



January 30, 2018

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

**Re: Comments to Draft / The Regional Transportation Plan - 2018
Recommending Enhancements to Transportation Technology ("2018 Update")**

Dear Puget Sound Regional Council:

ACES Northwest Network is a coalition formed in 2017 for the purpose of promoting the planning and use of new transportation technologies in the Puget Sound region. This includes connected vehicles (V2V, V2I, IoT), electric vehicles, shared vehicles, autonomous vehicles and a wide variety of other technologies. A list of Network participants is included in Attachment A. One of our primary goals is to unite the public and private sectors to commonly plan for the implementation of new technologies and work to eliminate regulatory barriers.

The world of transportation technology is advancing quickly, and promises to address the following goals of our region's residents and businesses:

- Reduce single-occupancy vehicles
- Reduce traffic congestion and travel time
- Increase transit ridership
- Connect low density areas to transit
- Create jobs and economic development
- Reduce surface water runoff
- Reduce carbon emissions
- Reduce vehicle miles traveled
- Improve freight and logistics
- Improve mobility for the elderly
- Improve mobility for the disabled
- Achieve Target Zero
- Improve vehicle safety
- Improve air quality

It is with these goals in mind that we offer the following comments to the 2018 Update.

We approve of the information contained on pages 16-18 of the 2018 Update (Supporting Innovation), pages 31-34 (TDM and Transportation Technology) and Appendix N – Technology; and support the Implementation Actions for Technology found on page 87, which include:

- *Establishing a technology advisory committee.* ACES NW Network would appreciate the opportunity for some of our members to join the PSRC committee.
- *Update the region's ITS Implementation Plan (RITSIP) to better reflect existing conditions, current needs and projected changes due to new technologies.*

- *Continue to enhance regional models to analyze the effect of new technology on the transportation system and travel behavior.* We assume that “regional models” refers to the PSRC’s land use and transportation models. We encourage development of these models to attempt to project the impacts (positive and negative) on land use and transportation, as well as attempt to identify and forecast the benefits and detriments of new technologies.
- *Facilitate regional discussions to identify opportunities to support private sector projects and partnerships and the deployment of pilot programs.* This effort is central to the ACES mission and we look forward to collaborating with the PSRC on this Implementation Action. We call your attention to our existing efforts with the City of Bellevue to enable pilot transportation technology programs to be delivered in the City.

In addition, we make the following requests:

- **Regional Transportation Technology Plan.** Create a regional transportation technology plan that identifies new technology projects for the region to implement and provides a schedule and budget for implementing them. The transportation technology plan should communicate the regional strategy and serve as a tool for obtaining public and private funding for technology projects. Creation of the transportation technology plan should be added to the list of implementation actions on Page 87 of the 2018 Update.
- **Funding.** Identify public and private funding sources for the technology projects. For example, PPP’s such as the Smart Columbus public/private partnership, local sources including Bellevue’s transportation technology fund, state sources like the R&D sales tax credit, and federal grants like the USDOT INFRA and ACTMTD grant programs.
- **Regional Transportation Project List.** Identify and add the technology projects to the list of existing projects within Appendix G of the 2018 Update and to the PSRC’s Transportation Improvement Plan.
- **Target Zero.** Leverage the efforts to achieve Target Zero to identify, fund and implement new technologies that have the potential to improve vehicle safety, reduce fatalities and serious injuries, and at the same time improve mobility and achieve other transportation technology goals. In other words, “Supporting Innovation” should be an integral part of achieving a “Safe Transportation Network”, and vice-versa.
- **Improve Transit Ridership and Reduce Single Occupancy Vehicles.** Maximize the investments in light rail and bus transit, and reduce single occupancy vehicles, by:
 - enabling commuters from lower density areas to connect to transit via new technologies -- for example, using ride sharing, car sharing or flexible electric vanpools to connect from lower density neighborhoods to park & rides/mobility hubs;
 - enabling shared employer shuttles and transportation network companies to utilize park & rides, mobility hubs and rail stations for pick up and drop off;
 - planning for the siting and funding of new park & rides, or “mobility hubs” throughout the region (it is critical that the PSRC take the lead on this effort); and
 - making use of new “mini transit” models such as autonomous shuttles

The Regional Transit Access and Parking Strategy on pages 40-41 of the 2018 Update is a start, but additional effort from the PSRC is needed to enable the entire region, including lower density areas, better access to the transit system.

- **Improve Freight Mobility.** Include a discussion of new technologies in the Freight Mobility section on pages 57-58 of the 2018 Update. It is likely that freight and logistics companies will be early adopters of new technologies, including those being developed by local companies (and ACES members) PACCAR and NVIDIA which include autonomous and electric trucks. Platooned truck exercises currently done in California and proposed in Oregon should also be explored with WSDOT. The 2018 Update should call for the region to identify ways to support the implementation of these technologies with an eye toward improving freight carrier route selection and delivery times, improving throughput, reducing overall traffic congestion, improving air quality through reduction of diesel emissions and achieving Target Zero.
- **Remove Regulatory Barriers.** We ask that the PSRC and its technology committee focus on avenues to remove legislative and municipal barriers to new technologies. ACES NW Network has identified several legislative areas that need to be improved, and have included them in Attachment B to this letter.

Thank you for the careful consideration of these comments, and we look forward to working with you as this region establishes itself as a leader in this exciting new frontier of transportation.

Sincerely yours,



Tom Alberg
Madrona Venture Group
Co-chair, ACES NW Network



Bryan Mistele
INRIX,
Co-chair, ACES NW Network

Attachments

Attachment A – ACES Northwest Network Participant List

Attachment B – ACES Northwest Network 2018 Legislative Agenda



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Attachment A – ACES NW Network Participants 2017

Amazon
Apex Foundation
Chargepoint
City of Bellevue
Craig Mundie and Associates
Cyanogen
Cascadia Center, Discovery Institute
Drive Forward Seattle
Dylan Bay
Eastside For Hire
Echodyne
Ford Chariot
HERE
IBI Group
Social Venture Partners
INRIX
Insight Strategic Partners
Kemper Development
Lyft
Madrona Venture Group
Mighty AI
NBBJ
NVIDIA
PACCAR
Puget Sound Energy
BMW Reach Now
Seattle Foundation
SHG
T-Mobile
Tesla
Transpo
Uber
Venable
Vulcan
Wallace Properties
Washington Business Alliance
Waymo
Zonar Systems

Attachment B Legislative Agenda 2018

The ACES Legislative Caucus was held at the INRIX headquarters in Kirkland on Friday, October 20, 2017. Tentative agenda items (in partnership with Bellevue/Eastside Chambers):

- Flexible, app-dispatched, electric van pools for the I-405, SR 167/9/522 corridors deployed through employer partnerships, state support and super fast charging centers
- Coordination with the Governor's Office and NW congressional delegation on federal and state jurisdiction regarding autonomous vehicles regulations
- Restrictions lifted on shared employer shuttles imposed by RCW 35.58.245
- Multi-modal public and private transportation electrification incentives
- Potential transit agency and private mobility service partnerships to address first mile/last mile challenges and conversion of park and ride lots to mobility hubs
- Low income mobility access from low density neighborhoods to high density employment
- Statewide TNC business regulatory harmonization
- Enhancing Commute Trip Reduction Act for van pools and car pools
- Providing cost-effective electric vehicle incentives for people and goods
- Creating tax incentives for used electric vehicle purchases for low income workers
- Adjusting the cap on EV sales tax credit
- Modifying regulations for curbside or off-street electric vehicle charging stations
- Update statewide building and electrical codes to incentivize the expansion of electric vehicle charging station capability in multi-family, commercial, and single family housing developments

Attendees: Rep. JT Wilcox

Sen. Steve Hobbs

Rep. Larry Springer

Sen. Guy Palumbo

Rep. Melanie Stambaugh

Rep. Ed Orcutt

Rep. Vandana Slatter

Rep. Gael Tarleton

Rep. Mark Harmsworth

Confirmed but unable to participate – Senator Doug Ericksen and Rep. Dick Muri