assessed at-grade crossings within city limits that intersect roadways that carry

high freight tonnage and recommends additional funding to improve at-grade crossings. A preliminary inventory identified 110 crossings to date, requiring an estimated \$1.1 billion to improve less than half of the crossings.

Biofuels.

Growth in aviation, one of Washington's key industries, will require new fuels that have lower environmental impacts. Fuel is the largest operating cost of airlines. Washington State University, a leader in alternative energy research, including biofuels for transportation from local feedstock, is partnering with the University of Washington to develop alternative jet fuels for commercial aviation. WSU has also partnered with Alaska Airlines, Boeing and northwest airports in testing new fuels.



Alaska Air provides essential service to Eastern Washington.

WSU and its partners are now three years into a five-year project to convert alcohol to commercial jet fuel. One ton of woody biomass will generate 42 gallons of biojet fuel. A pulp mill could be a biofuel refinery; a basic

premise of the project is the opportunity to repurpose closed pulp mills. The product can be created with the skills and workforce already in these communities.

The biojet fuel works and has been demonstrated in a test flight in a USAF A-10 Thunderbolt. But, because biofuel is a high volume, low value commodity, WSU research is focused on other potential products that improve the return on investment. The goals for years four and five of the project are to deliver 1000 gallons of biojet fuel and build a viable supply chain.

Agriculture and Transportation.

Washington agriculture generated nearly \$10 billion of product in 2012. It is the heart of Eastern Washington's economy and important statewide.

King County leads the state in food and beverage processing with \$6.4 billion in gross sales and 12,780 jobs. Six of the top 10 counties involved with food processing are located in Western Washington.

Transportation gets crops to markets and processors. Apples, which account for 23% of the state's total agricultural value, provide 40,000 direct jobs and over 21,000 indirect jobs annually. Production has doubled since 1986 and grown 50% since 2001. The record 2014 crop of 150 million boxes is a 16% increase over the record 2012 crop. Ninety-seven percent of the apple crop is exported from the state and one-third goes overseas from the Ports of Seattle and Tacoma. Cherries are flown to the Far East from Sea-Tac.

Anderson Hay and Grain exports 90% of its timothy hay to the Far East and Middle East. Grown on farms across central Washington, the hay is compressed in Ellensburg and loaded into containers, then shipped twice daily to the Ports of Seattle and Tacoma. Anderson ships 14,000 - 15,000 containers a year. Anderson's biggest transportation concern is free-flowing traffic on Snoqualmie Pass.



Loading wheat into a ship.

Seaports and Trade.

Washington's economy depends on trade more than any other state. Forty percent of all jobs in Washington are connected to trade and 75 port districts operate in 33 counties. Of the state's eleven deep-draft ports, seven are located in the Puget Sound, three on the Columbia River and one in Grays Harbor. The two largest ports, the Ports of Seattle and Tacoma, move \$77 billion in cargo annually, ranked third in number of container volume in North America and fourth in total export value.

But competition in Pacific Rim trade is growing and challenging. Larger ships are calling at fewer ports. Prince Rupert, the new transportation hub on British Columbia's North Coast, is nearly 500 miles closer to Shanghai than Puget Sound and growing rapidly. The Ports of Los Angeles and Long Beach continue to make major infrastructure investments to maintain and grow market share.

Due in part to these economic forces, in 2014 the Ports of Seattle and Tacoma formed a SeaPort Alliance. Pending approval from the Federal Maritime Administration, seaport assets and management will be jointly managed.

Washington's mid-size seaports are not container ports and are less affected by the economic changes on the Pacific Rim. The Columbia-Snake River System is the third largest grain export gateway in the world. It is first in wheat, west coast wood, and bulk mineral export in the U.S. The Ports of Kalama, Longview and Vancouver are handling record amounts of cargo from log and grain exports and steel imports. The Port of Vancouver also is the export point for potash from Saskatchewan.



The Port of Vancouver is expanding.

Overview of 2014 Transportation Commission Work and Activities

Washington Transportation Plan 2035

After more than a year of collaboration with WSDOT and the state's 14 RTPOs, and with input from a broad spectrum of Washington's transportation stakeholders and the general public, the Commission adopted WTP 2035, the Washington Transportation Plan, in December 2014. This update of the statewide long-range transportation plan, required by statute every four years, provides policy guidance across all transportation modes and regions in the state, and includes options for future revenue. It identifies specific strategies and recommended actions to achieve the state's transportation policy goals.



Tacoma Narrows Bridge (TNB)

In the spring of calendar year 2013 the Commission adopted consecutive \$0.25 increases in toll rates for FY2014 and FY2015 subject to review and adjustments during the winter of 2014. During the winter of calendar 2014, the Commission and the TNB Citizens' Advisory Committee reviewed traffic and revenue data

Rebuilding the SR 520 floating bridge.

and elected to allow the anticipated \$0.25 rate increase to take effect for FY 2015. Due to an increasing debt service schedule on the bonds issued to finance the construction of the bridge, TNB toll rates will need to be increased to generate additional revenue in the coming years.



The three primary recommendations in WTP 2035 are:

- **Secure, sustainable, long-term sources of funding for transportation at the state and the local level.**
- **Maintain reliable, efficient freight movement.**
- **Clearly define the state role in planning and delivering multimodal transportation.**

In developing WTP 2035, the Commission met with transportation professionals and citizens in roundtable listening sessions and open houses attended by people interested in freight, public transit, non-motorized transportation, tribal, public health, law enforcement, and other aspects of the transportation system. Over 200 people and organizations provided comments in person, by email or letter.

For more information on WTP 2035, see page 5 in this report or visit the Commission website: www.wstc.wa.gov

Tolling and Ferry Fare Actions

The Commission must provide the Legislature a detailed report each year regarding changes in toll rates (RCW 47.56.855). This section of our Report satisfies that requirement and summarizes the Commission's activities in setting tolls and ferry fares.

On July, 1, 2014 for FY2015, the toll rates are:

- Transponder Good To Go! toll: \$4.50
- Cash toll at the tollbooth: \$5.50
- Pay-By-Mail rate: \$6.50

For all payment methods, the toll charge increases with each additional axle.

SR 520 Tolling

Tolling is required to raise \$1 billion in revenue to help fund the new SR 520 floating bridge. The overall project cost will be lower by tolling the existing bridge while building the pontoons on which the new roadway will rest. Although traffic fell significantly when tolling began, it has increased as congestion grew on other facilities.

In 2011, the Commission adopted a variable toll schedule (rates vary by day of week and time of day) on the SR 520 bridge to maximize revenue and minimize diversion to other routes. The goal is a free flow of traffic at 45 mph or more during 90% of peak travel hours.

Vehicles currently exempt from tolls include public and private transit buses, registered ride sharing vans, emergency response vehicles, WSP vehicles providing enforcement services on the SR 520 corridor, tow trucks responding to a request to remove a blocking vehicle from the bridge, WSDOT maintenance vehicles engaged in SR 520 bridge

maintenance, and vehicles owned by foreign governments and international organizations (as required by federal law). The Commission plans to review all toll exemptions when the new bridge opens.

The SR 520 finance plan assumes toll rates will be increased 2.5% annually. This adjustment began July 1, 2012, subject to review and potential adjustment by the Commission. After completion of the bridge, the finance plan assumes a 15% increase in FY 2017 with no further toll rate increases thereafter planned to meet the financing obligations.



WSDOT works to expand I-405.

In the spring of 2014, the Commission reviewed traffic and revenue data and for a third year elected to allow the anticipated 2.5% rate increase to take effect as planned.

The current toll rates are:

- Peak period weekday rates: \$3.80 each way (7 a.m. - 9 a.m.; 3 p.m. - 6 p.m.).
- Off-peak rates (including weekends and specified holidays) range from \$0 - \$3.00.
- No toll charged between 11 p.m. and 5 a.m.

The Commission will review traffic and revenue data in the spring of 2015 and decide whether to allow the projected 2.5% increase to take effect or whether additional adjustments to the toll rate schedule are necessary to satisfy the financial plan and maintain traffic flow.

SR 167 High Occupancy/Toll Lanes

A pilot project begun in 2008 allows drivers of single occupant vehicles equipped with a transponder to “buy into” the High Occupancy Vehicle (HOV) lanes on a nine mile stretch of SR 167 between Auburn and Renton. The toll rate is posted on electronic signs and varies based on the traffic flow. During 2014, the Commission did not alter the toll rate currently set at a minimum of 50 cents and a maximum of \$9.00.



The price for a single-occupant vehicle to buy into the HOV lane on SR 167 can change every five minutes.

Use of the High Occupancy Toll (HOT) Lanes continues to increase and the Legislature has extended the pilot project through the 2013-2015 biennium.

The Commission supports the continuation of operating the HOT lanes as a way to reduce congestion and maintain free-flow traffic conditions in the SR 167 corridor.

I-405 Express Toll Lanes

The Commission made significant progress toward identifying key policies and the possible toll schedule for the I-405 Express Toll Lanes (ETL), scheduled to open in fall 2015 between Lynnwood and Bellevue. The Commission will release its official I-405 ETL toll rate proposal in early 2015 at which time a full public review and input process will commence before any final decisions are made on policies or rates.

The I-405 ETL will allow drivers who do not qualify for HOV status to “buy into” the express lanes at rates that vary depending on traffic flow. In addition to working extensively with WSDOT on toll rates, exemptions, and carpool policy, the Commission consulted with the Federal Highway Administration on carpool and motorcycle exemptions. The Commission also learned from the Bay Area Transportation Authority (BATA) that they charge carpools half the regular toll rate on toll bridges. BATA generally defines carpools as three persons but also has a separate policy allowing vehicles that only accommodate two people to qualify for carpool status.

Ferry Fares

Ferry fares increased 2% on passenger fares and 2.5% on vehicle fares in May of 2014 in the general fares. Additionally, fares on the Anacortes-Sidney, BC route increased 2.5% for both vehicles and passengers as of May 1, 2014. These fare increases were the second part of a two-step fare increase plan enacted by the Commission in July 2013. Monitoring ridership and costs through the year indicated no need for further fare increases in FY 2015.



Collecting ferry fares.

Surveys on Public Preferences and Opinions

Voice of Washington State (VOWS) Survey

The Commission conducts surveys each year using an ongoing panel of state residents to provide the Commission, the Governor, and the Legislature with clear and accurate data on voters' general attitudes about the transportation system, including priorities, needs, spending, and funding approaches.

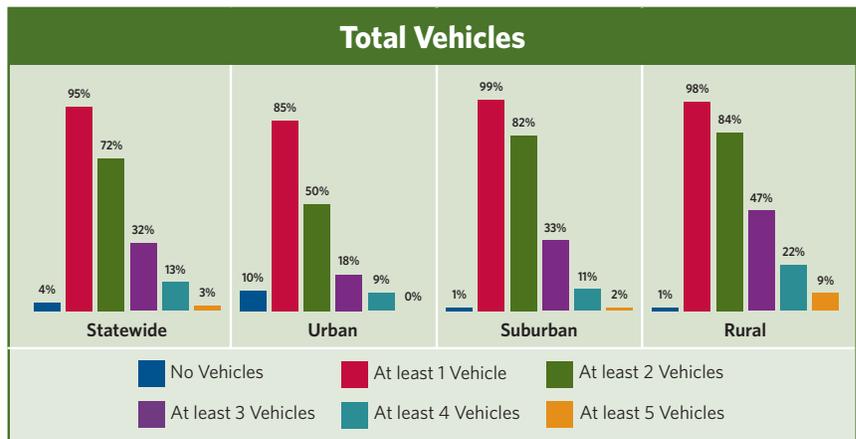
In 2014, the Commission conducted statewide surveys using the VOWS survey panel in June and October to inform the Commission's road usage charge urban/rural impact analysis and to better understand voter's opinions and perceptions of the fuel tax and a possible road usage charge. The surveys provide a better understanding of the makeup of our state's residential vehicle fleet, and residents' perceptions of their use of our transportation system and how it should be funded.

A total of 5,637 online panel members statewide responded in June, providing data on each household's total number of vehicles, total miles driven per year, and the proportion of in-state, out-of-state, and off-public road driving. The survey also asked specific questions about each household vehicle (up to 6 vehicles) including: make/model, year, engine type, transmission, miles per gallon, and miles driven.

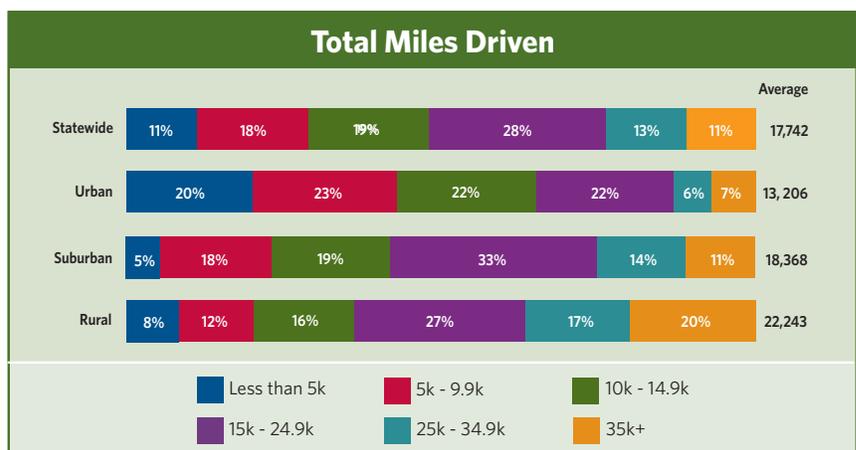
Key Findings

- The average number of vehicles per household statewide is 2.2 with rural households having more vehicles on average (2.7) than urban households (1.7). Ten percent of urban households have no vehicles and 39% have only one.
- Statewide, the reported combined average miles per gallon (mpg) for all household vehicles is 24.8 mpg. There is little difference in the combined average mpg by geographic area.
- In the October statewide survey, without background information on the fuel tax, by a 50% to 45% margin, respondents said the fuel tax is a good way to fund transportation. After hearing additional information the percentage saying the fuel tax is a good way to fund transportation dropped by 10 points based on the description provided.

- Told that a road usage charge could "replace the gas tax and charge drivers by the mile instead of by the gallon," 36% of respondents initially say a road usage charge is a good way to fund transportation. After hearing additional information about a road usage charge, support for a road usage charge increased, although a majority remain opposed.
- The June VOWS panel also evaluated use of and attitudes toward Washington State Ferries (WSF). The survey revealed that approximately 90% of state residents in 2014 have used WSF at some point in their lives. People who live on the west side of Puget Sound use ferries the most for commuting; people who live on the east side of the Puget Sound basin and elsewhere in the state, use the ferries mostly for tourism and recreation.



- Most Suburban (82%) and Rural (84%) households have two or more vehicles, but only half (50%) of Urban households have two or more vehicles.
- Half (47%) of Rural households have three or more vehicles, and a quarter (22%) have 4+ vehicles.



- The average household drives 17,742 miles per year.
- Residents in Rural areas drive the most: 22,243 miles per year for the average household, followed by residents in Suburban areas (18,368 miles).
- Residents in Urban areas drive the least: 13,206 miles for the average household.

Ferry Riders' Opinion Group (FROG)

Several surveys of the FROG panel were conducted during 2014: a general public study, a winter customer service study, a policy study, a freight users study, and a summer recreational study. Key findings of the policy study, in which 3,912 FROG members participated, include:

- Most (75%) ferry riders anticipate riding the same amount over the next two years. 15% say they will ride the ferry more and only 10% say they will ride less. The top reason given for riding less is a move or job change to a location that does not require ferry travel.
- Over a quarter (26%) of ferry riders say they have taken the ferry going eastbound in conjunction with going westbound on the Tacoma Narrows Bridge, avoiding a ferry fare and bridge toll. Of those who have done this, almost two thirds (61%) say they make the trip less than once a month.
- Half (49%) of ferry riders who have boarded the ferry as a vehicle driver or passenger say they would definitely (29%) or probably (20%) walk on the ferry more if transit service was reliable, coordinated, and easy to use on both sides of the ferry trip.



The FROG Survey asks ferry riders their opinions of ferry performance.

Over 70% of FROG respondents say funding for WSF capital needs is a major problem and 38% say immediate action is needed.

Road Usage Charge Assessment

For the last three years, the Legislature has directed the Commission to work with WSDOT and a diverse stakeholder Steering Committee to examine a potential transition from the fuel tax to a road usage charge. Legislative direction first asked whether a road usage charge is feasible and desirable, followed by an exploration of policy issues and an evaluation of the business case. A road usage charge, the subject of two pilot studies in Oregon, would charge drivers by the mile rather than by the gallon as currently done. Paying by the mile ensures every car on the road pays its fair share for supporting our road system.

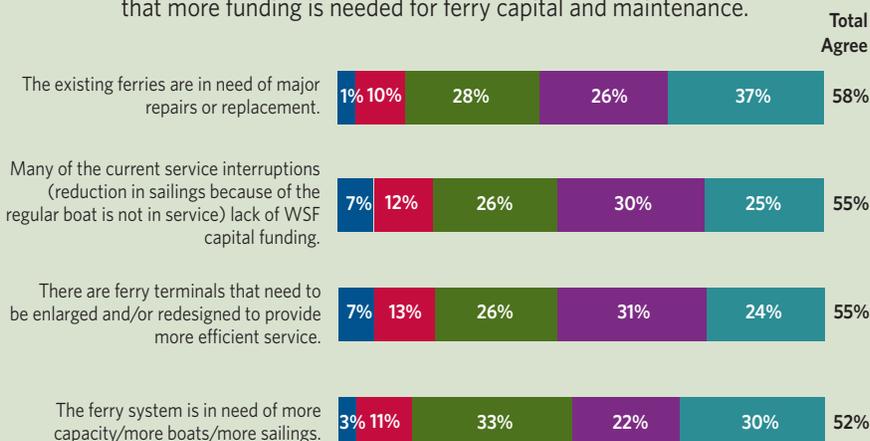
In the course of its work, the Commission has adopted principles to guide development of a road usage charge system, including privacy, equity and choice. The Commission recommends that the Legislature authorize a 12-month demonstration project that

would include up to 2000 Washington State residents from up to five regional areas across the state to ensure urban, rural, and border areas are included in the test. A 12-month period of time ensures that all seasons and travel patterns are included.

Further information on the recommendation is found on page 6 and at <http://waroadusagecharge.wordpress.com/>

Agreement Statements

The majority of Ferry Riders' Opinion Group respondents agreed that more funding is needed for ferry capital and maintenance.



Naming Transportation Facilities

On September 23, 2014, the Commission adopted a resolution that was initiated by former WSDOT Secretary Paula Hammond and retired WSDOT Assistant Secretary John Conrad to name the US 2 and US 97 Interchange the "Don Senn Memorial Interchange" in honor of the former Regional Administrator of the WSDOT North Central Region.

On November 19, 2014, the Commission adopted a resolution naming the new 144-car ferry "Chimacum" in recognition of the Jefferson County community and the former tribe with that name.

Joint Work with California, Idaho, and Oregon

California. The California Transportation Commission (CTC) and Washington State Transportation Commission (WSTC) met jointly in San Jose, California on August 19.

The meeting focused on Oregon and Washington's road usage charge work and early legislative efforts in California considering a road usage charge. Senate Bill 1077, which had passed the California Senate at the time of the joint meeting, and was subsequently enacted into law directs Caltrans to explore the feasibility of a road usage charge, and a potential pilot program.

Other topics included tolling, long-range planning and innovations in transportation.

The two states approach tolling and pricing very differently. While the WSTC is the sole tolling authority in Washington, California has no statewide approach. Instead, five different regional agencies exercise tolling with different approaches and priorities. In Southern California, the LA County Metropolitan Transportation Authority, the Orange County Transportation Authority, and the Transportation Corridor Agencies each toll for different reasons: congestion management, corridor management, and construction bond payback. In Northern California, the Bay Area Tolling Authority sets tolls for all facilities except the Golden Gate Bridge, which is managed by a separate authority, along with its associated transit and ferry systems.



The confluence of the Snake and Clearwater Rivers at Clarkston, Washington and Lewiston, Idaho is a hub for agriculture, energy and natural resources transportation.

Idaho. The Washington State Transportation Commission (WSTC) met jointly with Idaho Transportation Board (ITB) on April 16 in Pullman. The discussion focused on Pullman Moscow Regional Airport operations and the need for runway realignment at the bi-state facility. The ITB and WSTC both wrote to Congress supporting the local effort to obtain a lower local match for federal funding.

The two states also discussed Columbia-Snake River System operations. Lewiston, Idaho and Clarkston, Washington are the last two upriver ports. Idaho members also indicated that Idaho has authorized higher truck weight loads and asked that Washington increase the weight loads on SR 128. So far, WSDOT has granted load

variances to SR 128, which connects the Port of Wilma to US 12 and US 95 across the Idaho border.

Oregon. The Commission continues to monitor the work of the Oregon Department of Transportation (ODOT) to implement a road usage charge. Under Senate Bill 810, the first legislation in the United States to establish a road usage charge for transportation funding, ODOT is offering a mileage collection system for 5,000 cars and light commercial vehicles beginning July 1, 2015. For those drivers who volunteer to participate, the road usage charge will be

assessed at 1.5 cents per mile and a fuel tax credit will be issued as warranted.



These bridges, built in 1917 and 1958, connect Vancouver, Washington and Portland, Oregon.

Appendix:

A Snapshot of Regional Priorities

The state's 14 Regional Transportation Planning Organizations (RTPOs) and Metropolitan Planning Organizations (MPOs) collaborated with Commission staff in developing this snapshot of regional priorities.

Benton-Franklin Council of Governments provides transportation planning for the jurisdictions within Benton and Franklin counties, an area with major urban and rural investments. A recently completed extension of Steptoe Street, which follows the Kennewick-Richland city limits, includes a new BNSF railway bridge. The Port of Pasco has renovated existing rail and built new track at a multi-modal rail/barge facility.



A depiction of Richland's proposed Duportail Bridge over the Yakima River.

Major urban projects include replacing a deteriorating railroad underpass in the City of Pasco, constructing a new four lane bridge over the Yakima River in the City of Richland, and improvements in the Southridge area of Kennewick. The proposed Red Mountain Interchange on I-82 near Benton City will provide access to West Richland and the Red Mountain wine areas. The emphasis in the rural area is to upgrade freight routes to all-weather road standards.

Chelan-Douglas Transportation Council is the RTPO for Chelan and Douglas Counties. This geographically large region, with the Wenatchee area at its center, is not connected to the interstate highway system and therefore depends heavily on State Routes 97, 2 and 28 for passenger and freight access to I-90, seaports and Canada. The top regional priority is adequate state funding for basic maintenance and preservation streets, roads, bridges, and highways.



Artist's conception of Wenatchee's proposed Confluence Parkway, integrated with the Cascade & Columbia River Shortline Railroad.

Wenatchee area businesses and the tree fruit industry remain focused on completing improvements to the SR 28, SR 285 and US 2 "urban loop," which provide the only connections within the urban area across the Columbia and Wenatchee rivers. Key rural and small city priorities include all-weather county roads to

reliably move agricultural commodities and other freight, enhancing 2-lane highways with passing lanes and real-time traveler information technology, continued high-quality winter maintenance on mountain passes, and improving "main-street highways" in small cities traversed by state highways.

Northeast Washington Regional Transportation Planning Organization (NEW

RTPO) serves Ferry, Pend Oreille and Stevens Counties. Many roadways and bridges throughout the region need repair and/or replacement due to age and damage from inclement weather, or to accommodate increased traffic. For example, the Usk Bridge, which carries commercial truck traffic, needs structural reinforcement. WSDOT has upgraded State Routes



Ribbon cutting for the Ferry County trail.

20, 21 and 31 to all-weather status to carry truck traffic during all seasons of the year. The region's Tribes have all expressed concerns about their poor road conditions. Their primary roadways are often extensions of state highways and carry commuter, commercial, and recreational traffic.

Although Ferry County and the cities of Chewelah and Newport have added sidewalks and trails recently, more bicycle and pedestrian facilities along local roadways are needed for improved safety due to increased non-motorized usage. The Kalispel Tribe, the Spokane Tribe, and the Gold Line Intercity Bus provide public transportation, but additional transit is needed to improve overall connectivity.

Palouse Regional Transportation Planning Organization (PRTPO)

provides transportation planning activities for Asotin, Columbia, Garfield and Whitman Counties. Furthering the Safe Routes to Schools Program, PRTPO has collectively assessed and planned needed infrastructure improvements to support safe travel for school-age children throughout the region.

There is a pressing need for maintenance and improvement of paved surfaces, the region's rail capabilities, and preserving the inland waterways as a viable transportation conduit to keep the commodities produced within the region flowing. The environmental review has been completed for the upgrades to the Pullman-Moscow Regional Airport, which is the Federal Aviation Administration (FAA)'s number one priority of the Northwest Mountain Region.

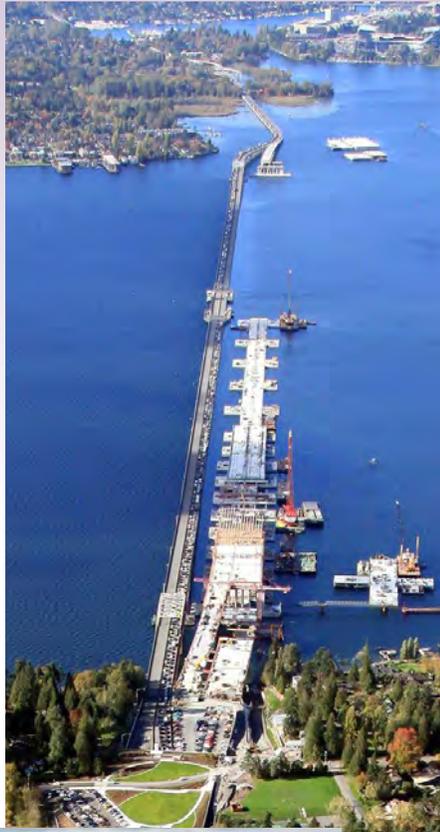
A megaload heading east by truck after barging up the Columbia-Snake River System.



Peninsula Regional Transportation Planning Organization

provides regional transportation planning for the jurisdictions within Clallam, Jefferson, Kitsap and Mason Counties. Its priority list includes projects to alleviate traffic congestion and promote safety and mobility. Unfunded projects include Gorst area highway improvements, SR 20 safety and mobility improvements, SR 3 improvements, including the Belfair Bypass, and intersections of state routes and county roads.

The Peninsula RTPO region's economy and social environment is inextricably tied to Washington State Ferries (WSF), which links the area with the Central Puget Sound and the rest of the state. WSF is the east/west highway system over the waters of the Puget Sound, just as highways through the mountains link eastern and western Washington. The aging fleet and terminal infrastructure lacks a reliable funding source and likely faces cuts in service and the inability to meet long-term capital needs. Rural transit service also is critical to connect people to jobs and vital community services. Over the past five years, transit ridership has steadily increased and state funding has declined.



Assembling pontoons for the new SR520 floating bridge.

Puget Sound Regional Council

coordinates plans and policies for transportation, economic development and growth management for the region embracing King, Kitsap, Pierce and Snohomish Counties. This region is successfully advancing major transportation projects needed to meet growing travel demand and support the regional and state economy.

WSDOT has made major progress on the Highway 520 floating bridge and Eastside Corridor. On the eastside of Lake Washington, the lids are in place and final finishing work is proceeding on the roadway. Floating sections of the new bridge now extend mid-way across the lake. Sound Transit is almost done with the light rail extension between downtown Seattle and the UW Stadium, which is scheduled to open in early 2016, and has begun work on the tunnel connecting the University District to Northgate. Design work is well underway for light rail to Overlake in Redmond,

to Lynnwood in the north, and to Federal Way in the south. Major work is wrapping up on I-5 in the Nalley Valley area of Tacoma, improving traffic flow through that critical statewide trade link. Even in smaller communities in the region, cities like Darrington have improved safety by rebuilding Fir Street in its downtown.

2014 also saw steps toward improved regional collaboration. The Ports of Seattle and Tacoma have reached an historic agreement to co-manage the region's major seaports,



Water transportation is a long tradition.

improving efficiency and helping the ports thrive in an increasingly competitive shipping world. Sound Transit and King County Metro also have reached an agreement to work together to better integrate transit services. The region's other transit agencies are joining the integration of planning discussion. Working collaboratively, regional leaders successfully advanced \$700 million

of transit and highway projects with regional PSRC funding. These projects help implement the region's growth strategy and improve the quality of life within the region.

The challenge continues to be inadequate resources to make the transportation investments needed to support the region's (and the state's) economy. PSRC is advocating for a comprehensive and balanced statewide transportation package to enhance the ways transportation supports the jobs and the economy of the next decade. That means completing major highway projects; providing resources to make local arterial investments; sustaining the operations of the Washington State Ferries; making progress on storm water management; allowing transit services to grow with escalating demand; and allowing Sound Transit to keep momentum by asking the voters for the next stage of regional rail and bus service. With the regional economy and quality of life at stake and a track record of failure in the State Legislature, there is a sense of urgency to make these needed investments.

Quad-County Regional Planning Organization (QUADCO) is a four-county region made up of the counties, cities and towns within Adams, Grant, Kittitas and Lincoln Counties, and covers an area of 9,214 square miles. Preserving local streets, roads, and bridges is the top priority for QUADCO's transportation system. Safety improvements on two-lane county roads are also of high importance. QUADCO is currently updating its Regional Transportation Plan, which will emphasize transportation improvements needed to sustain QUADCO's economic vitality. Other important elements include accessibility, mobility, safety, and preservation.

New solar-powered LED lane markings at Snoqualmie Pass are brightening I-90, the unifying backbone of QUADCO. The first three miles of the I-90 Snoqualmie Pass East project, from Hyak to the snowshed avalanche zone, are complete and construction is now underway from the snowshed avalanche zone east. In addition to I-90 improvements, WSDOT has completed a single lane roundabout where SR 243 and Road 24 SW intersect in Mattawa, the site of 2 fatalities and 22 serious injuries between 2007 and 2011.

Skagit / Island RTPO

Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization (MPO) in Skagit County and the lead planning agency for the Skagit-Island Regional Transportation Planning Organization (SIRTPO). The biggest challenge facing the region is identifying funding for the maintenance and preservation of the existing transportation network. The popular regional transit service connecting Island, Skagit and Whatcom Counties lacks a dependable funding source and may be cut.



The Anderson Laventure Road connects parts of Mt. Vernon and eases pressure on I-5.



New roadway and wildlife undercrossing improves safety and mobility as part of the I-90 Snoqualmie Pass project.

Recent successes include completion of Anderson Laventure Road, a major regional priority designed to alleviate congestion on I-5 and SR 538 (College Way). The project was completed in May 2013, less than a week prior to the collapse of the I-5 Skagit River Bridge, and has been an effective alternative route to I-5. The City of Sedro-Woolley recently completed its SR 20 Revitalization project, which includes two roundabouts and realigns Cook Road to direct traffic away from the City's busiest intersections.

Southwest Washington Regional Transportation Council

(RTC) is the MPO for Clark County and the RTP for Clark, Klickitat and Skamania Counties. During 2014, RTC worked across the 3-county region to develop Regional Transportation Plans for each of the three counties.

Major construction projects were both started and wrapped up during 2014. The multi-agency Salmon Creek Interchange Project opened for traffic in August and major construction was underway on SR 502 providing significant access and safety improvements into the growing community of Battle Ground. The last project in the RTC region funded by the 2003 and 2005 revenue packages also began construction (18th Street / I-205 Interchange), bringing a near-term closure to over \$500 million in regional system investments.

In partnership with WSDOT, the RTC Board adopted a regional operations strategy for the I-205 corridor in Vancouver based on a review that prioritized pending capital improvement projects on I-205 and assessed the viability of lower-cost operations improvements. The results and adopted outcomes of the study were three pronged: invest in several strategic low cost strategies including ramp meters at select locations; advance further study of bus operations and the potential for shoulder running bus during peak-periods; and, adopt a regional policy to implement ramp meters and other system management devices.



Plowing snow on SR 14.

Lastly, the RTC Board took another step forward in advancing the region's first high-capacity-transit line by programming construction funds for C-TRAN's bus rapid transit line on Fourth Plain Blvd. This rapid transit line implements the first leg of the RTC's adopted High Capacity Transit System plan and provides increased transit services to a major redevelopment corridor within the City of Vancouver.

Southwest Washington RTPO serves Cowlitz, Grays Harbor, Lewis, Pacific and Wahkiakum Counties. Passenger and freight rail, and related connectivity challenges, are a major interest as demonstrated by the SR 432 Highway Improvements and Rail Realignment Study in Cowlitz County and mobility issues in Aberdeen where rail traffic has limited



Trucks exiting to the Port of Longview backed up onto I-5.

access to local businesses in and around Olympic Gateway Plaza and generated traffic backups on US 12.

- State of Bridges. Many bridges are approaching or have exceeded their design life, several of which are located on vital freight routes.
- Increase in Elderly Population. The increase in the elderly population will impact the future of transportation as a growing number of seniors will likely drive less, yet still need transportation to access vital services.
- Changes in Household Makeup. Single person households (who are more likely to use alternate forms of transportation) are increasing. These demographic changes will impact land use and infrastructure needs in the region.
- Decrease in Household and Per Capita Vehicle Miles Traveled (VMT). Daily and peak hour VMT by household and per person is forecasted to decrease in Spokane County by 2040.

In Lewis County, the White Pass Scenic Byway has opened a new Information Center in Morton and plans additional improvements and signage. Pacific County continues work on a countywide Trails/Bicycling/Pedestrian Plan and wants to secure funding for electric vehicle charging infrastructure.

Wahkiakum County has a new ferry vessel scheduled to debut in February 2015, nearly doubling capacity from 12 passenger cars today to 23. The ferry runs at least 18 times a day, 365 days a year, between Westport, Oregon and Puget Island in Wahkiakum County. It provides critical access, especially during road closures or traffic blockages on Oregon's U.S. 30 or the bridges spanning the Columbia River at Astoria, Oregon, and Longview, Washington.

Spokane Regional Transportation Council (SRTC) is the RTPO for Spokane County. In December 2013, the SRTC Board approved a new long-range transportation plan, called Horizon 2040. The plan identifies a list of transportation projects and programs that will be needed to accommodate another 165,000 people living in Spokane County by 2040. Key issues identified in Horizon 2040 include:

- Lack of Adequate Funding for Operations, Maintenance, and preservation. Current funding levels are inadequate for the operation, maintenance, and preservation needs of the existing transportation system. Additional revenue is needed to avoid future deferred maintenance and to meet increasing service levels for public transportation.



Spokane Transit is focused on efficient customer service.

Thurston Regional Planning Council (TRPC) is the RTPO for Thurston County, a region influenced by both the economy and lifestyles of central Puget Sound and the transitioning rural economies and lifestyles of southwest Washington.



Martin Way is a busy east-west corridor in Thurston County.

Efforts to strengthen the fragile economies in rural parts of the region include the South Thurston Economic Development Initiative and Bountiful Byways, partnering private investments from rural communities, economic development agencies, and new agricultural and food production businesses taking root in the region. The region's partners also work to ensure that important state routes both move traffic through the small communities and support the local economies.

In the urban area, the Smart Corridors initiative between Lacey, Olympia, Tumwater, Thurston County, WSDOT, and Intercity Transit coordinated and prioritized

transit signals on 11 miles of urban arterial. Completion of the third and final urban bridge on the Chehalis-Western Trail improves system efficiency, aids in active travel, and enhances safe mobility for all system users.

The three biggest regional challenges are:

- Insufficient funding for preventive pavement maintenance.
- The full cost of inter-regional express transit service that reduces the number of cars on I-5 during peak periods is borne by local taxpayers.
- Lack of any long-term strategy for I-5 to the State Capitol.

Walla Walla MPO

The Walla Walla Valley Metropolitan Planning Organization (WWVMPO) is a new, bi-state MPO, formed as a result of the 2010 federal census. It serves Walla Walla, Washington and Umatilla County, Oregon, including the cities of Walla Walla, and College Place, Washington and Milton-Freewater, Oregon. Other members include Valley Transit, and the Port of Walla Walla. Coordinating transportation projects in two states is a continuous challenge.

Current priorities include maintaining existing roads, improving connectivity between communities and improving non-motorized access. WWVMPO remains connected to the Benton-Franklin RTPO and is working to complete a regional transportation model for a Regional Transportation Plan expected to be completed by December 2016.



Cross-border traffic is increasing.

Whatcom Council of Governments (WCOG) is the MPO for the Bellingham Urbanized Area and the RTPO for Whatcom County. Despite its designation as a “rural” county, Whatcom experiences suburban levels of travel demand due to its connection to the Vancouver, British Columbia, metropolitan area, which has a population of more than 2.4 million. Canadian shoppers are a fixture in Whatcom County, and especially in Bellingham. In 2013 about 5.6 million Canadians crossed the border at Whatcom’s five ports-of-entry, constituting 83 percent of all cross-border traffic in the region. Interestingly, despite the weakening of the Canadian dollar in 2013 and 2014, the volume of British Columbians shopping in Whatcom County has remained largely unchanged.

Key regional projects include a multi-jurisdictional analysis of the fast-growing I-5 corridor from Bellingham to Ferndale and a cross-border freight study funded by Federal Highways Administration (FHWA) and the

B.C. Ministry of Transportation. Unfunded transportation needs in Whatcom County total more than \$120 million, including improvements to critical east-west corridors; a new northbound on-ramp on I-5 at West Bakerview Road in heavily-commercialized north Bellingham; reconstruction of the I-5 Exit 274 interchange in Blaine; and completion of the widening of SR 539 in Lynden. Ongoing state support is needed for the highly-successful “County Connector” bus service, which provides reliable, affordable transportation to employment, medical facilities and other destinations from Bellingham to Everett for more than 350,000 passengers a year.

Yakima Valley Conference of Governments (YVCOG) is the MPO for the Greater Yakima Metropolitan Area and the RTPO for Yakima County. YVCOG takes pride in its member agencies’ successes at identifying regionally supported projects, optimizing funding opportunities, and delivering regionally significant projects. The bus service linking Yakima and Ellensburg has continuing support and provides vital connections for school, medical, shopping, and employment trips. Recent regional successes include completion of a grade separated couplet in downtown Yakima and assisting three communities to successfully rank four projects in the statewide prioritized Safe Routes to School list.

Future challenges include the next phase of planning and securing funding for the new east-west corridor that will connect the Terrace Heights community on the east across the Yakima River with the Yakima urban area to the west. This project in the early planning phase is shadowed by a plethora of regionally prioritized projects that have not secured much needed but shrinking state and federal funding.



Hay heads west on I-82 from the Lower Yakima Valley.



Downtown Walla Walla exemplifies a thriving Main Street Community.

Okanogan County and San Juan County and their cities do not belong to an RTPO. In Okanogan, the transit agency, the Confederated Tribes of the Colville Reservation, the county and all of the cities are working to form a council of governments. San Juan County works on transportation with the City of Friday Harbor, the three ports in the county, and engages with the North Sound Connecting Communities project.

Commission Facts

Roles and Responsibilities

Key Facts

The Washington State Transportation Commission is a seven member body of citizens appointed by the Governor for six-year terms. The Secretary of the Washington State Department of Transportation and a representative from the Governor's Office are ex officio members of the Commission.



The Washington State Transportation Commission provides a public forum for transportation policy development. It reviews and assesses how the transportation system works across the state and develops and issues a comprehensive and balanced 20-year statewide transportation plan. As the State Tolling Authority, it adopts all state highway and bridge tolls and sets fares for Washington State Ferries (WSF).

Current Responsibilities in Detail

Washington Transportation Plan

Every four years, the Commission recommends to the Legislature a comprehensive and balanced statewide transportation plan. The plan must be consistent with the state's growth management goals and be based upon transportation policy goals adopted by the Legislature. It is required to reflect the priorities of government and address local, regional and statewide needs, including multimodal transportation planning. The next plan is due December 2014.

State Ferry Fare and State Highway Toll Responsibilities

The Commission is the state's tolling authority, adopting tolls for the SR 520 Bridge, the Tacoma Narrows Bridge, the SR 167 HOT Lanes, and any future authorized toll facilities.

The Commission reviews and adjusts the WSF fare schedule and adopts fare and pricing policies. The Commission also reviews the WSF long-range capital plan and operational strategies.

Ferry Customer Survey

The Commission is required to conduct a ferry customer survey every two years. Data gathered is used to help inform the level of service, operational, pricing, planning, and investment decisions for the state ferry system.

Policy Guidance

The Commission offers policy guidance and recommendations to the Governor and the Legislature in key issue areas including but not limited to:

- Transportation finance and funding.
- Preserving, maintaining and operating the statewide transportation system.
- Transportation infrastructure needs.
- Transportation efficiencies that will improve service delivery and intermodal coordination and connectivity.
- Improved planning and coordination among transportation agencies and providers.
- Use of intelligent transportation systems and other technology based solutions.

Public Involvement and Outreach

The Commission conducts its public outreach program through meetings held in Olympia and localities throughout the state each year and through its statewide survey panel, the Voice of Washington State (VOWS). Meetings held outside of Olympia focus on local and regional transportation issues and challenges. The Commission also convenes periodic regional forums to gather citizen input on various transportation issues.

Transportation Innovative Partnerships Program

The Commission may solicit concepts or proposals for eligible public private partnership (PPP) projects. In consultation with the Governor, the Commission may execute, reject or continue negotiations on proposed PPP.

Route Jurisdiction Transfer Program

The Commission is required to consider and act upon possible additions, deletions, or other changes to the state highway system. The Commission receives, reviews, and evaluates petitions from cities, counties, or WSDOT requesting changes to the state highway system. Once the review is done, the Commission makes a final finding and forwards its recommendation to the Legislature for final action in law.

Studies and Projects Completed Recently

- Completed feasibility assessment and business case analysis of road usage charging.
- Completed the Eastside Corridor Independent Traffic and Revenue study.
- Completed three Statewide Transportation Surveys to assess residents' attitudes, perceptions and priorities.
- Conducted comprehensive system-wide ferry customer surveys.

Commissioners



Anne Haley, Chairman, Walla Walla County

Anne comes to the Transportation Commission with a breadth of experience serving on private, public, and nonprofit boards and commissions, and thirty years of experience managing public libraries in Washington. She is currently Chairman of the Board of Directors of Brown & Haley, Tacoma. As Chairman of the Washington

State Library Commission, she guided the Washington State Library's merger into the Office of Secretary of State in 2002. She was President of the Washington Library Association and Pacific Northwest Library Association, and Counselor-at-Large of the American Library Association. In Walla Walla, she founded Project Read, sat on the Sherwood Trust Advisory Committee, served as Chairman of the Budget & Allocation Committee of United Way, and has served on the boards of various community organizations. After retiring from the Yakima Valley Library in 2002, she returned to school and earned a BFA degree. Anne was appointed by Governor Gregoire in 2011 for a partial term and reappointed in 2012. Term expires June 30, 2018.



Joe Tortorelli, Vice Chair, Spokane County

Joe is an economic development consultant with over 30 years of experience working with cities, counties and ports interested in growing their local economy by creating jobs and private sector capital investment. He began his career with Washington Water Power Co., now Avista Corp., after attending Eastern Washington University.

He has led numerous boards on economic development over the years, and currently serves on a variety of local boards such as the Spokane Area Workforce Development Council, the Inland Pacific HUB Executive Committee, the SRTC and the Spokane Area Good Roads Association. Joe has lived in Spokane all of his life and is an avid cyclist and snow skier. He was appointed to the Commission by Governor Gregoire in 2011 and reappointed by Governor Inslee in 2014. His term expires June 30, 2020.



Dan O'Neal, Mason County

Dan is on the Board of Directors of Greenbrier Companies (GBX), a publicly traded railroad car leasing and manufacturing company. He has owned and operated transportation and software businesses. Dan has actively participated in efforts to gain private and public sector support for improved freight transportation infrastructure. He is a member of the Puget Sound Partnership

Leadership Council. Prior to joining a law firm in 1980 he was Chairman of the Interstate Commerce Commission. He also served as Transportation Counsel to the Senate Commerce Committee chaired by Senator Warren Magnuson. Dan was appointed by Governor Locke in 2003 and reappointed by Governor Gregoire in 2009. Term expires June 30, 2015.



Jerry Litt, Douglas County

Jerry brings the Commission 40 years' experience in planning and community development. He served as the Director of Planning and Community Development for the City of Lacey for 13 years and 10 years with Douglas County. He has mid-management experience in Spokane and Chelan Counties and has done private sector consulting throughout Eastern Washington. His experience

includes responsibility for a full-range of Planning and Community Development services, including public participation in Douglas County's award winning GMA public involvement program and the City

of Lacey's "Designing Downtown 2000" program. He has also been involved with state-wide issues through the Washington City Planning Director's Association as an executive board member and Transportation Improvement Board member. As past president of the Washington County and Regional Planning Director's Association he has built a long history and awareness of community infrastructure needs and economic development at the forefront. Jerry is currently the office principal of a consulting firm in Wenatchee. Jerry was appointed by Governor Gregoire in 2011. Term expires June 30, 2017.



Charles Royer, King County

Charles served three terms as Mayor of Seattle from 1978 to 1989, during which time he also served as President of the National League of Cities. Charles served for five years as Director of the Institute of Politics at Harvard University and Lecturer at the John F. Kennedy School of Government, and later directed the University of Washington's Urban Health Initiative. Charles

serves as co-chairman of the Seattle Central Waterfront Committee also served as co-chairman of the Advisory Committee on Tolling and Traffic Management that is recommending strategies and policies to minimize downtown traffic impacts from the tunnel replacing the Alaskan Way Viaduct. Charles also serves as Chairman of the Major League Baseball Stadium Public Facilities District. Charles was appointed to the Commission by Governor Gregoire in 2012 and reappointed by Governor Inslee in 2013. Term expires June 30, 2019.



Mary Riveland, San Juan County

Mary and her husband, Chase, have operated a management consulting firm on Orcas Island for seventeen years. Since all of their clients have been on the mainland, she is a frequent user of the Washington State Ferry System. She has lived both in Eastern and Western Washington and appreciates the diversity of values and interests in this state. She served two different governors as Director of the State Lottery, Department of General Administration, Department of Licensing, and Department of Ecology. In those roles she served on national and statewide boards and commissions. Additionally she was adjunct faculty at the University of Washington in the Environmental Certification program. She received her BA in Political Science at the University of Washington and completed the State and Local Executive Program at Harvard's Kennedy School of Government. She has served as a board member and chair of The Orcas Center, The San Juan Preservation Trust, and Orcas Medical Foundation. Mary was appointed by Governor Inslee in 2014. Term expires June 30, 2016.



Roy Jennings, Clark County

Roy brings to the Commission over 30 years of hands on experience in the field of transportation. He currently serves on the Board of Directors for Clark County Public Transportation Benefit Area (C-TRAN) the local transit agency in Clark County. He also currently serves as President of the Amalgamated Transit Union Legislative Council of Washington State, Secretary-Treasurer

of the Southwest Washington Central Labor Council, and Treasurer of the Southwest Washington Roundtable. He is a member of Amalgamated Transit Union Local 757. In 1976 Roy enlisted into the United States Marine Corps, and after twenty years of honorable service to this great nation, Roy retired as a Staff Non-Commission Officer (SNCO). He is a graduate of the Labor Education and Research Center at the University of Oregon. He is currently a full time coach Operator with C-TRAN in Vancouver where he has lived for the last 17 years. Roy was appointed by Governor Inslee in 2014. Term expires June 30, 2019.



The Commission wishes to thank Philip Parker for his 7 years of service as a Member of the Commission, which included 1 year as Chairman and 1 year as Vice-Chairman. Commissioner Parker took great pride in his community and as a member of the Commission. His leadership and insight helped the Commission become a truly independent forum for statewide transportation policy development, always bringing an objective view and honest assessment of issues and challenges. During his career he served on numerous professional boards and committees that included Chairing the Labor Roundtable of Southwest Washington, member on the IBEW Local #48 Executive Board, member of the Washington State Electrical Board, member of the Southwest Washington Workforce Development Council and Executive Board, member of the Greater Vancouver Chamber of Commerce, and member of the Columbia River Economic Development Council.

The Commission recognized Commissioner Parker's tireless commitment to public service with Resolution No. 718, on April 16, 2014.

Commissioner Parker left this the earth April 2, 2014 and is sorely missed by his colleagues.

Washington State's Transportation System

- 18,046 miles of city streets.**
- 39,748 miles of county roads and four county ferries.**
- Over 7,000 miles of state highways and 22 state ferries.**
- 465 miles of Columbia-Snake River barge transport.**
- 31 transit agencies.**
- 75 port districts in 33 of 39 counties.**
- Over 5.5 million licensed passenger vehicles, trucks and motorcycles.**
- Reservation roads and Forest Service roads.**
- Sidewalks and bike paths.**
- Amtrak, Sounder, Link light rail, streetcars.**
- Freight trains and trucking companies.**
- Airlines, maritime shipping lines, and river barge lines.**
- One of the most bicycle-friendly states in the nation.**

Photo Credits

Paul Parker; Bruce Ikenberry Photography; WSDOT Photo Library; WSDOT; Washington State Patrol; King County DOT

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