

TRANSPORTATION FUTURES

Task Force Summary Notes

Meeting #8: Wednesday October 28, 2015, 4:00 – 6:00 p.m.

King Street Center: 201 South Jackson Street, 8th Floor Conference Room, Seattle, WA

Members Present:

Dow Constantine, King County
Norm Dicks, Former U.S. Congressman
Leonard Forsman, The Suquamish Tribe
Hilary Franz, Futurewise

Kimberly Harris, Puget Sound Energy
Jeff Johnson, Washington State Labor Council
Shefali Ranganathan, Transportation Choices
Mike Sotelo, Consolidar LLC

Members Not Present:

Slade Gorton, Former U.S. Senator
Jean Hernandez, Edmonds Community College
Troy McClelland, Economic Alliance Snohomish County
Ed Murray, City of Seattle
Clare Petrich, Port of Tacoma

Arthur Rubinfeld, Starbucks
Rich Stolz, OneAmerica
Marilyn Strickland, City of Tacoma
Matt Yerbic, Aviation Technical Services

Technical Presenters:

Lowell Clary, Clary Consulting
Craig Helmann, PSRC

Carley Francis, ODOT

The meeting was recorded. Click [here](#) to view a video recording of the meeting.

- 1. Welcome and Meeting Overview.** Facilitator Brian Scott, BDS Planning & Urban Design, called the meeting to order at 4:11 p.m. and welcomed the Task Force. Topics and purpose for the meeting were reviewed.
- 2. Funding Scenarios and Revenue Sources – Follow Up.** Lowell Clary, Clary Consulting, and Craig Helmann, PSRC, provided additional Peak/Off-Peak Pay Per Mile option analysis and short-term funding options. (Appendix A: Figure 1). The Task Force discussed:

Peak/Off-Peak

- Need variable rates to have the ability to improve capacity in key areas
- Address the affordability of long trips that many people currently take to jobs due to affordability of housing in more remote locations

Short-Term

- Improve current construction practices to reduce project costs and save money
- *Regional authority:* Collection of funds; Money is currently not aligned with need; Additional layer of government is not desirable; Distribute the funds where the fee is generated - King County has short-term needs to maintain local roads that local tax base does not provide revenue for
- *Funds:* Who collects the money?
- Coordinate land use + transportation
- Solution should have environmental benefit– e.g., air quality, greenhouse gas reduction, stormwater reduction

3. **The Oregon Program.** Carley Francis, ODOT, presented to the Task Force about implementation and policy choices that have shaped the Oregon Road Usage Charge Program
4. **Policy and Implementation Choices.** Brian Scott, BDS, led Task Force members through a discussion that considered revenue sources' ability to be acceptable in context of the five Funding Principles. Comments and questions were recorded on a wall graphic (Appendix A: Figure 2). The Task Force discussed:

Policy

- Regional solution is desired
- Increase capacity of roadways - reduce congestion
- Consider privacy
- Save money in addition to raising new funds
- Trust could come through transparency

Public Acceptance

- Tolling already has a negative perception
- Congestion and efficiency has people angry
- Focus on the quality of life
- Pricing: Individual costs
- Shift in thinking about transit will be needed
- Data from technology could help make the transportation system efficient

5. **Round Table.** Task Force members are given the opportunity to discuss topics of interest.
 - No Round Table comments
6. **Public Comment.** Members of the public had an opportunity to submit comments to the Task Force, through the project website and the following commented during the meeting:
 - Doug MacDonald
7. **Adjourn.** There were no further announcements. The meeting concluded at 5:58 p.m.

Next Meeting. The next Task Force meeting is **November 18, 2015, 4:00 p.m. – 6:00 p.m. at King County's King Street Center 201 S. Jackson Street**. The topic will be: Scenario Refinement

Questions: Please contact Ben Bakkenta, PSRC (206) 971-3286, BBakkenta@psrc.org
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ATTACHMENT A: Graphic Recording Transcription of Meeting #8

TRANSPORTATION FUTURES TASK FORCE		Meeting #8: Screen Scenarios	October 28, 2015
FUNDING SCENARIOS AND REVENUE SOURCES			
Peak/Off Peak	Short-Term		
Need ability to improve [note: graphic incorrectly recorded <i>reduce</i>] capacity in key areas Affordability of long trips	Improve current practice to save money <i>Technology</i> <i>Construction</i> Don't solve problem for King County – need regional solution How to short-term options work to better maintain local roads Who is the regional authority?	Money not aligned with need Additional layer of government is not desirable Who collects the money? Distribute money to where fee is generated Land use + transportation Technology to benefit environment – i.e. stormwater	
POLICY AND IMPLEMENTATION CHOICES			
Policy		Public Acceptance	
Regional solution Use of funds for transit to reduce congestion Price to use roadways appropriately Account managers vs. Government [for privacy considerations] Flexibility is important – payment device <i>Dynamic, Creative</i> Save money Make good decisions – Trust, Transparent Condition of I-5 - protect		Highway tolling is already difficult Anger about efficiency – Quality of life is important Relieve congestion Pricing Values over technology Cultural shift Data could help make system efficient	
General questions			
Should we have a meeting in December?		What is the public process?	

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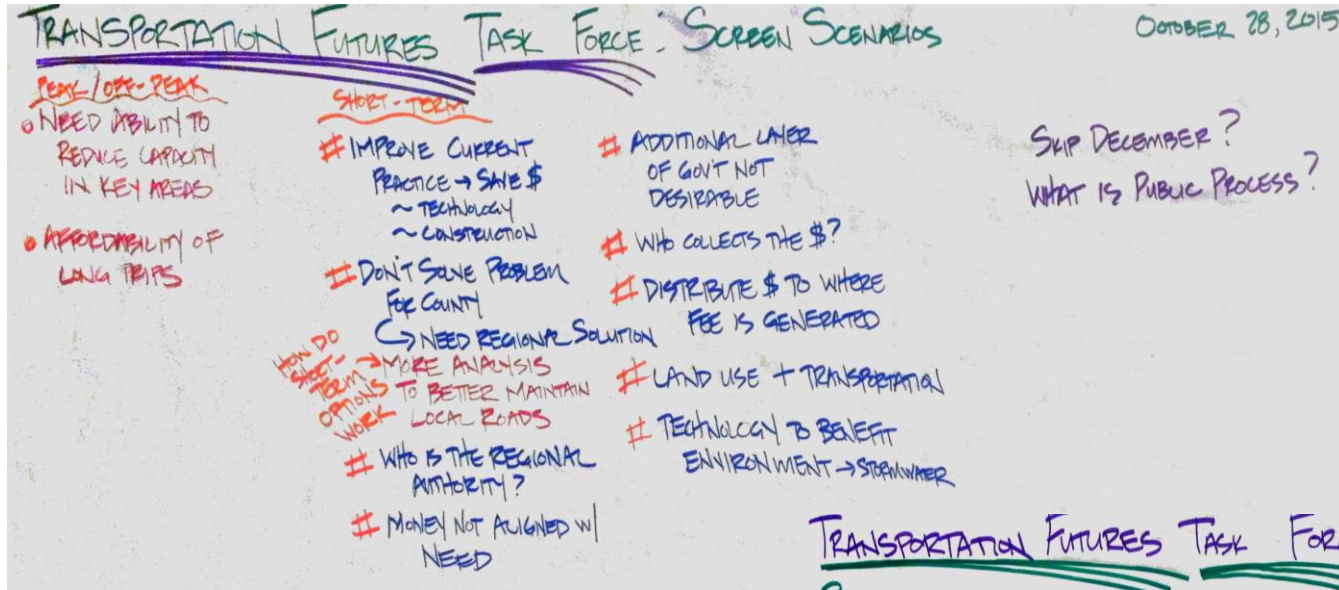


Figure 1: Wall graphic recorded during the meeting

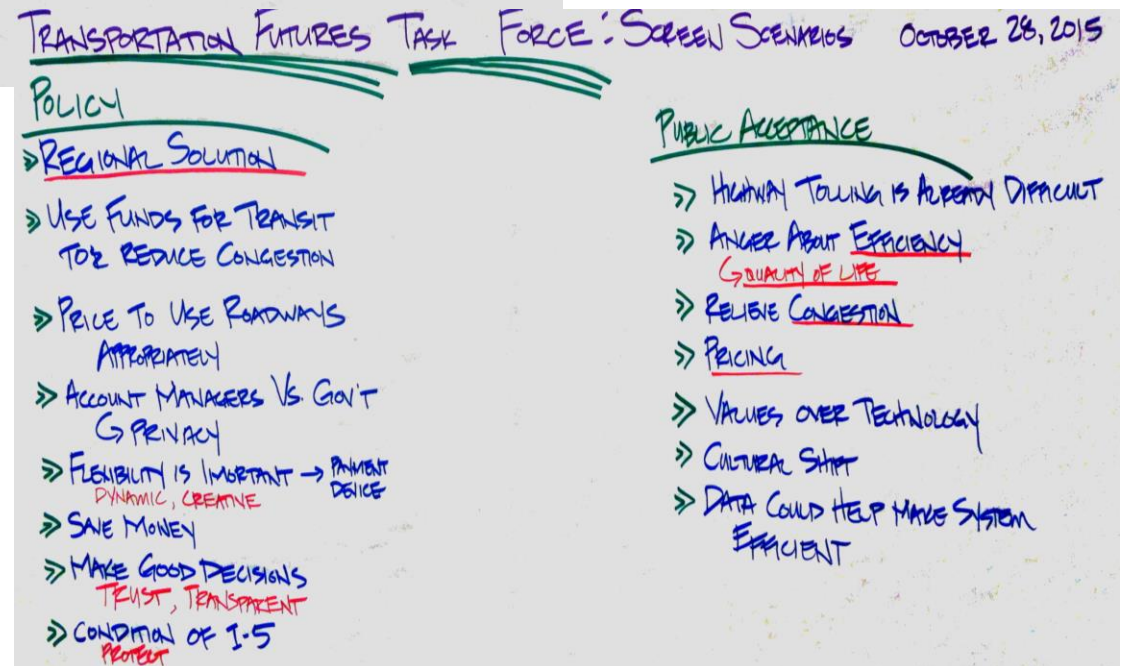


Figure 2: Wall graphic recorded during the meeting