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## Joint DRYVE and TRANS-Action Committees Meeting Minutes

September 26, 2019, 2:00 p.m. to 4:00 p.m.

Meeting Location: Zillah Civic Center, Zillah WA

### WELCOME

Norm Childress, TRANS-Action Vice Chair, and Lance Hoyt, DRYVE Chair, brought the meeting to order and welcomed all attendees. Everyone introduced themselves (see attached attendance sign-in sheet).

### EXECUTIVE BOARD (TRANS-ACTION)

**Approval of Minutes** – Joan Davenport moved to approve TRANS-Action’s May 30, 2019 meeting minutes. John Hodgkinson seconded the motion and it was approved unanimously.

**Approval of Financial Report** – Alan Adolf summarized TRANS-Action’s financial report (see attached financial report). Mike Battle moved to approve TRANS-Action’s financial report. John Hodgkinson seconded the motion and it was approved unanimously. The 2020 Budget will be presented at the November TRANS-Action meeting. Any suggested budget changes should be forwarded to the Treasurer or the Chair before the next Executive Board meeting.

**Elections** – Alan said TRANS-Action’s four officer positions terms are completed on 12/31/2019. Alan will send a nominations form to TRANS-Action members for the next term. Alan will not continue as the Treasurer in the next term.

### EXECUTIVE BOARD (DRYVE)

**Approval of Minutes** – Cus Arteaga moved to approve DRYVE’s May 30, 2019 meeting minutes. Rocky Wallace seconded the motion and it was approved unanimously.

**Approval of Financial Report** – Alan summarized DRYVE’s financial report (see attached financial report). Rocky Wallace moved to approve DRYVE’s financial report. Ardele Steele seconded the motion and it was approved unanimously.

**Elections** – Although DRYVE’s officer positions terms are not completed on 12/31/2019, Alan said he will not continue as the Treasurer for DRYVE after that date. This position will be open for nominations.

### SECRETARY OF STATE REPORT

Alan explained that the Secretary of State Report is a required annual report that was completed in August. It documents the Executive Board’s make-up for both TRANS-Action and DRYVE.

### 2020 JOINT MEETINGS

Bill Preston said that holding joint DRYVE and TRANS-Action meetings was started on a trial basis at the beginning of the year and asked members for their opinions on continuing to hold joint meetings. There was general agreement to continue holding joint meetings.

### FEDERAL LEGISLATIVE COMMENTS

Vicki Holleman-Perez, Representative Dan Newhouse staff, discussed federal legislative matters, saying that details on the President’s plan are not available yet.

Committee members that met with Zach Mallove, Senator Murray’s lead policy advisor, shared their impressions. Mr. Mallove appreciated the many attendees who discussed various issues regarding our region. He encouraged attendees to repeat their key messages with federal legislators. Bill Preston thanked YVCOG for organizing the meeting.

## **JTC STUDIES**

The Joint Transportation Committee (JTC) has several active studies they will be conducting (see attached Active Studies Summary). Committee members discussed the following two studies:

***East-West Intercity Passenger Rail Feasibility (\$250,000)*** – Stampede Pass corridor of Auburn, Cle Elum, Ellensburg, Yakima, Toppenish, Tri-Cities, and Spokane. An advisory group will guide the study and the report is due 6/30/2020.

***Statewide Transportation Needs Assessment (\$450,000)*** – A comprehensive assessment of statewide transportation needs and priorities, and funding mechanisms to address those needs and priorities. Phase I to be completed 6/30/2020.

Committee members decided TRANS-Action and DRYVE needs to stay engaged with these studies as much as possible. Troy Suing, Matt Pietrusiewicz, and an YVCOG staff member will track the Statewide Transportation Needs Assessment Study. The JTC's Advisory Groups will be invited to attend a TRANS-Action and DRYVE meeting. These studies will be kept on future TRANS-Action and DRYVE agendas.

## **COMMUNICATION SUBGROUP**

The Communication Subgroup includes Matt Pietrusiewicz, Joan Davenport, Bill Preston, Jim Restucci, and Jon Smith. The Subgroup started by focusing on a web presence for TRANS-Action and DRYVE. Alan reminded the members that there is an existing TRANS-Action and DRYVE Facebook page and he is the only member that can update it currently.

Tom Selstead, City of Yakima's Information Systems, presented a new website created for TRANS-Action and DRYVE that includes meeting documents, videos, and GIS maps to show project priorities. The website will provide legislators with our most current information. It uses Word Press.

All agencies will be responsible for providing their information to the content manager. Archival documents will need to be added to the website, to include a record of our successes. Also, we need to include the 2008 infomercial and links to pertinent demographic and traffic data. Joe Schmitt, YCDA's Director of Business Recruitment, will assist with administering the website. Mike Battle asked who will be the coordinator of transferring information between TRANS-Action and DRYVE committee members and Joe Schmitt? The Executive Board will discuss this.

Sheila Black said the website is a useful tool but we still need to have physical handouts when meeting with legislators. Alan suggested having a QR code on business cards that direct people to the website.

## **OTHER SUBGROUPS**

The MPO/RTPO Technical Advisory Committee (TAC) agreed to work on the Preservation Subgroup but hasn't met yet. They already identify preservation needs and other transportation improvement projects in the MPO/RTPO Transportation Improvement Program (TIP) and Long-Range Plan.

The Project Subgroup still needs to be discussed with the MPO/RTPO Transportation Policy Board.

Rocky Wallace and Ardele Steele will discuss the Preservation Subgroup and Project Subgroup at the October 10, 2019 TAC meeting.

Bill Preston handed out an article titled *WSDOT: State transportation system on "glidepath to failure"* (see attached article).

## **AGENCY UPDATES**

Members gave updates on their transportation projects, including:

- South Union Gap Interchange

- Selah’s sidewalks, irrigation improvements, and Goodlander Road project
- People For People’s Valley Shuttle Ribbon Cutting
- Union Gap’s downtown revitalization, Main Street improvements, Beltway, Safe Routes to School project, Valley Mall Blvd paving, and Complete Streets curb cuts
- Yakima’s North 1<sup>st</sup> Street project, homeless issue, East-West Corridor, Bravo Company Blvd. Extension, and need for sidewalks near schools
- Yakima County’s East-West Corridor phases 1,2, and 3
- Initiative 976 and its effects on local programs funding
- YVCOG comment period for the MPO/RTPO TIP

**NEXT MEETING**

The next meeting is planned for November 20, 2019 at the WSDOT South Central Region’s Conference Room, Union Gap.

Adjourned at 4:00 PM

Hereby Submitted / Approved:

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Trent Marquis, TRANS-Action Chair

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Date Signed:

\_\_\_\_\_  
Lance Hoyt, DRYVE Chair

\_\_\_\_\_  
Date Signed:

Attest:

\_\_\_\_\_  
Jan Ollivier, TRANS-Action Secretary

\_\_\_\_\_  
Date Signed:

DRAFT



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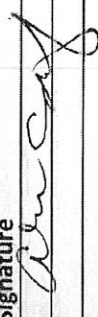

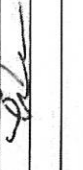

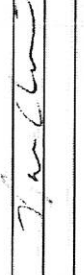

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# Checking - 0923 (TRANSACTION)

Account Balance \$15,154.36

Available Balance \$15,154.36

## Transactions

Date	Description	Check Number	Deposits	Withdrawals	Account Balance
Completed Transactions					
08/15/2019	Debit Purchase -visa 08/13 card 6061 Wa Secretary Of .wa.gov Wa			\$10.00	\$15,154.36
06/24/2019	Check	3328		\$3,238.89	\$15,164.36
06/17/2019	Check	3330		\$1,316.46	\$18,403.25
06/05/2019	Check	3326		\$342.00	\$19,719.71
05/20/2019	Check	3327		\$494.00	\$20,061.71
05/14/2019	Check	3325		\$46.00	\$20,555.71
04/01/2019	Electronic Withdrawal Deluxe Bus Sys.			\$20.00	\$20,601.71
03/22/2019	Debit Purchase -visa 03/21 card 6061 Ga-campus Parkinolympia Wa			\$14.00	\$20,621.71
03/22/2019	Debit Purchase -visa 03/21 card 6061 Ga-campus Parkinolympia Wa			\$14.00	\$20,635.71
03/22/2019	Debit Purchase -visa 03/18 card 6061 Meconis Italian Olympia Wa			\$288.94	\$20,649.71

# Checking - 7291 (DRIVE)

Account Balance \$25,976.06

Available Balance \$25,976.06

## Transactions

Date	Description	Check Number	Deposits	Withdrawals	Account Balance
Completed Transactions					
08/15/2019	Debit Purchase -visa 08/13 card 8446 Wa Secretary Of .wa.gov Wa			\$10.00	\$25,976.06
07/01/2019	Check	2007		\$2,537.68	\$25,986.06
06/28/2019	Check	2006		\$2,606.86	\$28,523.74
06/28/2019	Check	2001		\$418.00	\$31,130.60
06/13/2019	Check	2004		\$2,920.85	\$31,548.60
05/17/2019	Check	2003		\$418.00	\$34,469.45
05/15/2019	Check	2002		\$342.00	\$34,887.45
05/14/2019	Check	2000		\$46.00	\$35,229.45
04/12/2019	Check	1130		\$250.64	\$35,275.45
04/01/2019	Electronic Withdrawal Deluxe Bus Sys.			\$24.33	\$35,526.09

## Active Studies

2019

### East – West Intercity Passenger Rail Feasibility

ESHB 1160, Sec, 204(3) directs the Joint Transportation Committee to study the feasibility of an east-west intercity passenger rail system for Washington State. The study will look specifically at the Stampede Pass corridor and service to Auburn, Cle-Elum, Yakima, Ellensburg, Tri-Cities, Toppenish and Spokane. The study must include the following elements:

- Projections of potential ridership
- Review of relevant planning studies
- Assessment of current infrastructure conditions, including station stop locations
- Identification of equipment needs
- Identification of operator options

An advisory group will help guide the study. Membership will include representatives from the JTC, House and Senate Transportation Committee staff, WSDOT, BNSF Rail, All Aboard Washington and others as deemed appropriate.

**Budget:** \$250,000  
**JTC Staff:** Dave Catterson, David Ward  
**STC & HTC Staff:** Daniel Masterson; Jennifer Harris  
**Report due date:** June 30, 2020

### Electrification of Public Vehicle Fleets

ESHB 1160, Sec, 204(2) directs the Joint Transportation Committee to conduct an analysis of the electrification of public fleets in Washington State. The study will look specifically at the vehicle fleets owned by the State of Washington, cities, counties and transit agencies. Elements of the study will include:

- An inventory of existing fleets that includes fuel, engine and vehicle type
- A review of currently available electric vehicle alternatives for vehicle types most commonly used in the public fleets
- The projected costs of achieving substantial conversion to battery and/or fuel cell electric vehicles by 2025, 2030 and 2035
- Identification and analysis of financing mechanisms that could be used to finance the transition of publicly owned vehicles to battery and fuel cell electric vehicles
- The predicted number and location profile of electric vehicle fueling stations needed statewide to provide fueling for the public fleets.

An advisory group will help guide the study. Membership will include representatives from the JTC, House and Senate Transportation Committee staff, the Department of Enterprise Services, Washington State Department of Transportation, the Department of Licensing, the Department of Commerce, the Washington State Association of Counties, the Association of Washington Cities, the Washington State Transit Association, transit agencies, and others as deemed appropriate.

**Budget:** \$450,000  
**JTC Staff:** Dave Catterson, Paul Neal  
**STC & HTC Staff:** Kim Johnson; Dave Munnecke  
**Report due date:** September 30, 2020

### **Statewide Transportation Needs Assessment**

ESHB 1160, Sec, 204(1) directs the Joint Transportation Committee to conduct a comprehensive assessment of statewide transportation needs and priorities, and existing and potential transportation funding mechanisms to address those needs and priorities. This study includes two phases. Phase I is to be completed by June 30, 2020 and will include:

- Recommendations on the critical state and local transportation projects, programs, and services needed to achieve an efficient, effective, statewide transportation system over the next ten years;
- A comprehensive menu of funding options for the legislature to consider to address the identified transportation system investments; and
- An analysis of the economic impacts of a range of future transportation investments.

For Phase II a JTC-appointed commission or panel shall review the assessment from Phase I and make final recommendations to the legislature for consideration during the 2021 legislative session on a realistic, achievable plan for funding transportation programs, projects, and services over the next ten years including a timeline for legislative action on funding the identified transportation system needs shortfall. Phase II is to be completed by December 31, 2020.

**Budget:** \$450,000  
**JTC Staff:** David Ward, Dave Catterson  
**STC & HTC Staff:** Hayley Gamble; Amy Skei  
**Report due date:** Phase I - June 30, 2020  
Phase II - December 31, 2020

### **Vehicle Sub-Agents**

ESHB 1160, Sec, 204(4) directs the Joint Transportation Committee to conduct a study of vehicle subagents in Washington State. The study must consider and include recommendations, as necessary, on the following:

- The current process of selecting and authorizing a vehicle subagent, including the change of ownership process and the identification of any barriers to entry into the vehicle subagent market;
- The annual business expenditures borne by each of the vehicle subagent businesses since fiscal year 2010 and identification of any materials, including office equipment and supplies, provided by the department of licensing to each vehicle subagent since fiscal year 2010;
- The oversight provided by the county auditors and/or the Department of Licensing over the vehicle subagent businesses;
- The history of service fees, how increases to the service fee rate are made, and how the requested fee increase is determined;
- The online vehicle registration renewal process and any potential improvements to the online process;
- The Department of Licensing's ability to provide more vehicle licensing services directly, particularly taking into account the increase in online vehicle renewal transactions;
- The potential expansion of services that can be performed by vehicle subagents; and
- The process by which the geographic locations of vehicle subagents are determined

An advisory group will help guide the study. Membership will include representatives from the JTC, House and Senate Transportation Committee staff, the Department of Licensing, county auditors, vehicle subagents and others as deemed appropriate.

**Budget:** \$275,000  
**JTC Staff:** Paul Neal, David Ward  
**STC & HTC Staff:** Bryon Moore; Beth Redfield  
**Report due date:** September 30, 2020

# WSDOT: State transportation system on “glidepath to failure”

By TJ Martinell - September 20, 2019



*At a Sept. 19 Joint Transportation Committee meeting, Washington State Department of Transportation (WSDOT) Deputy Secretary Keith Metcalf said the agency needs almost \$700 million more annually than it receives to properly maintain the state transportation system. Photo: freepik.com*

Beginning in the 2021-23 biennium, the Washington State Department of Transportation (WSDOT) will no longer pave highway ramps or sections of the freeway where the speed limit is 40 miles per hour (MPH) or less. Agency officials say it's part of a prioritization strategy they must use due to a \$700 million annual funding gap for maintenance and preservation.

At a Sept. 19 meeting of the Joint Transportation Committee, WSDOT Deputy Secretary Keith Metcalf told legislators that the situation on roads will get worse unless the current funding level changes. The economic implications could be enormous, with \$500 billion worth of goods and services moving throughout the state's highways.

"The prosperity of our state is at risk," Metcalf said. "The transportation system we have here in Washington is the backbone of our economy and to daily life. Unfortunately, our state transportation system is on a glidepath to failure, because not enough funding has been set aside to maintain and preserve the system we have for the generations to come. Our continued prosperity is intrinsically tied to our transportation system's health."

The news may come as a shock to Washington drivers, who pay a \$.494 state tax on every gallon of fuel they put into their vehicles; with the federal gas tax, a total of the \$.678 is paid on every gallon of gas. Since 2011 the gas tax has increased by \$.12 due to a \$16 billion Connecting Washington transportation package approved by the legislature. The 2015 package was almost double the amount of the \$8.5 billion transportation package approved by the legislature in 2005, which at the time was the largest in state history. Prior to 2005, the state gas tax was only \$.28; the 2005 package raised it by \$.095 to \$.375 per gallon.

Currently, Washington's gas tax is the fourth highest in the nation. WSDOT receives \$.08 or 16 percent of the \$.49 gas tax. Cities and local governments get \$.12 or 24 percent. Around 37 percent of the gas

tax is currently dedicated to paying off bond debt. However, that figure is expected to increase to 52 percent by 2029. The increased debt payments will reduce the amount available for legislative-directed transportation investments, but WSDOT will still receive the \$.08.

According to WSDOT, the agency needs \$1.24 billion annually to preserve and maintain the transportation system, but receives \$690 million less than that. Metcalf noted that "the state has been very generous as far as passing packages for transportation...but unfortunately for the system, not a lot has been directed to the preservation side."

As a result, the following maintenance work is left uncompleted:

- 7,600 lane miles of pavement; current funding only allows for half of the 1,200-1,400 miles to be done annually;
- 15 bridge replacements and 19 major bridge repairs (only two bridges are being replaced);
- 17 of the 22 state ferries have backlogs of maintenance work, with 622 days of unscheduled maintenance in the 2019 fiscal year; and
- One-fifth of the Palouse River and Coulee City railroad line (PCC) is in such poor condition that railcars can only travel at 10 MPH.

Remarks by committee members during the meeting suggested that surplus WSDOT assets or property could be sold to help plug some of the funding gaps. According to former Senate Transportation chair Sen. Curtis King (R-14), WSDOT is directed to sell roughly \$10 million in assets to generate additional revenue.

Washington Policy Center Transportation Mariya Frost told Lens "the biggest question I have...is why wasn't there a more thorough discussion of what policy recommendations the Washington state Department of Transportation has to reduce costs? What can WSDOT do within the agency itself to reduce agency costs and maybe shift some of that percentage over to legislatively directed investments or debt service?"

Right now, WSOT has set up asset management plans and cost-saving strategies such as repairing only the most needed sections of road pavement. The agency is also assuming financial liability for delayed maintenance work. However, Metcalf said that "deferred liability cannot be postponed indefinitely."

The agency has already implemented cost-saving measures recommended in a 2014 ITC study, such as practical design methods. Among the report's findings was that contract costs over the 10-year period studied ended up higher than the original award, to the tune of \$484 million total. The largest discrepancy between the awards and actual payment involved contracts greater than \$25 million. However, the report noted that "highway construction costs in Washington are generally in line with experiences elsewhere."

Among the possible actions included in the report are eliminating prevailing wage and allowing National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) exemptions for smaller WSDOT projects. However, the study concluded that both measures would yield low cost savings for the agency. Eliminating prevailing wage would reduce costs by one percent, while the planning phase that includes the environmental review makes up 10 percent of the total project costs.

The legislature could also direct state sales tax revenue from contractors doing highway construction work to the transportation fund.

"I just don't buy the idea that we need to talk about new money yet," Frost said.