



Washington State Transportation
Commission

DECEMBER 2010

WASHINGTON TRANSPORTATION PLAN 2030

STAKEHOLDER OUTREACH SUMMARY

CONNECTING

WASHINGTON

COMMUNITIES FOR A PROSPEROUS FUTURE



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REGIONAL LISTENING SESSIONS

Introduction

In September 2010, the Washington State Transportation Commission (the Commission) convened five Regional Listening Sessions to share information on the content and development of the public review draft of the Washington Transportation Plan 2030 (WTP 2030). The Listening Sessions were designed to obtain broad, inclusive input from around the state on the draft strategies in the Plan. This report summarizes the comments received in the Sessions.

Listening Session Purpose and Locations

The purpose of the Regional Listening Sessions was threefold:

- To share information with stakeholders about WTP 2030
- To engage stakeholders statewide in helping to shape the content and priorities for WTP 2030
- To learn regional perspectives on transportation system needs, challenges, and opportunities

Locations and Partners. The Commission held five Regional Listening Sessions with the support of many local organizations and agencies. The sponsors for each session are shown below:

VANCOUVER, SEPTEMBER 9

Sponsors:

- Southwest Washington Regional Transportation Council
- Port of Vancouver
- Cowlitz-Wahkiakum Council of Governments
- WSDOT

YAKIMA, SEPTEMBER 14

Sponsors:

- Yakima Valley Council of Governments

SPOKANE, SEPTEMBER 23

Sponsors:

- Spokane Regional Transportation Council
- Greater Spokane Incorporated

EVERETT, SEPTEMBER 29

Sponsors:

- City of Everett
- Whatcom Council of Governments
- Puget Sound Regional Council
- Farmhouse Gang

BREMERTON, SEPTEMBER 30

Sponsors:

- Kitsap Regional Council
- Peninsula RTPO
- WSDOT
- City of Bremerton
- Puget Sound Regional Council

Listening Session Meeting Design and Discussion Questions

The Listening Sessions provided an opportunity for stakeholders to communicate directly with the Transportation Commission and the consultant project team on four key questions. Following a brief welcome and presentation, meeting participants divided into four groups for two rounds of small group discussions organizations. The four groups were organized by the state's six transportation policy goals (Economic Vitality, Preservation and Stewardship, Safety and Mobility, and Environment).

The following four key questions were discussed by the small groups:

- **What are the long-term strategic drivers that are going to shape transportation in your region?**
- **What strategies in the Draft Plan are most important to your region?**
- **What strategies are missing; what would you add or change?**
- **What strategies would you recommend to fund the Plan?**

Groups were facilitated by members of the project team and sponsoring organizations, and comments were recorded on flip charts. Facilitators summarized the key themes and ideas generated during the two rounds of discussion and these "reports outs" generated additional discussion by the full group.

Organization of this Report

This report is organized by Listening Session, with an overarching summary of major themes expressed in each Session, followed by the key points made in the four discussion groups: Economic Vitality, Preservation and Stewardship, Safety and Mobility, and Environment.

The report includes two Attachments: Attachment A is a List of Attendees by Session, and Attachment B is a summary of all Discussion Group comments by WTP 2030 Goal Area.

MEETING SESSION SUMMARIES

Vancouver Meeting Summary

1.0 Introduction

The Washington Transportation Commission hosted the first Regional Listening Session in Vancouver on September 9th, 2010 at WSDOT Headquarters. There were a total of 26 attendees, including Commissioner Philip Parker.

2.0 Major Themes

INFRASTRUCTURE MODERNIZATION

Southwest Washington has significant need for modernization of its transportation infrastructure

- In some areas, additional capacity isn't needed, but modernization of the existing system is
- Many components of the system were built in an earlier era, and no longer function efficiently
- This includes ramps, roadway widths, grade separation at key access points, etc.
- WSDOT calls this "maximizing operational efficiency"
- Modernization will result in improved mobility and safety
- Grade separation is critical to improve freight, rail, and transit mobility and reliability, and to improve access to ports
- The state's definition of preservation should explicitly include modernization – perhaps the statutory definition should be amended

CAPACITY IMPROVEMENTS

In some areas capacity has not kept up with growth

- Need to improve capacity through TDM, new roads, corridor analysis, and changes in land use
- Need better connections between modes of transportation, especially for rail, highways, and marine

PUBLIC OUTREACH REGARDING FUNDING NEEDS

There needs to be greater public education and outreach regarding transportation funding needs

- We need broader community input and a more systematic approach to learning what the public will pay for

THE RELATIONSHIP BETWEEN LAND USE AND TRANSPORTATION IS CRITICAL

We need better integration of land-use and transportation policies in roadway planning

- More focus on Complete Streets, with multi-modal transportation options and better land-use planning
- There should be more local involvement in determining these policies

Different types of land use require different types of transportation policies

- Suburban population is increasing; we need a dynamic transportation system tailored to that type of land use
- We need to integrate land use into future highway design to preserve highway functioning

IMPLEMENT THE COMPLETE STREETS CONCEPT FOR DIFFERENT MODES OF TRANSPORTATION

Drawback is that creating a Complete Street is expensive, more funding is required

FREIGHT MOBILITY AND SAFETY

Freight-specific safety and mobility issues are important should be added to the Plan

- The Complete Streets concept should be considered for freight

INTERAGENCY COLLABORATION

- In the current economic climate, we need more collaboration and less competition; local governments and ports need to collaborate better

CLIMATE CHANGE

We must establish better adaptation strategies to address climate change and its impacts

- These strategies will affect how we construct, preserve and improve transportation infrastructure

3.0 Key Points by Goal Area

ECONOMIC VITALITY

- **Provide better access to highways (I-5, SR 14, etc.)**
 - Highways must be **modernized** so that cities are better connected
- **Grade separation is critical**
 - To improve freight, rail, and transit mobility and reliability
 - To improve access to ports
- **Provide a new, separate corridor for freight that spans the entire Pacific Northwest**
 - This separation will ease congestion for both freight and cars/commuters
- **Provide better connections between modes of transportation in SW Washington**
 - In particular, rail, road, and marine connections
- **Ensure capacity keeps up with growth**
 - Improve capacity through TDM, new roads, corridor analysis, and changes in land use
- **Encourage collaborative efforts over competition**
 - Different agencies and modes have been pit against each other
 - Provide local governments and port with more opportunities for collaboration

ENVIRONMENT

- **Support Complete Streets that share different modes of transportation**
 - Complete Streets should allow for automobiles, transit, pedestrian and bicycle infrastructure (not just automobiles)
 - A drawback is creating a Complete Street is that it's expensive, more funding is required
- **Promote walking and biking as viable transportation options**
 - Lower health care costs, reduce emissions
 - Create a bike path or provide a free ride for bicyclists across the Columbia River
- **Different types of land use require different types of transportation policies**
 - Suburban population is increasing; we need a dynamic transportation system tailored to that type of land use
 - We need to integrate land use into future highway design to preserve highway function
- **Washington's reliance on sales tax drives land use and transportation decisions**
- **Impacts on water quality must be taken into account when making transportation decisions**
 - Road and highway construction can negatively impact water quality
- **Pay true costs (including negative externalities) up front**
 - This will help prevent poor decisions that lead to future costs
- **Consider implementing a Usage Tax for roads**
 - This will increase revenue and decrease congestion

SAFETY AND MOBILITY

- **Modernization should occur even where additional capacity is not needed**
 - Our existing system should be modernized to improve mobility and safety, and to increase operating efficiencies
 - Definition of preservation should include modernization
- **Add freight-specific safety and mobility issues to the plan**
 - Complete Streets concept should be considered for freight
- **Support ports in preparing an emergency preparedness plan**
- **Promote better public education and outreach regarding transportation funding**
 - We need broader community input and a more systematic approach to educating people (specifically, to counter media propaganda regarding “hidden taxes”)
 - We need to reconcile what professionals see and what the public is willing to pay for
- **Explicitly tie mobility to land use strategies**
 - We need to recognize the differences between people-driven and automobile -driven streets
 - Mixed-use development can improve mobility
- **Consider dedicated corridors for cars and trucks**
 - To improve mobility, and to increase safety on nearby multi-modal streets, there should be dedicated arterials for cars and trucks
 - These arterials should be carefully selected with local input, so as not to bisect or fragment neighborhoods

PRESERVATION AND STEWARDSHIP

- **Incorporate modernization into preservation**
 - Integrating new technologies into existing infrastructure and vehicles is a key part of preservation
 - Federal and state regulations must open up to allow this to happen most effectively
- **Establish better adaptation strategies to address climate change and its impacts**
 - These strategies will affect how we construct, preserve and improve transportation infrastructure
 - For example, FEMA is changing the data structure for flood elevation maps to reflect climate change impacts
- **Better integrate land-use and transportation policies in our street planning**
 - Provide more complete streets, with multi-modal transportation options and better land-use planning
 - There should be more local involvement in determining these policies
- **Allocate preservation funds towards preserving both function *and* capacity**
- **Incorporate a user-based fee structure to ensure equity**

Yakima Meeting Summary

1.0 Introduction

The Washington Transportation Commission hosted the second Regional Listening Session in Yakima on September 14th, 2010 at the Harman Senior Center. There were a total of 18 attendees, including commissioners Elmira Forner, Dan O’Neal, and Carol Moser.

2.0 Major Themes

1. EDUCATE, INFORM, AND REACH OUT TO THE PUBLIC

The public needs to have a better understanding of the benefits of investing in transportation

- Focus on changing the public mindset: transportation projects are not “pork”, they are critical investments with economic impacts
- Communities depend on each other and need to be connected
- Broad economic benefits occur through improved access to jobs, shopping, food, medical and other services
- Relate transportation benefits to the individual. Make it personal: save money on gas and automobile maintenance, use your time productively during your commute
- A better understanding of the existing transportation system may garner additional support for preservation and maintenance

STRONGER LOCAL INVOLVEMENT

Local jurisdictions should have a more substantive role in implementing policies and allocating funds in their respective regions

- Various goals and policies suggested in the plan are geared towards larger cities and more urbanized areas
- “One size does not fit all”; local jurisdictions should be able to modify policies to address local needs and relevant local issues, while maintaining their original intent
- Decisions as to how money is spent should be left to local jurisdictions, who have a better understanding of how to allocate funding effectively and efficiently
- Stronger local involvement will increase efficiency statewide

ADDRESS THE TRANSPORTATION NEEDS OF SMALL TOWNS AND RURAL AREAS, PARTICULARLY RELATED TO TRANSIT

Explicitly address the unique needs of small towns and rural areas

- Transit is a critical need for the rural population, particularly the elderly who want to “age in place”
- Small, on-demand transit vehicles that can move people to and from services are more cost-efficient in rural areas than large buses
- Include all regions and major transportation corridors statewide when evaluating economic benefits of transportation projects
- Integrate I-90 and other local corridors across the state into the plan. Currently, the plan is weighted too heavily towards the I-5 corridor and Spokane. Additional mechanisms to assist small cities and rural areas with preservation costs are needed; small cities and rural areas often have insufficient tax revenues to support necessary maintenance projects

PRIORITIZE MAINTENANCE AND PRESERVATION OVER NEW PROJECTS

Maintenance of current infrastructure and services should take priority over building new infrastructure or expanding service

- Taxpayers in Central Washington will support maintenance before they support new construction or expanded services
- Local preservation needs should be clearly identified and prioritized
- Expansion should only be available through specialty grants without increasing sales tax

DEVELOP STATEWIDE PERFORMANCE MEASURES

Develop consistent statewide performance measures that can predict the economic benefits of planned transportation projects

- These measures will provide a preliminary evaluation of projects; in the current climate, we must make efficient use of available funding through more informed decisions
- Performance measures should consider duration and life span of project
- Performance measures should vary for urban and rural areas

ENVIRONMENTAL REGULATIONS SHOULD NOT HINDER ECONOMIC GROWTH

- Current environmental regulations are too cumbersome and difficult to navigate
- Programs like the “Green Gateway Clean Air Strategy” will provide disincentives to businesses, and lead to increased cost and delay

IMPROVE TECHNOLOGY AROUND ENFORCEMENT AND INCREASE DRIVER/PEDESTRIAN AWARENESS

- Red light enforcement cameras should be mobile, not stationary.
- Increase enforcement for running red lights
- Educate K-12 students on how to find safer routes to and from school

TAKE A BROADER VIEW OF POTENTIAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS

- Thinking should not be limited to the current transportation budget
- More state funding should be directed to local corridors across the state (e.g. Walla Walla, Tri-Cities, Yakima, and Ellensburg)
- Government vehicles should not be tax/fee exempt
- Implement additional taxes for studded tires

3.0 Key Points by Goal Area

ECONOMIC VITALITY

- **Better public outreach and education on the economic benefits of transportation projects is needed**
 - Focus on changing the public mindset: Transportation projects are not “pork”, they are key economic drivers and investments
 - Communities depend on each other and need connectivity
 - Broad economic benefits occur through improved access to jobs, shopping, food, medical services, etc.
 - Personalize the benefits of using public transportation: save money on gas and automobile maintenance, stay connected to your community, convenience etc.
- **Develop consistent, statewide performance measures that can predict economic benefits of planned transportation projects**
 - Develop different performance measures for urban and rural areas
 - Consider duration and life span of the project
 - In the current climate, we must make efficient use of available funding through more informed decisions
- **Include *all* regions and major transportation corridors statewide when evaluating economic benefits of transportation projects**
 - Currently, the plan is weighted too heavily towards the I-5 corridor and Spokane
 - Integrate I-90 and other corridors into the plan
- **Improve connectivity between different modes of transportation**
 - This will allow people to get to jobs and services more easily
- **Ensure that environmental regulations don’t hinder economic growth**
 - Programs like the “Green Gateway Clean Air Strategy” will provide disincentives to businesses, and lead to increased cost and delay.
- **Take a broader view of potential funding sources for transportation projects**
 - Should not be limited to the current transportation budget
 - More state funding should be directed to local corridors across the state (e.g. Walla Walla, Tri-Cities, Yakima, and Ellensburg)
 - Government vehicles should not be tax/fee exempt and there should be additional taxes for studded tires

ENVIRONMENT

- **Legislate incentives for commercial transporters to convert to hybrid vehicles**
 - One option is to provide compensation for tax revenue loss
- **Streamline environmental permitting**
 - Current environmental regulations are too cumbersome and difficult to navigate
- **Local jurisdictions should be able to modify goals based on local needs and local context**
 - The environment and other sections of the plan are geared towards larger cities and more urbanized areas
 - Jurisdictions should be able to modify these goals to address local needs and relevant local issues, while maintaining their original intent
- **Better education and outreach about the short and long-term benefits of the plan is necessary**
 - The public should have a better understanding of the fiscal benefits of a plan or project to the end user
- **Funds that have been earmarked for specific types of transportation projects should not be used for alternative forms of transportation**
 - For instance, if funds have been set aside for highway and road projects, they should not be used for pedestrian pathways or bike lanes

SAFETY AND MOBILITY

- **Improve technology around enforcement**
 - Cameras should be mobile, not stationary
 - Better enforcement for running red lights
- **Implement more programs to increase driver awareness and encourage positive driver behavior**
 - Help K-12 students find safer routes to school
- **Less competition between different modes and projects for the same pot of money**
 - Roads improvement projects and sidewalk improvement projects should not be competing with each other
- **Educate the public on the benefits of transportation for society**
 - Relate transportation benefits to the individual – make it personal

PRESERVATION AND STEWARDSHIP

- **Maintenance of current infrastructure and services should take priority over building new infrastructure or expanding service**
 - Taxpayers will support maintenance before they support new construction or expanded services
 - Local preservation needs should be clearly identified and prioritized
 - Expansion should only be available through specialty grants without increasing sales tax
- **Transit is a critical need for the rural population, particularly the elderly who want to “age in place”**
 - Moving closer to services is not always an option for some residents, particularly the elderly
 - Aging populations rely on public transit
 - Small, on-demand transit vehicles that can move people to and from services are more cost-efficient than large buses
- **Citizens and local government should be better educated about existing transportation services and potential usage**
 - A better understanding of the existing transportation system will increase usage and garner additional support for preservation and maintenance
- **Decisions as to how money is spent should be left to local jurisdictions**
 - Local jurisdictions have a better understanding of how to allocate funding effectively and efficiently
- **Maintenance of primary modes of transportation—i.e. roads and transit—needs to be prioritized over other forms of transportation**
 - In this difficult economic climate, funding should go towards primary modes first
- **Additional mechanisms to assist small cities and rural areas with preservation costs are needed**
 - Small cities and rural areas often have too small of a tax revenue base to support preservation projects

Spokane Meeting Summary

1.0 Introduction

The Washington Transportation Commission hosted the third Regional Listening Session in Spokane on September 23rd, 2010 at the Main Public Library. There were a total of 23 attendees, including Commissioners Latisha Hill and Richard Ford.

2.0 Major Themes

1. SUPPORT GREATER INVESTMENT IN TRANSPORTATION INFRASTRUCTURE

All modes of transportation require infrastructure improvements to be more effective and efficient

- Completion of the North/South Corridor is critical, particularly for moving freight
- Increase road capacity and improve road conditions across the region
- Place an emphasis on improving rural roads
- Sidewalk and pathway improvements are critical for pedestrian safety
- Greater investment in preserving and expanding public use airports is needed

BETTER INTEGRATE TRANSPORTATION INVESTMENTS AND LAND USE

The link between transportation and land use in the plan could be stronger and more focused

- Transportation systems do not exist in a vacuum, land use development plays a role in how transportation is used
- Economic development organizations should play a central role in the integration process

INCREASE PUBLIC OUTREACH REGARDING PUBLIC TRANSIT

There should be more promotion of and education about public transit

- Explain the significant health benefits of using public transit
- In order to improve GHG emissions, there needs to be more education
- Emphasize the freedom of mobility that comes with having more transportation options

ENACT STRICTER LAWS TO REDUCE WEAR AND TEAR ON ROADS

In order to maintain better road conditions, stricter laws need to be enacted and enforced

- Ban studded snow tires
- Require truckers to stop at weigh stations

INSTALL ALL-WEATHER TRANSPORTATION INFRASTRUCTURE AND FACILITIES

- In Eastern Washington, weather is more extreme and transportation infrastructure is often ill-equipped to deal with these impacts
- Place particular emphasis on freight corridors
- Instead of “exploring” performance measures, as called for by the plan, establish specific performance measures
- Pavement scores are one potentially effective performance measure

DO NOT INCLUDE TACTICAL MEASURES IN A POLICY PLAN

- Promotion of electric vehicles and infrastructure is a tactical measure that does not belong in a policy plan

GREATER LOCAL INVOLVEMENT

- One size does not fit all; provide more opportunities for local control and modification
- Involve the community in the regional planning process early
- Town hall meetings are an effective tool to involve the public
- Be wary of federal funding that comes with strict mandates

RECOGNIZE THAT CLEAN WATER ISSUES ALSO APPLY TO THE EAST SIDE OF THE STATE

- The plan primarily focuses on clean water issues in Western Washington
- Water bodies in Eastern Washington, such as the Spokane River and the Snake River, face similar clean water issues

3.0 Key Points by Goal Area

ECONOMIC VITALITY

- **Re-evaluate prevailing wage laws to lower labor costs for transportation projects**
 - Transportation projects are being delayed or cut due to high labor costs
- **Install all-weather transportation infrastructure and facilities for various modes**
 - This is particularly important for freight
- **Implement more consistent freight policies across jurisdictions**
- **Better integrate transportation investments and land use**
 - Encourage and allow economic development organizations to play a central role
- **Increasing road capacity is a critical investment**
 - More capacity would improve safety and increase economic development through better access
- **Greater reinvestment in aviation infrastructure**
 - Examine the aviation fuel sales tax and re-evaluate how the money is being spent

ENVIRONMENT

- **Increase promotion of and education about public transit geared towards the general public**
 - Explain the significant health benefits of using public transit
 - In order to improve GHG emissions, there needs to be more education
 - This is particularly important in Eastern Washington and rural areas
- **Recognize that clean water is also an issue on the east side of the state**
 - For example, Spokane River, Snake River, etc.
- **Establish a stronger link between transportation and land use policy**
- **A focus on electric vehicles and infrastructure is too tactical and should not be in a policy plan**
- **One size does not fit all; more local control and decision making**

SAFETY AND MOBILITY

- **Improve pedestrian safety through sidewalk and pathway improvements**
 - Ensure safe routes are available for pedestrians
 - Focus on K-12 school children, the elderly, and people walking to work
- **Encourage and promote other modes of travel**
 - Emphasize freedom of mobility as an advantage of multiple modes
- **One size does not fit all; more local control**
 - Be wary of federal funding that includes mandates
- **Completion of the North/South corridor is critical**
 - This is critical to freight movement
- **Improve the safety of rural roads**
 - Improvements could include larger stop signs, advance warning signs, adding shoulders, flattening curves
- **Create grade separation for rail**

PRESERVATION AND STEWARDSHIP

- **Establish specific performance measures to be applied statewide**
 - Pavement scores are a potential performance measure since they are already measured
 - A more uniform approach may be needed
- **Enact stricter laws to reduce the wear and tear on roads**
 - Ban studded tires
 - Require trucks to stop at weigh stations, and direct trucks to roads designed for the weight, away from local arterials
- **Greater investment in public infrastructure**
 - Most forms of transportation (cars, buses, bicycles, etc.) benefit from well maintained roads
 - Re-direct taxes if necessary to increase investment
- **Involve the community in the regional planning process early**
 - Town hall meetings are an effective way to include the public
- **Ensure the preservation of existing public use airports**
 - New airports are not being built, so existing ones must be maintained and expanded
- **Multiple revenue sources will help improve predictability**
 - Do not abandon the gas tax yet, most people still drive gas powered vehicles and it provides significant revenue
 - Tolling is fine so long as the expectations for the duration and use of funds is established up front and does not change

Everett Meeting Summary

1.0 Introduction

The Washington Transportation Commission hosted the fourth Regional Listening Session in Everett on September 29th, 2010 at the Everett Transit Center. There were a total of 24 attendees, including Commissioners Bob Distler and Elmira Forner.

2.0 Major Themes

1. INCREASE EMPHASIS ON INTEGRATED PLANNING

- Improve coordination and integration between transportation investments, land use planning, economic development, and environmental considerations; all elements are inter-connected
- Improve coordination between transportation infrastructure and other infrastructure components that accompany it
- Improve coordination between land use planning and multi-modal investments

ALLOW FOR LOCAL FLEXIBILITY

- Respect local differences and recognize that “one size does not fit all”
- Approach land use/transportation integration differently in rural and urban areas
- For example, a regulation requiring sidewalks in order to establish new bus service is too rigid. Some rural areas in critical need of bus service do not have funding for sidewalks.

INCREASE AND IMPROVE INTER-CITY TRANSIT SERVICE AND CONNECTIVITY

- Provide more efficient inter-city service stretching from Vancouver, WA to Blaine
- Improve service for rail, bus, and multi-modal
- Support connectivity through more park & rides and improved freeway access
- Connectivity between economic centers is particularly critical

IMPROVE TRANSIT SERVICE IN RURAL AREAS

- Low-income and elderly residents often rely on transit for transportation to basic services
- Reduce GHG emissions by providing residents in smaller jurisdictions with options aside from SOV trips.

PROMOTE ENVIRONMENTALLY-SUSTAINABLE TRANSPORTATION ALTERNATIVES

- Encourage people to get out of their cars by increasing the gas tax
- Plan for changes in both fuel source and supply

INTEGRATE FREIGHT MOBILITY INTO THE SYSTEM AS A WHOLE

- Various crossings where freight rail is not well integrated can disrupt numerous modes of transportation

- Provide more alternate corridors for freight

IMPROVE NORTH-SOUTH PASSENGER RAIL SERVICE

- Improved passenger rail service would be more efficient in the denser North-South corridor than the East-West corridor.

UPDATE THE GROWTH MANAGEMENT ACT TO REFLECT CURRENT CONDITIONS

- The 20 year old GMA is an outdated policy tool that does not recognize the importance of economic sustainability, sales tax, and retail growth
- The GMA still drives a lot of policy and funding mechanisms; in its current form it hampers various cities' abilities to achieve economic growth and development

CREATE A USER-BASED FUNDING STRUCTURE

- A user-based system is more equitable
- Consider moving toward a utility pricing model for roads and transportation

ADDRESS THE STATE'S AVIATION CAPACITY

- Paine Field in Everett would benefit from commercial aviation service; it is an essential hub
- Look into providing commercial aviation service at other airports
- Look to Bellingham as a model for other local airports

3.0 Key Points by Goal Area

ECONOMIC VITALITY

- **Improve North-South passenger rail service within the state**
 - In section B, the plan specifically calls for improved East-West service; North-South passenger rail service should be called out as well
- **Recognize the importance of Canada as a critical trading partner, and the need for transportation systems that support this relationship**
 - Expand our relationship with Canada as a trading partner (add under section B)
 - Utilize the advantages we gain through our close proximity to the Canadian border
- **Provide commercial aviation service at various local airports**
 - For example, Paine Field in Everett is an essential hub and would benefit from commercial aviation service
 - Commercial air service in Bellingham is a model example for other local airports
- **Update the Growth Management Act (GMA) so it no longer hinders the economic sustainability of our cities**
 - The 20 year old GMA is an outdated policy tool
 - The GMA does not recognize the importance of economic sustainability, sales tax (particularly in countywide planning), and retail growth
 - The GMA still drives a lot of policy and funding mechanisms; in its current form it hampers various cities' and counties' ability to achieve economic growth and development
 - The GMA should be updated to better reflect current conditions
- **Increase coordination between land use planning and multi-modal investments**
 - Other states are significantly ahead of Washington on this issue
- **Develop a performance measurement to justify transportation investments**
 - Ensure that costs and benefits are appropriately measured
- **Coordinate transportation planning/infrastructure with other types of infrastructure**
 - Transportation is foundational to numerous other infrastructure components, and has various types of supporting infrastructure
 - Transportation investments can thus stimulate the economy in a multitude of ways, directly and indirectly.
 - Utilize private investments to mitigate costs of accompanying infrastructure

ENVIRONMENT

- **Greater emphasis on integrated planning**
 - Provide better coordination and integration between transportation investments, land use planning, economic development, and environmental considerations
- **Increase and improve inter-city regional transit service**
 - There should be more efficient inter-city service between Blaine and Vancouver
 - Rail, bus, or multi-modal
- **Better transit and more widespread service in smaller jurisdictions**
 - Reduce GHG emissions by getting people providing residents in smaller jurisdictions with options aside from driving
- **Complete and sustain entire corridors, not piecemeal sections**
 - Implement projects at the corridor level, not section by section
- **Implement user-based fees for funding**
 - Increase the gas tax
 - Explore other equitable fee structures to increase transportation funding

SAFETY AND MOBILITY

- **Create a user-based funding structure**
 - Everyone should pay a base fee, but there should also be user fees, such as a gas tax and road tolls
 - A user-based system is more equitable
- **Plan for changes in both fuel source and supply**
 - Alternative fuel sources and transportation systems should be studied
 - Consider referencing “peak oil” in the plan
- **“One size does not fit all”; allow for local flexibility**
 - Policies should respect regional differences
 - Policies should respect discrepancies between urban and rural areas
 - For example, rules are too rigid regarding sidewalks being mandatory for bus service. Some areas in critical need of bus service do not have funding for sidewalks
- **Reconsider calling out “East/West” rail service**
 - Emphasis should be on denser areas
 - All rail service needs significant improvement
- **Recognize rural transit service as essential**
 - Low-income and elderly residents often rely on transit for transportation to basic services

PRESERVATION AND STEWARDSHIP

- **Increase connectivity between communities/corridors**
 - Support connectivity through more Park & Rides and better freeway access
 - Connectivity between economic centers is particularly critical
- **Integrate freight mobility into the system as a whole**
 - Various crossings where freight is not well integrated can disrupt numerous modes of transportation (e.g. the BNSF bridge over Skagit)
 - Provide more alternate corridors for freight
- **“One size does not fit all”; respect local differences**
 - Performance measures should be equitable, reflect local realities and needs
 - Approach land use/transportation integration differently in rural and urban areas
- **Provide more funding for high-performing “access roads”**
 - Most preservation grants are aimed at arterials
 - Access roads with high ADT are often neglected
- **Address “operations” along with preservation and maintenance**
 - Consider operations for transit, ITs, and airports
- **Emphasize significant preservation needs of ferries**
 - Ferries are a critical component of the state’s transportation system

Kitsap Meeting Summary

1.0 Introduction

The Washington Transportation Commission hosted the fifth Regional Listening Session in Bremerton on September 30th, 2010 at the Norm Dicks Government Center. There were a total of 42 attendees, including Commissioners Philip Parker and Dan O’Neal.

2.0 Major Themes

1. SUPPORT GREATER INVESTMENT IN NON-MOTORIZED TRANSPORTATION

- Non-motorized transportation encourages healthier, more active lifestyles
- Non-motorized transportation investments attract workers and businesses who value those types of amenities, and could potentially increase a region’s economic profile
- Include non-motorized transportation in the design phase of new transportation projects
- Prioritize the safety of bicyclists and pedestrians; if these alternatives are not safe, people will resort to SOV trips

ALIGN ENVIRONMENTAL REGULATIONS AND NON-MOTORIZED TRANSPORTATION GOALS

Ensure that environmental regulations do not undermine efforts to improve non-motorized transportation infrastructure

- Local jurisdictions depend on flexibility in WSDOT’s ROW policies to promote and expand non-motorized transportation infrastructure
- For example, stormwater regulations often prevent bike lanes and road shoulders from being added to rural roads
- Decreased opportunities for non-motorized transportation leads to an increase in SOV trips, which is damaging to the environment

INCREASE AND DIVERSIFY INVESTMENTS IN FERRIES

- Ferries require long-term funding to be sustainable and affordable
- Provide funding to reduce fares and sustain a more frequent schedule; current fares are higher than the cost of gasoline, which discourages drivers from utilizing the ferry system
- Consider implementing financial incentives for freight carriers through discounted off-peak fares
- Provide funding for passenger-only ferries
- Increase funding for barges

INCREASE INVOLVEMENT BY LOCAL GOVERNMENTS

Allow for more frequent and improved collaboration with local governments

- Local jurisdictions have a better understanding of how to efficiently allocate funds
- How WSDOT designs and implements projects may not fit local economic development needs
- More partnerships and increased communication between WSDOT and local governments benefits the public

Allow for greater flexibility in policy modification by local governments

- Regulations are often too rigid and can impede critical projects
- The policies included in the plan are typically geared towards urban areas; rural jurisdictions should have the opportunity to modify and adjust these strategies to better match their local context and needs

ACCOUNT FOR THE DISTINCT TRANSPORTATION NEEDS OF AN AGING POPULATION

- As demographics trend towards an aging population, expect an increased reliance on public transportation
- Encourage levels of density that can support transit; this will provide increased transportation options for the aging population
- Safe and convenient access to public transportation is particularly critical for this segment of the population

FACILITATE, ENCOURAGE, AND PROVIDE INCENTIVES FOR SOV ALTERNATIVES

- Reduce the Commuter Trip Reduction (CTR) threshold to under 100
- Facilitate and provide more opportunities for safe car-pooling
- Provide “commute by bike” incentives

SUPPORT DIRECT ALLOCATION OF FUNDING FOR SMALLER JURISDICTIONS

- There are currently too many funding streams, each entailing different requirements and mandates
- These complex funding mechanisms lead to unnecessarily high administrative costs; direct allocation will eliminate these costs

INCREASE THE GAS TAX TO OFFSET LOWER REVENUES

- In order for the gas tax to be an effective funding source, it has to be increased
- Considering indexing the gas tax

3.0 Key Points by Goal Area

ECONOMIC VITALITY

- **Increase investment in non-motorized transportation**
 - Investment in non-motorized transportation is a key strategy for reducing costs
 - Non-motorized transportation investments attract workers and businesses who value those types of amenities; could potentially increase a region's economic profile
 - Non-motorized transportation encourages healthier, more active lifestyles
 - Include non-motorized transportation in the design phase of new transportation projects
 - Promote bicycling and walking as viable transportation options
- **More frequent and improved collaboration with local governments**
 - Local governments have a better understanding of how to implement local projects more effectively and efficiently; recently, there have been numerous missed opportunities
 - How WSDOT designs and implements projects may not fit local economic development needs
 - More partnerships and increased communication between WSDOT and local governments benefits the public
 - Provide better connections between transit systems in downtown Seattle
- **Increase and diversify investments in ferries and barges**
 - Subsidize WSF to decrease passenger fares; current fares are high, and discourage potential passengers from utilizing the ferry system
 - Provide funding for passenger-only ferries
 - Promote ferry rides as a tourist attraction. Build on the current popularity of ferries with tourists; increase ferry ridership and revenues
- **Establish financial incentives to move freight carriers on ferries during off-hours**
 - Reduce congestion during peak hours and increase revenues during off-hours
 - Improve overall freight mobility

ENVIRONMENT

- **Ensure that environmental regulations do not undermine efforts to improve non-motorized transportation infrastructure**
 - WSDOT highways are the primary transportation spines in Kitsap County. Local jurisdictions depend on flexibility in WSDOT’s ROW policies to promote and expand non-motorized transportation
 - Stormwater regulations often prevent bike lanes and shoulders from being added to rural roads
 - Decreased opportunities for non-motorized transportation lead to an increase in SOV trips, which damages the environment
 - Non-motorized transportation encourages active, healthy communities, and should be considered a top priority
- **Facilitate, encourage, and provide incentives for SOV alternatives in various ways**
 - Reduce the Commuter Trip Reduction (CTR) threshold to under 100
 - Facilitate and provide more opportunities for safe car-pooling
 - Provide “commute by bike” incentives
- **Greater flexibility for policy modification is needed in rural areas**
 - The policies and strategies included in the plan are generally geared towards urban areas
 - Rural jurisdictions should have the opportunity to modify and adjust these strategies to better match their needs
- **Increase WSF support for freight carriers through policy and fare structures**
 - Consider implementing financial incentives for freight carriers through discounted off-peak fares
- **Recognize the need for other types of ferries, particularly passenger-only ferries and barges**
 - There should be other options aside from car ferries
- **Promote bicycling and walking as viable and healthy transportation options**
- **Implement design standards that are flexible and affordable**

SAFETY AND MOBILITY

- **Convert roads and transportation systems to more safely accommodate non-motorized transportation**
 - Improve bicycle and pedestrian infrastructure
 - Widen shoulders on roads
 - Prioritize the safety of bicyclists and pedestrians; if these alternatives are not safe, people will resort to driving
- **Recognize the distinct transportation needs of an aging demographic**
 - As demographics trend towards an aging population, expect an increased reliance on public transportation
 - Safe and convenient access to public transportation is particularly critical for this demographic
- **Identify major bottlenecks and implement changes to alleviate them**
 - In Kitsap County, roads approaching ferries are often major bottlenecks, which have a significant negative impact on local and regional mobility
 - Identify and address other critical bottleneck corridors across the region and the state
- **Improve and increase transportation options for the disabled population**
 - Provide improved access and connections
- **Implement an income tax system in Washington State and utilize it for transportation funding**
 - Discontinue usage of sales tax for transportation funds

PRESERVATION AND STEWARDSHIP

- **Support direct allocation of funding for smaller jurisdictions**
 - There are currently too many funding streams, each entailing different requirements and mandates, to be properly managed by smaller jurisdictions
 - These complex funding mechanisms lead to unnecessarily high administrative costs; direct allocations will eliminate these costs
- **Increase the gas tax to offset lower revenues and declining purchasing power**
 - Consider indexing the gas tax
- **Ferries require long-term funding to be sustainable and affordable**
 - Incentives to take the ferry are currently out of line; it can be cheaper to drive around the Sound even with the Tacoma Narrows toll
 - Funding is required to decrease fares and to sustain a more frequent schedule
- **Increase funding for transit and for better connectivity between modes**
 - A higher percentage of the increasing over-65 population relies on transit
- **Allow more flexibility for cities and counties to determine how funding is allocated, and how regulations should be implemented**
 - Local jurisdictions have a better understanding of how to efficiently allocate funds
 - Regulations are often too rigid and can impede critical projects
- **Encourage levels of density that can support transit**
 - The state should be more proactive on land use to encourage density to support transit
 - This will lead to increased options for the aging population
- **Preserve the local share of state and federal funding**

LIST OF ATTENDEES

Vancouver Meeting

Speakers

Molly Coston, Regional Transportation Council and Washougal City Council

Jerry Oliver, Port of Vancouver

Philip Parker, Washington State Transportation Commission

Rosemary Siipola, CWCOG

Other Attendees

Jonathan Abuyan, WSDOT

Edward L. Barnes, LRTSWN

Chuck Blum, City of Woodland

Daniel Briggs, Paramount Petro

Katy Brooks, Port of Vancouver

Lynda David, Regional Transportation Council

Bart Gernhart, WSDOT

Jeff Hamm, C-TRAN

Molly Haynes, Kaiser Permanente

Schuyler Hoss, Governor's Office

Lynn Krogseng, ATC-FOCC

Carol Moser, WSTC

Jamaia McLane, Citizen

Brian McMullen, WSDOT

Jim Moeller, 49th Legislative District

Sharon Nasset, Third Bridge Now

Debbie Peterson, Citizen

Thayer Rorabaugh, City of Vancouver

Ray Shank, WSDOT

Al Swindell, City of Woodland

Scot Walstra, Port of Camas-Washougal

Sharon Zimmerman, WSDOT

Kei Zushi, City of Woodland

Yakima Meeting

Speakers

Carol Moser, Washington State Transportation Commission

Page Scott, YVCOG

Other Attendees

Alan Adolf, Yakima County

Loren Belton, YVCOG

Ron Davis, T.C. Transportation Services

Rick Door, J-U-B Engineers

Elmira Forner, WSTC

Joe Henne, City of Selah

Sarah Hyndman, YVCOG

Mark Kushner, BFCOG

Deb LaCombe, YVCOG

Ken Mehin, Yakima Transit

Amy Neal, People for People

Dan O'Neal, WSTC

Bill Preston, WSDOT

John Rohrbaugh, YVCOG

Gracie Sexton, People for People

Brett Sheffield, City of Yakima

Spokane Meeting

Speakers

Richard Ford, Washington State Transportation Commission

Latisha Hill, Washington State Transportation Commission

Glenn Miles, Spokane Regional Transportation Council

Other Attendees

Todd Ableman, City of Cheney

William Bennett, WSDOT

Chris Carroll, WA Policy Center

Gloria Clark, Citizen

David Condon, U.S. House

Heleen Dewey, Spokane Regional Health District

Matthew Ewers, Inland Empire Distribution Systems

Sandra Jarrard, Greater Spokane Foundation

Charlene Kay, WSDOT

Ross Kelley, Spokane Parks and Recreation

Staci Lehman, SRTC

Cindy Marshall, Roots

Keith Metcalf, WSDOT

Glenn Miles, SRTC

Carlos Reyes, WA State Good Roads and Transportation Association

Dale Smith, Citizen

Joel Soden, STA

Joe Tortorelli, WA State Good Roads and Transportation Association

John Townsley, Washington Pilots Association

Addie Turner, Citizen

Jennifer Wash, SRTC

Everett Meeting

Speakers

Bob Distler, Washington State Transportation Commission

Bob Drewel, Puget Sound Regional Council

Mayor Ray Stephanson, City of Everett

Gordon Rogers, Whatcom Council of Governments

Other Attendees

Al Aldrich, Strategies 360

Dom Amor, PSE

Larry Bauman, City of Snohomish

Stoney Bird, Farmhouse Gang

Owen Carter, Snohomish County

Elmira Forner, Transportation Commission

Eric Goodman, Community Transit

Judy Lorenzo, WSDOT Planning

Jeff Lundstrom, Perteet Inc.

Pat McClain, City of Everett

Jill McKinnie, Congressman Rick Larsen

Rick Olson, PSRC

Charles Prestud, WSDOT

Gary Rowe, Washington State Association of
County Engineers

Haroon Saleem, City of Granite Falls

Ryan Sass, City of Everett

Reid Shockey, Shockey Planning Group

Richard Tarry, City of Everett

John Tatum, City of Marysville

Hans Toorens, Toorens VSC

Kitsap Meeting

Speakers

Mayor Patty Lent, City of Bremerton

Dan O’Neal, Washington State Transportation Commission

Philip Parker, Washington State Transportation Commission

Other Attendees

Patrick Babineau, WSDOT

Linda Berry-Maraist, Poulsbo City Council

Kim Brackett, Bainbridge Island City Council

Mike Chapman, Clallam County

Vicky Clarke, Kitsap Regional Coordinating Council

Greg Croc, Kitsap County Public Works

Pete DeBoer, Port of Kingston

Lee Derror, West Sound Cycling

Bob Dollar, Citizen

Joe Donisi, Clallam County Public Works

Becky Erickson, City of Poulsbo

Rick Freeney, West Sound Cycle Club

Ed Friedrich, Kitsap Sun

Ross Gallagher, Mason County

Spencer Horning, Navy Region NW

Rich James, Clallam County Public Works

Derek Kilmer, State Senate

George Kovich, WSDOT

Jim McDonald, Bremerton City Council

Michael Mecham, City of Bremerton

Egils Milbergs, Washington Economic

Development Commission

Clifford Olin, International Federation of Professional and Technical Engineers

Barbie Rasmussen, Olympic Area Agency on Aging (DSHS)

Douglas Rauh, Bainbridge Island Chamber of Commerce

Dianne Robinson, City of Bremerton

Jim Rogers, Kitsap County Public Works

Christine Rolfes, State House

Terra Rose, Rep. Larry Seaquist’s Office

Brian Smith, WSDOT

Barb Smithson, Kitsap County Health District

Jay Spady, US Navy

Robert Thuring, Citizen

Greg Wheeler, City of Bremerton

Sunny Wheeler, Citizen

Patricia Willestoff, Port Townsend Paper Corp.

John Willet, North Kitsap Trails Association

Don Willott, City of Bainbridge Island

Margaret Witt, Citizen

Roger Zabinski, Port of Bremerton

ALL DISCUSSION GROUP COMMENTS BY GOAL AREA

Vancouver Meeting

ECONOMIC VITALITY

SESSION 1

- **Better access to highways: I-5 must be modernized in order to re-connect cities**
- **Better Grade Separation Necessary**
 - For Rail
 - Access to Ports
- **Better access to SR-14 and Port of Camas-Washougal**
- **Better access to I-5, near and far**
- **Improving the Columbia River Crossing (bridge) will improve competitiveness on several levels**
- **Overall, connections between rail, freeway, and marine are critical to Southwest Washington**
- **We must preserve the function of our transportation infrastructure, and we should not get to hung up on structures.**
- **Reliability equals mobility**
 - Freight
 - Transit
- **Has capacity been proportionate to growth? NO.**
 - Capacity has not been proportionate @ the federal, state, city, and county levels. The population has doubled in less than 50 years
- **There should be a new interstate corridor for trucks linking Seattle to Medford**
 - Should be a **toll road**
 - Should be gained through eminent domain
- **Define capacity increases:**
 - Transportation Demand Management?
 - New Roads?
 - Corridor Analysis
 - Land Use
- **What are the interstates for?**
 - Cars/commuters?
 - Should freights have priority?
- **Quality of Place**
- **Revenue Generators are in conflict between cities, counties, and ports**
- **Sales tax EQUALS land use decisions, DOES NOT EQUAL capacity maintenance**
- **There should be more and better collaboration between ports and local governments**

- **Statewide Revenue Generators are needed for transportation**
 - Structure is key here
 - What is/are the sources?
- **Policies don't make great ribbon-cutting ceremonies**

SESSION 2

- **The current economic atmosphere pits modes and agencies against each other.**
 - We must shift our thinking to be more inclusive
- **Projects --> Network --> Absorb Growth**
 - Promote regions
 - Promote jobs
 - Promote vitality
 - Promote Mobility
- **Life one parcel at a time**

ENVIRONMENT

SESSION 1

- **Is rail really a green alternative, especially electric-powered light rail, given our reliance on coal?**
- **Long-term strategic drivers:**
 - More sources of funding
 - We need better land use policies
 - We need to make sure we take enough **time** to implement changes correctly
 - Changing demographics will have a large impact on transportation
 - Single-family are in the majority
 - Over the next 20 years, there will be a 136% increase in the 65 and over population
- **We have different transportation needs for different land uses**
 - Since more people are living in the suburbs, they will have more of a say in the development of our transportation system
- **We must allow and provide for more private sector solutions, like a shuttle service**
- **Complete streets are a good idea, but it is expensive, and it will be difficult to pull together funds to make improvements**
 - 18th Street
- **Transportation is not just vehicles**
 - We must focus on how to move people in other ways, such as better pedestrian and bicycle infrastructure
- **Why not have a use tax?**
 - Have a road tax for those using the road
 - One problem is it costs money to collect

- Another challenge for SW Washington is our taxing system
- Look at what works in other places
- We need complete funding for complete streets
- SOV is very convenient until there is congestion
- If we “allow” congestion, will people choose to not drive?
 - Will GHG increase?
 - Will Gen X and Gen Y make different choices?
- It is dangerous to rely on federal funding and incentives to make green choices
- Our dependence on sales tax shapes land use decisions
- Pay true costs up front

SESSION 2

- **More Strategic Drivers:**
 - Decisions (sins) of the past
 - Develop alternative sources of energy
 - New Paradigm for purposes of transportation system
 - Health Care Costs
- **In 1940, the Department of Highways changed the course of river to avoid building two additional bridges. The lake needs fresh water for circulation**
 - Transportation decisions must take water quality into account
- **Do we invest in changing out transportation system or in mitigating impacts (e.g. carbon sequestration)?**
- **Build a bike path across the river or give bikes a free ride across the river?**
- **A lot of past decisions were made because we didn’t pay true costs**
- **Walking less as a transportation choice increases health care costs**
- **Happy to see health care integrated into the plan**
- **How to get from where we are to a “more sustainable” system?**
- **Integrate land use into future highway design to preserve highway function**
- **Electronic/technology allows us to do thing without travel**
- **Corporate model of centralized distribution service doesn’t fit on transportation system**

SAFETY AND MOBILITY

SESSION 1

- **Question #1: What are citizens willing to pay for?**
 - How do we reconcile difference between what professionals see and what public is willing to pay for?
- **We get a small percentage of the population weighing in...**
 - How do we get a broader community input?
- **Now is a hard time to have this conversation, but we don't have a choice.**
- **We need a systematic approach to educating people**
- **Media are framing it as "hidden taxes"**
- **Health and Health Care are strategic drivers**
- **We need to have something to inspire people in WTP**
- **We should add more about safety regarding freight**
 - Consider complete streets concept for freight (add this to #c – p. 5)
 - Keep that in mind
- **Need to say: we need to call out freight mobility specifically**
- **In #C, emergency preparedness, expand to ports specifically**
- **To improve mobility:**
 - We need to improve the North-South rail system
 - We need to modernize the existing system, and improve "operating efficiencies"
 - Lanes, ramps, etc., better ramp access
 - We need to modernize even where we don't need additional capacity
 - Definition of preservation should include modernization
 - Focus on cooperation and a corridor approach – continue the trend with the Fast Corridor + West Coast Corridor groups
- **For funding:**
 - Our structural situation is a new ballgame
 - Solution is not just to raise the gas tax
 - It needs to be a conversation about other types of revenue
- **Mobility should have connection to land use strategy**

SESSION 2

- **Land Use affects mobility and safety**
 - People-driven vs. automobile-driven
 - Mixed-use development improves mobility
- **Freight mobility --> How will it affect safety and overall mobility?**
 - How does this impact road usage?
- **Developers must recognize other modes of travel (besides automobiles)**
- **There should be separated dedicated use corridors for cars and trucks**
 - There should be clearly defined travel corridors based on type of travel
 - There should be significant neighborhood input on where the travel corridors should be (we do not want these corridors to bisect and fragment neighborhoods)
- **Each main arterial should have a separate side street one street over geared towards other modes**
- **The main arterial should not be turned into a “Complete Street”**
- **There should be a more deliberate selection of where the main arterials are, to maintain neighborhood integrity**
- **Mobility options must be prioritized**
 - In particular, for freight
 - We must address rail system bottlenecks (e.g. at grade crossings)
- **Funding options:**
 - More use taxes
 - Statewide revenue generator for transportation funds
 - We should consider attaching project specific funds to funding mechanisms

PRESERVATION AND STEWARDSHIP

SESSION 1

- **Horseshoe Lake water quality is a critical issue**
 - Funding for a pump is needed
- **We should “nickel and dime” for preservation projects**
 - There is currently no money for preservation and maintenance
- **Focus preservation funding on the most pressing preservation needs**
 - Some bridges need money for preservation now
 - Capacity to system
 - System Needs
- **Land Use and Transportation Strategies should be more focused**
 - Industrial land needs infrastructure
- **Some ideas for project funding:**
 - TBD
 - Tolling
 - TIF/ Revenue Debt
 - Project-specific money
- **Preservation should take priority over new projects**

SESSION 2

- **FEMA Regulations – Flood management certification and finance**
 - FEMA is changing the data structure for flood elevation maps through raising the levels, which changes the flood profile for construction and projects
 - Better adaptation strategies are crucial to address climate change and its impacts
- **Land-use/ Transportation/Modal mix – Locals should be more involved in determining policy**
- **Preservation *and* Modernization; modernization is a crucial part of preservation**
- **Preservation of function and capacity**
 - Capital/depreciation
- **Integrate technology with preservation and modernization**
 - Regulations must be opened up at the federal and state level to enable this
- **There should be designated freight corridors**
 - HB 1959 type
- **There should be a VMT**
- **There should be equity in fees, through a *user* structure**

Yakima Meeting

ECONOMIC VITALITY

SESSION 1

- **Appreciate that Economic Vitality has been added**
- **Important to our region**
 - More than congestion, environment, stewardship
- **The plan is preaching to the choir**
 - We need to educate the governed and the governing (Banner Bank Commercial example)
 - We need to get past the idea that transportation projects are “parking”
- **Transportation is important and related to everything else**
- **We need to change the public mindset about the economic opportunities transportation presents**
- **Strategies are based on performance, and you can’t show performance in advance**
 - Develop consistent performance measures across the state that will be able to predict benefits
- **Consider and develop new measures to capture anticipated economic benefits**
- **Recognize the different magnitude of benefits (and costs) in rural vs. urban regions**
 - Consider duration and lifespan
- **There have been proven benefits of downtown revitalization through streetscape and sidewalk projects**
- **Look at state needs, and regional needs as a component of state needs**
 - Take a long-term perspective
 - Prioritize improvements to I-90, not just I-5 and Spokane
- **Commitment to developing and preserving rail corridors**
- **Sections of the plan we support:**
 - All weather roads as a program (as opposed to just individual projects)
 - The importance of the Columbia/Snake River for moving freight
 - Economic Development organizations include ports
- **Programs we feel may hurt the economy:**
 - Port Sea-Tac “Green Gateway Clean Air Strategy” is fluff and will lead to increased cost and delay and discourage businesses
 - Concurrency is detrimental to economic development
 - Interstates are exempt
 - It is a necessary evil given funding limitations

SESSION 2

- **Transit benefits economy; transports people to jobs and training**
- **Personal economic benefits of not having to own a car**
- **A bad economy means that while demand is up for transit, funding is down for transit services (as a result of cutbacks and declining sales tax revenue)**
- **Public transportation is not just an alternative mode. Many people do not have other options to access jobs, training, shopping and services**
- **Look at costs and benefits for access to food/med services**
- **Improve cost benefit analysis of rail/transit vs. highways to consider economic benefits**
- **Connectivity between modes is key**
- **Encourage public/private partnerships**
 - Public investments in private (rail)
- **Share the burden beyond just transportation budgets**
 - Government agency vehicles are tax/fee exempt but they still contribute to wear and tear and congestion on roads and should pay for the impacts
- **Connecting communities along regional corridors (e.g. Walla Walla --> Tri-Cities --> Yakima --> Ellensburg) is not just a local benefit**
- **Need special tax on studded tires to account for damage**

ENVIRONMENT

SESSION 1

- **Streamline environmental permitting**
- **Legislate incentives to convert commercial vehicles (cabs, delivery trucks, etc) to hybrid vehicles**
 - One option would be to provide federal compensation for tax revenue loss
- **Provide incentives for conversion to more “green” transportation of goods**
 - Encourage commercial transporters to convert to hybrid
- **One size does not fit all in terms of environmental regulations**
 - Although the intent should be maintained, regulations should be flexible to meet local needs and the local context

SESSION 2

- **Education is needed; how do we get the word out?**
 - Need to explain the immediate fiscal benefit of a plan or project to the end user
- **One size does not fit all**
 - Where is the ability of the local jurisdiction to modify plans and so forth, to meet the intent of the plans rather than meet a prescriptive plan?

- **Address conflicts between dollars earmarked for transportation (e.g. roads, highways) but used for alternative transportation, such as bike paths and pedestrian ways**
 - California lost a case on use of highway funds for pedestrian paths

SAFETY AND MOBILITY

SESSION 1

- **Enforcement: Make penalties stiffer to encourage changes in drivers behavior**
- **Money or time**
- **Enforcement for running red lights**
 - Mobile vs. stationary red light camera locations
- **Education is needed**
 - Performance lacking
 - Cell phones are dangerous
 - Aggressive drivers
 - Signage – it has been overkill and is not as effective anymore
- **Need choices to single occupancy vehicles**
 - Lifestyle
 - Connectivity
 - Sidewalk
- **Language Barriers**
 - Identify and use friendly symbols
- **Safe Routes to School**
 - Need to train students to “think” about alternative routes
- **Building sidewalks competes with ability to get money for transit**

SESSION 2

SAFETY

- **For safety, performance measures should identify the same “issues” as common sense. Let’s not concentrate only on “deaths” – let’s prioritize before occurrences [in planning stage], based on statistical data for prevention**
- **Safety is tied too much to having a high population and it is inequitable**
- **DUI Intervention**
- **Safety of facilities “in the dark”**
- **Money needed to increase catastrophic event planning here: from planning to MOUs**
- **Funding source: put teeth in regulations to make this a requirement when receiving money from feds.**
- **“211” – non critical info center saves on other more critical “911” resources.**

MOBILITY

- **Change public and government mindset so that transit is a fundamental element for the transportation system**
- **Education: Importance of transportation on quality of life**
 - School level
 - Business level
 - Services
 - Recreation/Entertainment
- **Round the clock transit**

PRESERVATION AND STEWARDSHIP

SESSION 1

- **Maintain the services that the Yakima Valley currently has, rather than building and expanding newer transportation services or means of transportation**
- **Easier to raise taxes for maintenance of existing services than to expand or build new facilities**
 - Look at future needs
- **There is an increasing population in need of services**
- **We should subsidize to maintain, but not to expand**
 - Expansion should only be available through specialty grants without increasing sales tax
 - The tax base is decreasing and limiting the amount of available funds. This is a low income community, it's difficult to ask for more money
- **Locally, how is our community benefitting from services? What is the cost of not providing services? Cost of missing work, commuting, etc.**
- **Lower Valley and Yakama Nation really need transit services to access jobs and services**
- **Educating citizens to support services/ government officials for support**
- **Coordination with other services and providers works well here. Pahto Public Passage connects to Yakima Transit and Benton Franklin Transit**
- **Moving to where the services are is not an option for some citizens**
- **More small transit vehicles are more cost effective than large buses and could provide on demand services**
- **Make action a priority by local government officials**

SESSION 2

- **Clearly identify local preservation needs**
 - Can't keep up with maintenance and operations
 - Small cities can't do a Transit Benefit District (TBD)
 - Specifically, small rural areas don't have revenue generators for basic preservation needs
- **Rural safety is important and can be addressed by preservation**
- **Stewardship Goal is confusing, what does it really mean?**
- **Multi-modal approaches are not always a reasonable expectation. We can't afford everything**
 - Too many modes have been created
 - Preserve the primary modes: Roads and Transit
- **Transit preservation is key (operating needs)**
- **Funding is at cross purposes – trying to reduce VMT but relying on gas tax**
- **Regional decision making is important for how money is spent and on what**
- **Aging-in-place is important. People can't move to service providers or areas already served by transit**
- **Funding options:**
 - Gas tax specifically for preservation needs
 - Federal gas tax for transportation
 - Not supportive of tolls in our region
 - Volume of traffic won't support tolls
- **Identification of corridors and making lists generates more competition for funding**
- **Technology isn't as beneficial in small rural communities**
- **Traffic Management Center is most beneficial for traffic management**

Spokane Meeting

ECONOMIC VITALITY

SESSION 1

- **The North Spokane Corridor will be a critical tool for improving economic vitality through increased connectivity**
- **Legislature should take a look at Davis-Bacon wage determinations and the impact on public contract costs**
 - Should we “put a lid on that”?
 - Survey should not be used unless there is a large enough sample size. Effective data of Davis Bacon is inconsistent
- **The bidding process needs to be overhauled**
 - Expand the data-set used to calculate labor rates
- **Recognize that there is a big difference between projects in terms of stimulating economic vitality**
 - More effective projects should be prioritized
- **Look at aviation fuel sales tax:**
 - Re-examine where the money goes
 - Re-investing in aviation infrastructure (priority)
- **Establish all-weather transportation options for freight movement (priority)**
- **Coordinate freight policies across borders, including international borders (priority)**
 - Expand to all forms of transportation
- **Harmonize transportation investments and land use (priority)**
 - Work with the economic development organizations to achieve this goal
- **Encourage freight movers to use freight corridors**
 - Trucks should also use designated freight corridors

SESSION 2

- **Ban studded tires**
- **Capacity Improvements have a positive impact on safety and economic development**
- **Preservation and maintenance is important to economic vitality**

ENVIRONMENT

SESSION 1

- Don't require or mandate "Complete Streets" policies
- One size does not fit all; there should be more local involvement
- Spokane does not need light rail

SESSION 2

- **Promote public transit**
 - Use of public transit could help improve public health
- **Transportation alternatives should support healthy communities**
- **Clean water is not just a Western Washington Issue**
 - Eastern Washington also has bodies of water, such as the Spokane River
- **Reducing Greenhouse Gas Emissions requires greater public education**
 - Particularly on the east side of the state and in rural areas
- **Take advantage of our clean electric power to lead to transportation technology changes**
- **Complete Streets are positive and should be supported**
- **The link between transportation and land use in the plan could be stronger and more focused**

SAFETY AND MOBILITY

SESSION 1

- **Old roads with no shoulders should be brought up to standard**
- **Prioritize which roads are most in need of funding**
- **Change travel behavior**
 - Encourage different kinds of transportation with respect to choice
- **Weigh Stations – there is no law for trucks to use them and then they end up traveling on secondary roads**
- **Where would you put money?**
 - Safe Routes to School
 - Children and Adults
 - Access to Transit
 - The 4 E's of traffic safety are good
- **Improve safety on the corners of county roads**
- **Improve East-West passenger rail – is this cost effective?**
- **Will it be utilized?**
- **Will it be cost-effective?**

- **There are equity issues with MVET funding**
 - 43% are below the poverty level
- **Tolls are a good funding mechanism**
 - Use taxes make sense
- **We cannot keep increasing the gas tax**
- **Consider a bike tax to fund bike paths and trails**
- **How do we pay for upgrades to meet Americans with Disabilities Act (ADA) standards?**
- **We must address the transit and safety needs of senior citizens**
 - Land use comes into play here, because it can create opportunities to walk to amenities
- **Lower cost improvements can be gained through utilizing the incarcerated population to do the work**
- **Seismic standards should vary by region**

SESSION 2

- **The North/South freeway needs to be completed ASAP**
 - There should not be a toll; tolling would be unfair
- **The City of Cheney supports corridor connections**
- **The City of Cheney supports promoting alternatives to driving**
- **There should be more sidewalks in urban areas**
- **Freedom of mobility is related to having a variety of choices**
- **Improving the safety of rail crossings should also be under Safety Strategies**
- **Look at all modes while the road is torn up (bond issue)**
- **Establish a safe environment for pedestrians everywhere**
- **Reinforce two lane road safety improvements in rural areas**
 - Larger stop signs
 - Advance warning signs
 - Add shoulders
 - Flatten curves

PRESERVATION AND STEWARDSHIP

SESSION 1

- **Preservation and stewardship are closely linked. The public judges the effectiveness of the money spent by the condition of the roads**
- **Ban studded snow tires**
 - They cause wear and tear
 - They are noisy on the concrete pavement
 - Local roads are in bad shape, especially during spring thaw
- **Pavement rehabilitation is a critical State highway need**
- **Preserving narrow roads (when you can't pay to widen) can lead to safety problems**
 - Causes over-usage and high speeds
 - Narrow roads have no shoulder which is a risk
- **There is a risk of cities diverting transportation money to other needs in a poor economy**
- **Increasing the predictability of revenue streams should be a goal**
- **Pavement scores are one way to measure performance**
- **No revenue for preservation at the federal, state, and local level since about 1992**
- **There is life left in the gas tax**
 - The vast majority are still driving gas-powered vehicles
 - It does help reduce VMT
 - It is also a user fee
- **Transit fleets needs to be maintained in good working order and so do the roadways**

SESSION 2

- **Identify projects of statewide significance**
- **Public use airports are critical**
 - We don't build them anymore, so we need to preserve and where possible expand them
- **Re-direct taxes to investment in infrastructure (e.g. aviation fuel sales tax)**
- **Tolling – be wary of what was originally promised, don't switch duration or use midstream**
- **Assess developer mitigation fees for highways of statewide significance**
 - Legislation is required
- **Use more low-cost solutions (chip seal) to maintain roads**
- **More accountability (“teeth”) around WTP 2030**
- **Preserve essential public facilities we have (companion to stewardship – establish and expand)**
- **Studded tires – preservation issue with safety implications and also economic issues**
 - If people don't feel safe without studded tires they might not travel and spend money in our region

- **Trucks are not obligated to stop at weigh stations**
 - They often use arterials, which causes damage to roads
 - It is a safety issue as well
- **Instead of using the word *explore*, use *establish* performance measures**
- **Review labor and contract costs that result from federal and state regulations**
- **Construction and other municipal projects are taxed and this should change**
- **Importance of regional planning to be ready to respond to federal calls for projects**
 - How to get locally acceptable outcomes when mandates are set at the national level
 - Why does “Complete Streets” have to look the same everywhere?
- **More money for maintenance is needed**
- **Support our federal elected officials to get involved in federal discussions**
- **Who sets performance standards? What level is the system?**

Everett Meeting

ECONOMIC VITALITY

SESSION 1

- **Strategic Drivers**
 - Boeing
 - Jobs
 - Canadian Border
 - Add “we need to expand our relationship with Canada as a trading partner” to strategy B
 - Infrastructure Costs
 - Energy
 - Environmental Impact
 - Freight Mobility and Ports
 - Economic sustainability of cities is being challenged
 - Investing in our transportation network is a reliable bet
 - Growth Management Act (GMA) has unintended negative consequences
- **The 20 year old policies of the GMA are limiting business**
 - It doesn't recognize the importance of economic sustainability
 - There's a lack of specificity
 - A failed concept: Counties managing roads at the same level as cities
 - There is no support for the importance of sales tax (retail growth), specifically its importance in countywide planning policies
 - Economic Development is a “weak sister” to the GMA
 - GMA drives a lot of things. Whatcom is now out of compliance, so it can't get planning money
 - UPDATE THE GMA! It's all linked in planning (PSRC 2040, etc.) and needs to be more current
- **Add to #B – Improve North-South Rail**
 - Support for passenger rail related to Eastside Corridor
- **Commercial Aviation Service is missing at Payne Field**
 - Payne Field is an essential hub, but it's very controversial
 - Doing a great thing with commercial air service in Bellingham
- **What's the process for making this plan actionable?**
 - It's a great plan, but what's going to happen around implementation?
 - Acknowledge funding issues. We need new and different ways to fund the state's transportation system
 - Increasing investments between land use planning and multi-modal investments is critical but it's not happening here. Other states are light years ahead of us

SESSION 2

- **We are focused on projects that increase our revenues**
- **How do we develop a performance measure to justify transportation investments?**
 - Can measure the costs/benefits?
- **Coordinate Transportation planning/infrastructure with other types of infrastructure**
 - Transportation has a multitude of types of supporting infrastructure
 - Transportation is foundational to other infrastructure components
 - Hence, transportation investments can stimulate the economy in numerous ways, both directly and indirectly.
- **Utilize private investments to mitigate costs**

ENVIRONMENT

SESSION 1

- **Peak Oil: Our current system is based on the 1950s notion that we'll have adequate oil, but there won't be more. The price will go up**
- **Increase regional transit service**
 - For example, inter-city service from Blaine to Vancouver (rail, bus, multimodal)
- **Integrated planning**
 - Better coordination and integration between land use, transportation, economy, and environment at the state level

SESSION 2

- **Small community transit so people can use vehicles less (not just biking and walking)**
- **Sustain transit service and other pieces of corridor strategies. Make sure all of the pieces can come together**
- **Get people out of their cars. Emphasis on "Complete Streets" where appropriate:**
 - Copenhagen example
 - Amsterdam example
- **Increased focus on bicycle safety**
- **People want jobs closer to home**
- **Raise gas tax \$1.00 per year**
 - Create a link between costs and behavior
- **Make a commitment to complete and sustain entire corridor solutions**
 - Do not approach this in a piecemeal manner
- **Promote alternatives through price**
 - Increase gas tax, get people out of cars

SAFETY AND MOBILITY

SESSION 1

- Information technology systems should be a lower priority than efficiency and mobility
- Funding for Right-of-Way and design process is also critical
- Our transportation system should be considered in both a national and international context. It should be viewed as part of a larger vision
- Plan for changes in both fuel source and supply and funding sources
- Shift to a utility-based funding model
- We have seen a mode shift in space as well as time
 - There has been a move to increased density
 - Urban to rural
- East/West Passenger rail would not be cost-efficient
 - Eastern Washington is not dense enough to support that type of rail service
 - Funding should go towards North/South rail service
- Include “Operations” as a key component of the plan
- Increase efficiency of ramps and traffic movement

SESSION 2

- Rules that require sidewalks for bus service are too rigid
 - Many areas that need bus service do not have sidewalks
 - “One size does not fit all”
- Peak oil will cause a significant change in fuel supply
- “Mobility” is not just an urban issue
 - Solutions need to respect regional differences
- Rural transit services are a function of mobility
 - They are essential for the elderly and for lower income residents
- Transit is an essential service
- Factors aside from ridership should be used to measure effectiveness of transit. For example, if it serves low-income or underserved populations
- Create a stronger link between land use, transportation planning, and funding
 - Remove East/West rail as a priority. All rail service is in need of an improvement.
- Economic development efforts need to be targeted where the land use and transportation capacity are. For example, provide incentives in urban areas
- Use inter-county transit (Farmhouse Gang) as an example of transit links and inter-county connectivity

PRESERVATION AND STEWARDSHIP

SESSION 1

- Land Use/Transportation nexus is different in rural Washington than urban Washington
- Huge preservation need with ferries
- Focus on bridges
- Performance measurements must be equitable, and reflect local realities and needs
- Inter-regional projects and programs are very challenging
- Performance Standards:
 - Legislative Guidance
 - On-going regular process/feedback
 - Regional (MPO/RTPO) or CRAB/TIB/FMSIB
 - Most preservation grants are aimed at arterials. There is inadequate funding for high-performing “access roads” (Track Routes, routes with high ADT)

SESSION 2

- **Significant Risk: how closely are we tied to oil?**
 - Stewardship should move us away from oil: How do we move away? How do we raise revenue for the system?
 - It takes energy to produce concrete; oil prices drives the cost of asphalt. Oil permeates today’s system.
- **Transit needs a stable funding source**
 - Riders want a predictable, reliable system
 - Sales tax should be a smaller part of funding
 - Explore utility-type model; base fee for services provided and additional fees for actual services
 - Tie to property, but not property value
- **Transit planning is perverted by federal mandate to provide paratransit within 0.5 miles of fixed routes**
- **Paratransit access can be confusing and the users don’t need more confusion**
- **Stewardship Item C:**
 - Example, can’t locate a bus stop without a sidewalk
 - Existing stops are grandfathered in, but we will lose locations we could use in the future
 - City of Brier builds sidewalks only on one side of the street; bus stop/sidewalk requirement impedes bus service

Kitsap Meeting

ECONOMIC VITALITY

SESSION 1

- **Bicycle commuting is an excellent source of fitness and helps “energize” people**
- **The basic design of transportation projects should include non-motorized transportation**
 - The Hood Canal Bridge and SR 305 through Poulsbo did not include planning for bikes and peds
- **WSDOT needs to include non-motorized users in project design process**
 - Also, include neighborhoods, chambers, and councils in the process
- **How WSDOT designs/builds projects may not address local economic development needs**
- **Bicycling is part of a low-cost solution**
- **Citizens need a role in WSDOT design decisions**
- **Improved fiber optics in Kitsap would allow commuters to stay at home to work, which would decrease traffic congestion**
- **There are missed opportunities for collaborating with local governments**
- **The shipyard is growing; there are more commuters from the East**
- **Bremerton needs a foot ferry**
- **Add “attract tourism” to the plan**
- **Transportation needs to provide access to recreation**
- **Connect to and prioritize local economic development priorities**
- **Improve coordination between agencies for long-range transportation plans**
 - For example, future rail plans at Edmonds may conflict with access to ferries
- **There needs to be seamless ferry/transit connections on the East side of the sound**
- **WSF should consider prioritizing moving people over freight**
- **Ferries provide the best “office space” in the Sound**
- **We need to educate the public**
 - Protection of aviation assets is critical; limit encroachment onto airspace
- **We need to talk about financial sustainability. How do we fund the goals and measure providing services?**
- **Need to use money efficiently.**
 - Card readers
 - Wheeled carts
- **What are core services?**
 - How we finance projects is also important
 - \$80 million per year in finance costs for Tacoma Narrows Bridge

SESSION 2

- There needs to be more North/South connections and better connections to the Tacoma Narrows Bridge
- In Kitsap and Snohomish, East-West corridors are critical
- Focus freight on rails and roads that are built to handle freight
- Building non-motorized facilities attracts businesses/workers who value those types of amenities.
- Bremerton National Airport and Port Angeles County Airport are underutilized. Both need subsidies.
- Provide better connections between WSDOT and smaller ports.
- The Navy requires timely movement of freights. They should not be left to wait at terminals.
- Schedule changes to the ferries negatively impact the Navy
- WSF should establish incentives to move freight during off-hours
- There is an opportunity to use WSF/Bremerton to move freight from the Port of Gig Harbor
- WSF draws revenue as a major tourism attraction and generator
- The Olympic Peninsula is Seattle’s playground
- Support the Port of Kingston – Seattle ferry
 - Allow entry with ORCA Card
- **Priorities:**
 - Jobs/Housing balance
 - Support “Marine Highways”
 - WSF, Foot Ferries, Barges
 - Attract businesses/workforce by improving non-motorized transportation
 - Better WSDOT/local government partnerships
- **Design should include non-motorized transportation**
- **Land use and transportation need to mitigate impacts of growth**

ENVIRONMENT

SESSION 1

- **What’s missing?**
 - Separate section for active transportation
- **Safety and health in non-motorized transportation are linked**
 - Chronic disease negatively affects the economy
- **SOVs are killing us in more ways than one; politically, environmentally, health-wise, and economically**
- **Storm water regulations prohibit affordable bike lanes on many roads**
 - Legislative regulations should assist non-motorized transportation, not hinder it

- **Design standards that are flexible and affordable**
- **Connectivity – paths and lanes that move long-distance routes and hubs**
- **Share/policy WSDOT ROW**
 - The highway “spine” is a critical connector for Kitsap County
- **WSDOT should consider a “Sound to Coast” Greenway connection**
- **Improve connections to Pierce and Mason counties**
- **Consider new sources of funding**
 - Are strategies financially viable in the current economic climate?
- **Freight carriers should be better supported by ferries (for example, Port Townsend to British Columbia) through policy and fare structures**
 - Consider off-peak pricing
- **Improve communication between state and federal government regarding non-motorized transportation**
 - This could increase access to federal funding
 - Improve the design process; incorporate mass transit and pervious surfaces into the process
- **Greater investment in Marine Highways, aside from ferries (barges, freight)**
- **Consider passenger only ferries**
- **Land use is critical to make these work**

SESSION 2

- **Stormwater regulations are at odds with safety, especially in the rural areas.**
 - One size fits all does not work in rural areas
- **Rural roads often infiltrate directly into adjacent environment, making stormwater ponds unnecessary**
- **Environmental goals are harming non-motorized transportation on all roads**
 - Consider flexibility and modifications for rural areas
- **Promote LIDs and pervious pavement roads and shoulders**
- **Many environmental requirements are unfunded mandates**
 - Grant funds are insufficient, continuous funding is required
- **Environmentally friendly design draws in green companies and can promote economic development**
- **CTR threshold should be reduced from 100 employees to something lower**
- **Road contracts should incorporate bike/pedestrian infrastructure**
 - Include more separate pathways, provide a funding source
- **Prioritize a few key routes**
 - Create a long-term vision, partner, and funding sources to make this happen
- **Electric vehicles are more appropriate in urban areas currently**

- Improve coordination of existing resources (for example, school buses)
- Bring back Sunday transit service to rural areas
- More facilitation for safe car-pooling
- The plan should emphasize and discuss North-South and East-West non-motorized transportation connections
- Provide an at-purchase fee for bicycles to fund facilities
- Incentivize electric buses and velo-mobiles

SAFETY AND MOBILITY

SESSION 1

- Changing demographics, particularly an aging population, will increasingly rely on public transportation and safe access to transportation
- Improve mobility through investments in non-motorized transportation, including bicycle and pedestrian infrastructure, and shoulder improvements
- Widen shoulders on the sides of roads and flatten slopes
- Freight mobility is essential for our economy and the defense industry
- Riders want predictability in marine transit
- Freight on highway 104 is critical
- Establish passenger-only freeways
 - Improve transportation for disabled persons, including connections, access, schedules, and modes
- Directly address critical bottlenecks in the region
- Improve coordination of transit options as low cost alternatives for the disabled
- Bottlenecks in Kitsap on ferry approaches and corridor
- More bus service for the disabled
- Implement access fees
- Eliminate state sales tax on transportation projects
- Emphasize the link between jobs and mobility

SESSION 2

- Encourage non-motorized modes of transportation
 - Access mobility, safety, and health
- Ensure that road improvements accommodate non-motorized and motorized capacity
- Design transportation systems to:
 - Increase bike/pedestrian activity
 - Reduce VMT

- Reduce reliance on SOV
- **Transit services are being reduced as sales tax is not meeting demands**
- **Ensure that roads have a dedicated physical space for bicycles**
 - An interconnected system with modes and locations
- **Greater connectivity between modes and places**
- **Map Routes, provide visual communication of the integrated system**
- **Implement income tax in Washington State, use to fund transportation projects**
- **Work with WSDOT to integrate ROW with bicycles**
- **Design smarter, for transportation other than cars**

PRESERVATION AND STEWARDSHIP

SESSION 1

- **Increase the gas tax to offset lower gas tax revenues and declining purchasing power**
 - Index it
 - Is it possible to dedicate some portion to other transportation modes? Remove 18th Amendment restrictions
- **Small to medium-sized counties receive money through a lot of different sources, each entailing different requirements and mandates**
 - Produces high administrative costs
- **Consider eliminating grant programs and associated administrative costs, and allocate money directly to cities and counties**
- **Federal programs can disrupt the 6-year plan**
- **Reliable funding sources are needed for rural transit, particularly for those with special needs**
- **Different funding sources create problems as a result of rigid regulations**
 - For example, Safe Routes to School required 10 feet of separation and we could only do 9.5 feet – there is no flexibility
- **There is not enough standardization with ferries**
 - We could gain efficiency if they were the same size and parts were interchangeable
 - Examine the process, size, how we load, etc.
- **Large ferries are a priority for the region**
- **There is support for a ferries reservation system**
 - Tribal gas stations do not collect a gas tax; they are supposed to collect a related amount for transportation projects - we need to ensure this is happening
- **Maintenance and preservation – grant programs that must be completed within a certain period and require a match lead to cutting back on preservation**
 - It is a reactive model, admin and compliance may not be worth it
- **Recognize that small areas still receive a lot of traffic**

- **Do not support the Governor’s proposal to consolidate CRAB, TIB and FMSIB**
 - CRAB = Technical Assistance, training that is critical
- **There is an increasing trend of the state taking a larger share of money from local jurisdictions**
 - This trend should be reversed, since locals are more efficient with the money
- **WSDOT is no longer funding the BRAC program**
 - 74% of bridge money goes to the state and only 26% goes to locals
- **Topography – The State Highway System is a backbone**
 - We need to fund the entire system at all levels and improve coordination
- **There have been transit service cuts in schedules and areas served due to the economy**
- **Rural areas are heavily dependent on grants**
- **Jefferson County may have to disconnect service, which leaves a missing link between Kitsap and Jefferson**
- **Jefferson and Clallam have a high population of residents over 65 years old; and this population relies on transit**
- **Ferries – as fares have increased, ridership has dropped**
 - Families with full cars will drive around the Sound
 - If schedules are reduced, more people may drive around
- **Tacoma Narrows bridge only has a one-way payment**
 - This may not be the right incentive
- **The Peninsula has a stronger relationship to the East side of the mountains than to King, Pierce, and Snohomish counties**
 - Kitsap more rural in nature and have similar issues
- **Kitsap county is trying to funnel population into urban areas to more efficiently provide services**

SESSION 2

- **The demand for more service with decreasing revenue is a challenge**
- **There should be more flexibility with the way money flows to counties and cities, specifically with maintenance and preservation**
- **Partnership opportunities exist at the state and local level, as well as with volunteer organizations**
- **Better marketing and promotion of Commute Trip Reduction programs – expand to smaller companies**
 - Provide financial incentives for employers to participate
 - Transit is sales tax dependent; we have to either ask for more sales tax or cut service
- **The federal government helps with purchases of buses, but not with operations and service**
 - There needs to be flexibility in terms of how the money can be used
- **Our ability to pay the premium for biodiesel is now limited and this may not be possible soon**
- **We need density to support transit, and for it to be sustainable and affordable**
 - Land use policies should reflect this
- **County projects pay sales tax on projects – eliminate this so money can be directed into transportation projects**
- **There is some support for an increase in the gas tax**
- **In urban areas, make sure multi-modal concurrency includes non-motorized transportation**
 - A weakness is that on state routes this is not required
- **Support maintaining tolls to fund maintenance and operations**
- **Connecting modes is critical: bikes to trains, pedestrians to ferries to buses, etc.**
- **Ferries are a vital link, they need a better funding model to be able to expand service**
- **Ferries and Bridges are key to this region**
 - A seismic event could destroy vital connections
 - Funding for bridges is a challenge, as money is allocated by greatest needs
 - Once bridge fail, they are prioritized – this is reactive
 - There should be greater flexibility with bridges; we don't only wan to replace, but repair as well
- **FEMA is an untapped resource for bridges**
 - Funding is finally available for proactive projects
- **Preservation of mobility – county roads that intersect 101 are failing, but still not receiving funds**
 - This is too expensive for locals
 - There should be more partnering with the state
- **The road network is critical for transit and bikes**
- **Standards – re-evaluate intent and cost implications**
 - Uniform standards may not be appropriate everywhere

OUTREACH TO ASSOCIATIONS, ORGANIZATIONS, AND COMMITTEES

Throughout the WTP 2030 planning process Commissioners and Commission staff met with a wide range of associations, organizations, and committees around the state, including:

- American Automobile Association
- American Planning Association - Puget Sound Chapter
- Association of Washington Business
- Association of Washington Cities
- Aviation Planning Council
- Cascadia
- City of Richland Rotary Club
- Community Transportation Association of the Northwest
- County Road Administration Board
- Cowlitz-Wahkiakum Council of Governments
- Farmhouse Gang
- Ferry Advisory Committee, Executive Committee
- Federal Highway Administration
- Federal Transit Administration
- Freight Mobility Strategic Investment Board
- Good Roads Association
- Joint Transportation Committee
- King County Executive Administration
- MPO/RTPO/WSDOT Coordinating Committee
- Northeast Mayors Association
- Office of Financial Management
- Peninsula RTPO
- Port of Seattle
- WSDOT Public Transportation Conference
- Puget Sound Regional Council
- Southeast Washington Economic Development Association and RTPO
- Transportation Choices Coalition
- Transportation Improvement Board
- Tribal Transportation Planning Organization
- Washington Economic Development Commission
- Washington Highway Users Federation
- Washington Public Ports Association
- Washington State Association of Counties
- Washington State Association of County Engineers
- Washington State Department of Commerce
- Washington State Department of Transportation
- Washington State Transit Association
- Washington Trucking Association
- WSDOT Scenic and Recreational Highways Plan Steering Committee
- Yakima Valley Conference of Governments

PUBLIC INPUT TOOL SUMMARY

Introduction

This section summarizes the responses received by the Washington State Transportation Commission (WSTC) through the WTP 2030 Draft Plan public input tool. The purpose of this online tool was to allow the public to provide the Commission with feedback regarding the Draft Plan and general transportation priorities and funding strategies for Washington State. Respondents accessed the tool through the WSTC website, the WTP 2030 blog, and via links sent by email. In total, there were 135 respondents, over half of whom were from King County.

The first series of questions gathered information regarding demographics, transportation habits, familiarity with the Plan, and broad goal and strategy prioritizations. The second series of questions were open-ended, allowing respondents to comment on what they feel are the state's most pressing transportation needs and viable funding options, and to provide the Commission with any additional comments regarding the Draft Plan or transportation generally.

1.0 Summary of Responses

In which of the following counties do you live? (Select one)

County	Number of Respondents	Percent of Total Respondents	County % of WA Population
Benton	3	2.2%	2.5%
Chelan	1	0.7%	1.1%
Clark	1	0.7%	6.5%
Grays Harbor	1	0.7%	1.1%
King	70	51.9%	28.6%
Kitsap	5	3.7%	3.7%
Kittitas	2	1.5 %	0.6%
Pacific	1	0.7%	0.3%
Pierce	5	3.7%	12.2%
Skagit	1	0.7%	1.8%
Snohomish	14	10.4%	10.6%
Spokane	18	13.3%	7.0%
Thurston	4	3.0%	3.7%
Walla Walla	2	1.5%	0.9%
Whatcom	5	3.7%	2.9%
Outside WA	2	1.5%	N/A
Total	135	100%	N/A

Other demographic information:

Male	50	43.9%
Female	64	56.1%
Under 18	1	0.9%
18-29	11	9.7%
30-64	96	85%
65+	5	4.4%

On a normal day, how do you get to your workplace or school?

Drive alone	49.0%	48
Carpool or vanpool	21.4%	21
Bus	27.6%	27
Rail	3.1%	3
Ferry	0.0%	0
Walk	20.4%	20
Bike	27.6%	27
Work from home	5.1%	5
Other	11.2%	11
TOTAL	100%	98

Have you read the draft Washington Transportation Plan 2030 (WTP 2030)? (Select one)

Yes	57.8%	74
No	39.1%	50
Not sure/don't know	3.1%	4
TOTAL	100%	128

How did you learn about WTP 2030? (Select all that apply)

WSTC website	16.1%	20
WTP 2030 Blog	7.3%	9
News	15.3%	19
Event	2.4%	3
Email	33.1%	41
Online	28.2%	35
Word of mouth	20.2%	25
Other	24.2%	30
TOTAL	100%	124

The state of Washington is expected to grow by approximately 1.7 million people in the next 20 years. About half of these people will be our children and grandchildren. Considering this growth, how important is it that future transportation policies and investments address the following?

	Not at all important	Somewhat important	Important	Extremely important	Response Count
Sustainable funding for the transportation system	2.5% (3)	12.7% (15)	37.3% (44)	47.5% (56)	118
Transportation safety for bicyclists, pedestrians and people in vehicles	8.5% (10)	11.9% (14)	34.7% (41)	44.9% (53)	118
Reducing congestion	10.3% (12)	25.6% (30)	37.6% (44)	26.5% (31)	117
Movement of freight	2.5% (3)	21.2% (25)	41.5% (49)	34.7% (41)	118
Incentives to concentrate jobs, housing, and shopping close to transit hubs	11.9% (14)	11.0% (13)	31.4% (37)	45.8% (54)	118
Affordable and efficient public transportation service	5.9% (7)	12.7% (15)	23.7% (28)	57.6% (68)	118
Transportation for the elderly and disabled	8.5% (10)	23.1% (27)	40.2% (47)	28.2% (33)	117
Preservation of the existing transportation network	5.1% (6)	23.1% (27)	36.8% (43)	35.0% (41)	117
Achieving statewide greenhouse gas reduction goals	17.1% (20)	14.5% (17)	23.1% (27)	45.3% (53)	117

What do you view as the greatest transportation need facing the state? (Select one)

Preserving and maintaining the existing system	15.7%	18
Adequately funding transportation	12.2%	14
Reducing congestion	13.9%	16
Improving public transportation service	36.5%	42
Improving freight mobility	0.9%	1
Protecting the environment	18.3%	21
Improving safety	2.6%	3
TOTAL	100	115

2.0 Summary of Open-ended Responses

2.1 What, if any, statewide transportation needs are important to you?

Non-motorized transportation (17)

- Complete Streets for all users
- All new transportation projects and improvement should involve complete streets approach and solutions
- Safe multi-modal transportation options (bike, pedestrian, public transportation, etc.) should be a requirement
- Improve bike, pedestrian, and other multi-modal options
- Provide safe bicycle routes for bicycle commuters and school children
- Current funding for Safe Routes to School and other bicycle and pedestrian programs is insufficient
- Increase investments in Safe Routes to School
- Foster “active” transportation systems, like bicycling and walking, as viable transport options
- More options and improvements for alternative forms of transportation
- Provide safety, accessibility, and financial incentives for cyclists and pedestrians
- Improve bike lanes across the state to connect major corridors
- Improve transportation options for those that don’t have a car
- Increase the number of bicycle lanes and trails
- Improve bicycle safety
- Improve pedestrian safety
- Improve pedestrian and bicycle facilities
- Greater investment in bicycle and pedestrian transportation
- Invest in alternatives to driving
- Install statewide cycleways with fast and slow lanes for all human-powered vehicles
- Implement more bicycle lanes and increase bicycle safety

Public Transportation (13)

- An affordable and convenient public transportation system
- Increase frequency of local and express bus service
- Decrease Puget Pass fares
- Improve linkages between various transportation systems
- Move away from auto-centric transportation system and improve alternative transportation infrastructure
- Increase the number of bus-only lanes during peak commute hours
- Increase coordination between major transportation hubs and public transportation systems
- Increase park-n-ride capacity near main routes
- Increase bus service in poor, rural areas of the state
- Move towards passenger/bike only ferries
- Provide state funding for transit service in urban areas of the state
- Improve public transportation
- Provide more viable alternatives to driving
- More funding for transit

Rail (Passenger and Inner-City Transit) (11)

- Increase the frequency of Amtrak rail service
- Explore ways to improve rail service between Eastern and Western Washington
- Consider laying heavy rail tracks down I-5
- Expand Sounder service so it's not just a commuter rail
- Extend the streetcar line to the University District and integrate ORCA into the streetcar system
- Make LINK light rail more efficient
- Extend light rail to other cities across the Puget Sound
- Expand Seattle's urban and regional rail network
- Expand light rail
- Widening roads and increasing bus service will no longer be effective
- Build statewide high-speed passenger rail
- Build more rail services locally and across the state
- Invest in Amtrak Cascades and other passenger rail that recovers costs
- Invest in high speed passenger rail
- Transit and roads are equally critical

Capacity (10)

- Increasing capacity is the greatest transportation need
- Capacity is the most pressing need for our transportation system
- Expand highway/freeway capacity
- We need additional freeways
- Insufficient capacity on all Washington freeways
- Expand I-5 between Olympia and Portland to be three lanes the whole way
- Expand capacity for cars
- Expand capacity to reduce congestion

Funding (7)

- Reliance on the gas tax is no longer adequate
- Tolling will not work because it will drive people to local roads, which do not have the necessary funding or capacity
- Improve safety, public transportation, and maintenance of the existing system through adequate funding
- Raise the gas tax, create more TBD's, explore street utility options and use pricing strategies like taxing parking lots to fill the gap in funding
- Fund transportation in a reasonable way, which means greater efficiency, accountability, and transparency
- All transportation infrastructure should receive state funding
- Integrate federal, state, county, and city efforts to improve funding allocation and reduce waste
- Abandon fuel taxes and charge for access

Miscellaneous (7)

- Fewer roundabouts
- Cancel the 520 and 99 construction projects
- Scrap the Ferry System and build bridges instead
- Improve east-west mobility
- Expand the monorail to Lake Chelan
- Make sure the existing transportation system is dynamic, and can respond to shifts in demand and new technologies
- Invest in the wildlife connectivity retrofit program

Preservation (5)

- Prioritize retrofitting existing system over new highway projects
- Fix existing highways and roads rather than building new ones
- Fix existing roads before building new ones
- Focus on existing roads over new big roads
- Take a “fix it first” approach, and focus on investments on existing roads and highways
- Fix the existing system before proposing new additions to our highways/roadways

Environmental (4)

- Reducing greenhouse gas emissions should be the top priority
- Reduce greenhouse gas emissions and meet state climate change goals
- Reduce the impact of emissions next to the freeway by planting trees and brush along the road
- Protect the environment
- Provide incentives for electric cars and trucks

Safety (4)

- High speed arterials and air pollution are bigger safety issues than collisions and fatalities
- More discussion about the role of transportation facilities in support of emergency relief
- Improve safety on Highway 2
- Ensure that the safety needs of pedestrians and bicyclists are considered for all new projects

Aviation (3)

- Greater investment in aviation infrastructure
- Greater emphasis on the importance of aviation investments, particularly their central role in disaster relief
- There should be more thought, investment, and a higher profile for state leadership in air transportation
- More legal protections for privately owned and publicly owned public-use airports

Freight (2)

- Increase statewide freight rail infrastructure
- Provide incentives to reduce freight on highways

Land Use/Complete Streets (2)

- Transportation is closely linked to land use/zoning
- More compact and sustainable growth patterns to compliment transportation systems

Economic Vitality (1)

- Providing greater non-motorized and public transit options is critical for economic sustainability

Modal Connectivity (1)

- Improve connectivity between modes

2.2 What transportation funding options should the state consider?

Gas tax (42)

- Gas tax should fund all modes of transportation, not just highways
- Gas tax should be pegged to inflation
- Make gas tax 2.5 times higher

Tolling (20)

- Tolling on heavily traveled roads
- Tolling in urban areas only
- Include ferry tolls
- Ensure there is fee equity on tolls

Motor Vehicle Excise Tax (MVET) (8)

Parking tax (7)

- Include a tax for park-n-rides as well

User-based tax (General) (6)

- Spend revenue on transportation alternatives aside from roadways

State Income Tax (5)

- Progressive Income tax

Change allocation of existing tax revenue (3)

- More towards public transportation
- More towards aviation infrastructure

Vehicle Miles Traveled (VMT) fees (3)

- Four cents per mile

Vehicle emissions tax (3)

Fiscal austerity (3)

Federal funds (3)

- Tiger II grants

Property taxes (2)

Bonds (2)

Transportation Benefit Districts (2)

Single Occupancy Vehicle Fees (2)

Vehicle size/weight taxes (2)

Utility tax (1)

Sales tax (1)

Bike lane fee (1)

Credits for public transportation and non-motorized transportation (1)

Local funding streams (1)

Parking and traffic ticket revenue (1)

Graduated vehicle registration fees (1)

State Lottery (1)

2.3 Are there other comments about WTP 2030 or transportation in Washington State that you'd like to share with the Washington State Transportation Commission?

Alternative Modes of Transportation

- Too much emphasis on alternative modes of transportation
- Too much emphasis on non-motorized travel and transit
- Disregard bicycling and walking in the plan
- Too much emphasis on transit and bicycles
- Too much emphasis on bicycles and pedestrians
- Increase funding for alternative transportation options
- More emphasis on non-motorized transportation options
- Invest in new transportation options that will help us meet our greenhouse goals
- Provide the funding and “teeth” necessary to achieve mode shift
- Too much emphasis on transit and non-motorized travel
- Create additional safe non-motorized transportation options
- Transportation planning in Washington should always incorporate bicycle lanes and bicycle safety
- Drop bicycling and walking from the plan

Public Transportation/Rail

- Make bus travel faster and more convenient
- Expand light rail in the Greater Seattle area
- More investment into rail transit
- Invest more into passenger and freight rail
- Greater investment in public transport on the railways and electric buses, instead of electric cars
- Build infrastructure for public transportation and move away from investments in automobile infrastructure
- Recognize the role of transit as part of the entire system
- Recognize the importance of transit in meeting state goals

Funding

- Tolling will make people angry
- No funding for non-motorized transportation
- No funding for transportation for the elderly or disabled
- WTP 2030 should not proceed until a sustainable funding plan is in place
- Consider implementing tolling
- Recognize the lack of state funding for public transit

General Plan Comments

- The plan is a great start, but it needs more work
- Provide a mechanism so the plan is integrated into decisions and projects
- The language in the plan is too vague
- There should have been a meeting in Seattle, or at least King County
- The report seems comprehensive and well thought out
- Appreciate the opportunity to weigh in
- Take out all of the fluff in the plan

Environment

- Invest in new transportation options that will help us meet our greenhouse goals
- Fund and build alternatives that will help us reach our Greenhouse goals
- Reducing congestion has a negative impact on the environment because it causes more people to drive; do not target reducing congestion as a goal
- Construct roads out of more sustainable materials
- Environmental objectives should be the top priority

Capacity

- Do not add lanes to highways or build new highways
- Less focus on adding capacity to deal with congestion
- Not enough focus on lack of capacity
- More discussion about expanding capacity

Highway-specific

- Completing Highway 509 should not be a priority
- No new highway at the foot of the Western side of the Cascades
- Improve I-5 between South Center and Federal Way
- The disconnect on highway 16 is appalling

Land Use

- Greater focus on land use
- Better connection between urban facilities and land use
- Compact growth is necessary to ensure our transportation system works

Wildlife movement

- Allow for more wildlife movement and safety
- The wildlife bridges on the I-90 upgrade are great
- Improve road crossings for wildlife and water

Regional Transportation

- Bolster regional transportation options
- More inter-city public transportation options

Local Jurisdictions

- Provide authority to local government to reduce speed limit as need
- Establish a fund to assist local municipalities in implementing traffic calming

Other cities as models

- Look to Montreal for ideas about improving our transportation system
- Look to Portland for ideas about improving our transportation system

Safety

- Create a new program called “Safe Routes to Parks”
- More emphasis on reducing speed to improve traffic safety

Preservation

- Invest in the existing system rather than building new roads
- Fix what we already have before building new roads

Other

- Ensure that transportation goals are consistent with concentrating growth within Urban Growth Areas
- Decrease focus on transportation for the elderly
- Worry less about appearance and more about function
- More education to the general public about transportation costs
- Davis-Bacon and “prevailing wage” laws are outdated concepts that should be discarded
- Privatize the Ferry System
- Encourage the development of new, innovative transportation solutions
- Decrease emphasis on Seattle and Bellevue
- Change the institutional culture of WSDOT
- Plan and install a network of high-speed electric car charging stations statewide
- Address the tensions between environmental regulations and economic goals
- Include a broader range of groups in transportation planning
- End the Commuter Trip Reduction program

COMMENT LETTERS AND EMAILS

Introduction

This document includes a full transcript of all comment letters and emails received by the Washington State Transportation Commission regarding the Washington Transportation Plan 2030 Draft Plan, released August 1, 2010. As of December 1, 2010, the Commission has received letters and emails from the following agencies, organizations, and individuals:

Letters

Organizations

- AAA Washington, Dave Overstreet, Public Affairs Director
- Bainbridge Island Chamber of Commerce, Doug Rauh
- Bicycle Alliance of Washington, Barbara Culp, Executive Director
- Community Transit, Joyce Eleanor, Chief Executive Officer
- Feet First, Lisa Quinn, Executive Director
- Futurewise, Kitty Klitze, Eastern Washington Coordinator
- King County Department of Transportation, Harold Taniguchi, Director
- Kitsap Regional Coordinating Council, Steve Bauer, Chair
- Pierce County Public Works and Utilities, Gary Predoehl, Manager, Transportation and Programming Division
- Port of Seattle, Geraldine Poor, Regional Transportation Manager
- Port of Tacoma, John Wolfe, CEO
- Port of Vancouver, Larry Paulson, Executive Director
- Poulsbo City Council, Mayor Rebecca Erickson
- Seattle Department of Transportation, Peter Hahn, Director
- South County Area Transportation Board, Wayne Snoey, Chair; Dave Hill, Vice Chair
- Skokomish Indian Tribe, Lennea Magnus, Community Development Director
- Snohomish County Committee for Improved Transportation, Reid Shockey, President
- Tacoma-Pierce County Chamber, Gary Brackett, Manager of Business and Trade Development
- Thurston Regional Planning Council, Lon Wyrick, Executive Director
- Transportation Choices Coalition, Rob Johnson, Policy Director
- Tulalip Tribes, Marvin Sheldon, Chairman
- Washington Recreation & Park Association, Bob Vaux, President
- Washington State Transit Association, Geri Beardsley, Executive Director
- Washington Public Ports Association, Eric Johnson, Executive Director

Individuals

- Hans Toorens, Washington Resident
- Donald Willott, Washington Resident

EMAILS

Organizations

- Kingston Ferry Advisory Committee, Walt Elliot, Chair
- Kitsap County Health District, Scott Daniels, Deputy Director
- Lewis County Transportation Strategy Council, Mike Kroll, Transportation Planner
- Mount Baker Club of Bellingham, Bud Hardwick
- Peninsula RTPO (Regional Transportation Planning Organization), Patrick Babineau, Coordinator
- Port of Clarkson, Wanda Keefer, Manager
- Spokane Riverkeeper Program, Rick Eichstaedt, Program Director
- Spokane Transit Authority, Karl Otterstrom, Director of Planning
- Washington State Department of Agriculture, Eric Hurlburt, Chief, Domestic Mktg & Econ. Devel.
- Washington State Department of Health, James Kisse, Physical Activity Specialist
- Washington State Patrol, Marcia Marsh, Law Enforcement Analyst (On behalf of Chief Batiste)
- Wenatchee Valley Transportation Council, Jeff Wilkens, Executive Director
- Whatcom Transportation Authority, Maureen McCarthy, Community Relations and Marketing Manager

Individuals

- Sallie Banfill, Washington Resident
- Fred Bentler, Washington Resident
- Nancy Bird, Washington Resident
- Dick Burkhart, Washington Resident
- Daniel Carlson, Senior Lecturer, University of Washington
- Dean Enell, Washington Resident
- Virginia Gunby, Washington Resident
- Lunell Haught, Certified Management Consultant, Haught Strategies
- Joseph Hayes, Washington Resident

The original letters and emails are included on the pages that follow.

WASHINGTON TRANSPORTATION PLAN 2030 COMMENTS

AAA Washington

September 14, 2010

Introduction

AAA Washington offers the following comments on the Washington Transportation Plan 2030 Public Review Draft issued in July 2010.

AAA envisions a transportation system in Washington state that is safe, sustainable, reliable, and of sufficient capacity. The system should also be affordable and accessible for all users and facilitate personal travel, commuting, and commercial freight demands in a balanced manner. Transportation will continue to be a key element to maintaining quality of life and economic vitality as an advanced, mobile, connected, and growing population searches for modern solutions to meet personal mobility needs. We must have a transportation system that:

- Preserves and maximizes the utility of the current system.
- Increases system capacity to address growing congestion.
- Provides modal choices and multi-modal opportunities that seamlessly link our air, land, and sea transportation routes.
- Establishes environmentally sound and energy-efficient solutions.
- Integrates advanced intelligent technologies that will ultimately lead to safer and more efficient systems.

WTP 2030 Strategic Drivers

AAA strongly concurs with the strategic driver of continuing the evolution of policy planning to performance-based programs. Focusing on performance-based investments that are predicated on measurable results and outcomes is critical in order to reach specific outcomes such as reducing congestion and improving safety. Since a majority of people will continue to travel using their personal vehicles, improvements should be prioritized to remove bottlenecks and chokepoints, improve safety, and enhance livability. As indicated in the WTP 2030 Policy Goals, stewardship encompasses both accountability and performance measures. Accountability will continue to be a critical element to ensure public support for the transportation investments needed to keep Washington moving forward. The question is, how do we ensure accountability? AAA believes we need to continue to work to find a solution to the problem of how to best plan, prioritize, and fund a coordinated, multimodal transportation system in the most efficient and cost-effective manner possible.

Policy Goals: Economic Vitality

AAA is pleased that the Washington Legislature passed SSB 6577 in 2010 to add „economic vitality’ to the list of policy goals for public investments in transportation.

AAA supported this piece of legislation and helped lobby its passage. Transportation and economic development are closely linked. One of the stated strategies for implementing the Economic Vitality policy goal is to foster improved connectivity of people and communities. The key to accomplishing this is to provide people with plenty of viable transportation options. Our transportation policies must provide the flexibility and mobility to facilitate these choices for meeting the public's preferences and needs in the most cost effective manner possible.

Policy Goals: Preservation

As stated in the WTP 2030 Preservation Strategy "Background and Policy Context," focusing on preserving the existing statewide transportation network will require additional revenue to pay for the maintenance of the current asset base. Under Strategy A (Focus on Preserving the Existing Statewide Transportation Network), tolling is mentioned as one method for accomplishing this. This strategy calls for the state to continue to use tolling, where appropriate, as a way to fund projects and provide for ongoing maintenance. What constitutes appropriate? Where and how tolling should be implemented will differ depending on the perspective of the party interpreting the meaning of „appropriate.’ Tolling revenues should be used to pay for the construction, improvement, and maintenance of the facilities and corridors from which the tolls are collected. Such financial investments should improve safety, reduce congestion, and enhance mobility. Any tolling revenue should be afforded the protection of the 18th Amendment of the Washington State Constitution. To divert tolling revenues away from building, maintaining, and upgrading our state's already woefully under-funded roads, bridges, and highways would only exacerbate the problem.

Strategy B (Explore New Funding Strategies for Public Transportation) should include the need for a broad-based dedicated funding source for transit. Public transit facilities and services are an important component of our transportation system. Systems should benefit all users, including those without other options, visitors, and tourists. Because the entire community benefits from public transit systems, their funding should be provided from the broadest possible tax base.

Also, as part of this strategy, the proposal to explore „value capture approaches’ to pay for public transportation corridor construction projects needs clarification. This is confusing terminology that most people won't understand.

Policy Goals: Safety

AAA supports the safety focus embodied in the state's Strategic Highway Safety Plan 2010, Target Zero. Separately, we have submitted comments on the updated draft version of the SHSP.

The WTP 2030 safety strategy that calls for planning and engineering projects for safety includes a reference to roads being designed using best practices to prevent collisions, or reduce the severity of collisions if they occur. AAA strongly supports this prioritization

of safety in the transportation planning and design process. Several years ago, the AAA Foundation for Traffic Safety unveiled a method for mapping the relative risk of rural road segments within the United States. This tool, called the “United States Road Assessment Program” (usRAP), allows highway agencies to periodically conduct risk assessments of road segments using available crash data to identify potential problems, benchmark progress, and guide strategic investments in highway infrastructure. usRAP will be an invaluable resource for state, county, and local engineers across the country looking to maximize the safety benefits from their limited resources. The long-term plan envisions the preparation of risk maps to strategically allocate safety resources across the country that will lead to fewer serious crashes and fatalities on our nation’s road network. AAA encourages the Washington State Department of Transportation to explore participation in the usRAP program (<http://www.usrap.us>), as it dovetails nicely with the safety strategy preliminary action plan calling for efforts to be accelerated “to reduce serious injuries and fatal crashes on the highest risk roads, including rural roads, by implementing low cost safety improvements that often combine engineering, enforcement and public education.”

Policy Goals: Mobility

Mobility is the key to quality-of-life and economic vitality. It encompasses a variety of issues, including congestion, access to the system, and the development and maintenance of an efficient multimodal transportation network that meets the needs of a diverse user group. Americans treasure their freedom to choose where they live, work, and play. Our transportation policies must provide the flexibility and mobility to facilitate these choices. A comprehensive approach to transportation planning must result in the development of solutions to meet the public’s actual transportation preferences and needs. Developing transportation planning policies which do not allow for these freedoms and choices is counterproductive.

The WTP 2030 Mobility strategy background information talks about how pricing can help to improve mobility when demand outpaces capacity. To wit, “Congestion pricing, tolling, and increased parking costs could help to improve mobility by changing the time at which people choose to travel or providing an incentive to carpool, use transit or other modes of travel.” AAA would like to point out that not all people have an option for when they travel or how they travel. Congestion pricing should not be implemented as a punitive measure to force people out of their cars while providing no alternatives. AAA believes that congestion pricing, when it is imposed on all road users to discourage the use of automobiles during peak traffic periods, is not an appropriate transportation policy. Further, increasing parking costs unfairly penalizes those without viable options to driving their personal vehicles.

The strategy calling for support of mobility options to help communities meet the public’s travel needs includes a recommendation to expand the use of pricing strategies to change travel behavior. AAA strenuously opposes urban/suburban transportation programs that compel the public to use any one means of transportation through unreasonable restrictions or pricing on other options. At the same time, we encourage the

use of effective transportation demand management strategies to relieve peak hour congestion like flexible work hours, four-day work weeks, and work-at-home programs.

The strategy to improve connectivity as a means of facilitating travel across modes and communities acknowledges that better coordination between transportation providers is critical to ensure connectivity between modes and improve efficiencies. AAA concurs with this emphasis on improved communications and coordination among the many organizations that provide transportation services in our state. As we mentioned earlier when discussing the WTP 2030 Strategic Drivers, better coordination among the many transportation providers in the state, coupled with clear and strong accountability measures, would improve our transportation decision making process and help ensure public support for the investments needed to meet our state's transportation challenges of the future.

This strategy also states that access, rather than congestion, is a greater transportation need for rural residents and communities. However, then it calls for expansion of toll lanes to major highway corridors to make more efficient use of highway capacity. These policies would be at odds with each other, at least in rural areas, where people are forced to drive long distances to work, school, or to visit their doctor. Steps must be taken to ensure that all components of our transportation system not only function well individually, but also work as an efficient network. Improving connectivity by increasing the number of routes, options, and modes available will contribute to a more accessible and resilient system.

AAA strongly supports the strategy to provide transportation options for aging and special needs populations. We encourage the state to thoroughly investigate all options for addressing the problems faced by persons with special transportation needs, especially the growing elderly population. This should include a close look at Supplemental Transportation Programs (STPs), which are designed to compliment public and para-transit programs. These low cost, low maintenance projects typically include corporate sponsors, and involve multiple service agencies and volunteer drivers. STPs might well be an ideal concept for inclusion in WSDOT's evolving "Transportation Innovative Partnerships Program."

The longer-term preliminary action plan proposes requiring regional coordination and collaboration to efficiently and economically increase the productivity of travel options for the elderly and people with disabilities. AAA suggests that this very worthy objective be expanded to include *everyone*, not just the elderly or those with disabilities.

Policy Goals: Environment

The background statement includes information about ensuring environmental sustainability by reducing emissions. Our state faces a very important and complex challenge in achieving mandated reductions in greenhouse gas (GHG) emissions in the transportation sector. Transportation is deeply woven into the fabric of our state's economy and the daily lifestyles of its citizens. The effects of our state's projected

population increases and economic growth on transportation demand and the importance of transportation in meeting social needs will make mitigation of GHG emissions and the saving of energy in the transportation sector extraordinarily challenging. There are many possible strategies but not all are politically acceptable, likely to be effective, or good public policy. Because of a dearth of data and research on this subject, we have little information about which vehicle miles traveled (VMT) reduction policies would be the most cost-effective, feasible, or likely to be accepted by the public. Choosing the most effective and beneficial strategies will be critical since reductions in travel by themselves can be harmful to Washington's economic and social welfare. Selecting the wrong policies could impose significant costs without ensuring the intended effects.

Of the VMT reduction strategies currently in use that could be quickly expanded, carpooling, vanpooling, and telecommuting can achieve measurable reductions in GHG emissions. Work-trip carpools and vanpools already provide many more passenger miles than transit despite receiving little government support. Carpooling and vanpooling could be expanded significantly at relatively little cost. These strategies are particularly important because they are effective and low cost for rural and suburban locations. Other methods for achieving GHG reductions in the transportation sector include improving the efficiency and operation of our roads and highways, increasing vehicle fuel efficiency, synchronizing traffic signals, smoothing out traffic flow, reducing bottlenecks and other congestion, curtailing high-speed driving, providing real-time traveler information, and using advanced traffic signal controls that change timing based on traffic volumes. But, major reductions in GHG emissions will depend on a change in our vehicle fleet to cleaner cars and cleaner fuels. Technological advances have been responsible for dramatic reductions in air pollution and will be the predominant answer to reducing transportation greenhouse gases. Thus, there is no single best way to reduce emissions from cars and light trucks. The real answer is a combination of new technologies, improved efficiency of highway and vehicle operations, good public policy, and changing how we travel. AAA believes that we have the ability to influence a lot of behavior by investing in a quality, comprehensive statewide public education program.

Our ultimate goal should be to establish a state program that focuses on both reducing GHG emissions and maintaining a vital and robust economy. Instead of looking for ways to restrict people's ability to get around, we need to find opportunities for ensuring a more mobile lifestyle while also being more environmentally responsible. More effort needs to be put into creating incentives for people to make smart transportation choices rather than trying to mandate a reduction in per capita VMT.

Under the strategy of managing the transportation system to foster environmental sustainability, AAA suggests adding the word 'reasonable' to the final bullet point. Thus, it would read, "Develop *reasonable* strategies responding to both mitigation and adaptation consistent with the Governor's Climate Action Team findings."

In the strategy of transitioning to alternative transportation energy sources, encouraging the use of pricing strategies to reduce demand-side emissions needs more elaboration. Specifically, what is meant by this?

In the near-term preliminary action plan, the funding source to help manage storm water runoff from existing transportation facilities should be designated as “broad-based” to ensure that all industries and businesses that contribute to storm water contamination pay their fair share to clean up the problem.

Under the longer-term actions, the final item should be changed to “encourage” cities, rather than “require” them, to adopt and implement relevant “Complete Streets” policies. It is unrealistic to believe that funding for a transportation project will always be sufficient to pay for bicycling and pedestrian pathways, or that such facilities will always be needed. For example, the needs for “Complete Streets” in metropolitan areas of the state will differ significantly from those in the more rural areas, even in communities with of population of 25,000 or more.

Policy Goals: Stewardship

The stewardship strategy acknowledges disagreement about the next steps for designing and implementing a performance-based system for statewide investment in transportation. This includes how the standards should be set and who should set them. Despite this uncertainty, AAA concurs with the proposal calling for the state to work with transportation stakeholders to develop a set of performance objectives that can be implemented for all state-funded projects. In fact, performance objectives also need to be developed and used for all local transportation projects. Fundamental public policy decisions on transportation investment strategies require that we first accurately determine what the financial impacts will be and then establish achievable tactics to ensure that the results meet the twin goals of reducing GHG emissions and improving personal mobility, thereby facilitating a strong, healthy economy.

The strategy of strengthening the integration between land use and transportation decision making includes a reference to limiting access to state highways through careful access management decision making. This statement needs to be clarified. The meaning is muddled because of the terminology “careful access management decision making.” This phraseology means nothing to the general public and needs embellishment to determine its purpose and intent. As we mentioned before in our comments on the Economic Vitality and Mobility strategies, we need to improve the connectivity of our transportation network to make it more accessible to all users of the system rather than artificially restricting the movement of people and goods.

The final bullet item under the longer-term preliminary action plan is another vague statement that begs interpretation. “Use pricing as a tool to manage the use of scarce transportation resources and to provide funding for increased travel choices.” This sounds like another way of saying we need to increase tolling and congestion pricing to generate additional revenues to pay for alternative modes of travel such as transit and rail. AAA opposes this concept and outlined our reasons why in our discussion of the Preservation policy goal. We urge that resources be devoted to improving the capacity and operation of highways and streets; the accessibility, ease of use, capacity and safety

of public transportation; and technological contributions that enhance mobility. Congestion pricing should not be implemented as a punitive measure to force people out of their personal vehicles. And, while tolling can certainly play a role in future transportation funding in Washington, it would be wrong from a public policy standpoint to look to tolling as a panacea for all of our transportation funding needs. Public policy support for such an approach is also problematic.

Conclusion

Our state needs a robust intermodal transportation system that can meet both the commercial and personal demands of the future. Washington's network of roads, bridges, and transit systems connect people to people and business to business everyday. We must work to create a system that is easily understood, can be measured on its effectiveness, and serves the multiple objectives of economic growth, public safety, and environmental sustainability. AAA remains committed to advancing solutions to meet our state's transportation challenges of the future.

Subject: Doug Rauh's comments on the Washington Transportation Commission
Transportation Plan 2007-2026

Author: Doug Rauh

Created: 2010 10 29

Doug Rauh's comments:

01. Page 1 "In 2006, the price of gasoline reached unprecedented levels of more than \$3 per gallon"
Update the plan to reflect that as of 2010 \$3 is the norm.
02. Page 3 Mobility should be expanded to include **cyber products**.
03. Page 13 WSF **Passenger Only Ferries** are no longer operated by WSF.
04. Page 13 "Current **funding assumptions** for the next 10 years show the Washington State Ferries meeting short-term targets for both vessel and terminal preservation."
With the Governor talking about privatization because of the shortage of funding this statement should be revised.
05. Page 15 "An important issue is the need to **preserve airport** sites and their operations from encroachment by incompatible land use development."

You only need to look at the Bremerton Nation Airport to see how the Port of Bremerton asked the FAA to remove the Commercial Airport designation so McCormick Woods could develop land to the east of the airport. The airport needs to develop a second runway and the best location would be to the east of the current airport. The Transportation Commission needs to do more NOW to protect airports from encroachment.

06. Page 30 "**Ferry Ridership** Will Continue to Grow"

After ten years of falling ridership it is time for the WTC to recognize the work force has adopted flexible working days and times. Advances in telecommunications has allowed workers to perform their tasks from home, on a ferry boat or in a coffee shop. The technology change has changed the work culture to allow more non-tradition types of work schedules. WTC needs to reflect this change in the WSF business model. The Baby Booms are about 20% of the current work force and they will be retiring over the next 4-5 years. This will affect how often older customers use WSF. Expect the WSF ridership to continue to fall for another half decade.

07. Page 32 the population growth and job increase projections need to be updated. Use the 2010 Census to update the Washington Transportation Plan 2007-2026.
08. Page 35 **System Efficiencies**.
I will use the Washington State Ferries for my examples of inefficiencies. Please remember there are inefficiencies with all the transportation systems in Washington.

Bar Code readers installed at the Winslow terminal then ducted taped over so Drivers must hand tickets to a human ticket taker.

Why not pre-clear frequent users with the **Extended Washington Drivers License** this way they could scan their own tickets. Some airports around the world are using pre-scanning to shift more security time to the unknown customer. This is a much more efficient use of security resources.

Coleman Dock turn styles are placed to close together for wheeled carts to pass between them.

Note: This was after hiring a national consultant to analysis the process. Coleman Dock turn styles were placed to close to the doors preventing any preprocessing of customers until the door opens 10 minutes or less from the scheduled departure time. A full load of passengers on a Mark II would require 2,000 tickets to be processed. A full time WSF employee is stationed at the turn styles to assist with problems. If the turn styles were at the current manned ticket booth this would not be necessary. Customers would have the time between boats to process their ticket and resolve any conflicts.

Currently there are **two sets of turn styles**. One for Bremerton route and one for the Bainbridge route. Because the boats come at different times only one set would have been needed if they were located by the ticket booths.

Online tickets may only be purchased for some categories of tickets.

Discounted tickets must be purchased from a human ticket takers.

This policy means I can buy my ticket but I can not buy my granddaughters ticket online. It is not illegal to buy any ticket. It is only illegal to use a ticket you are not eligible for. The current ticketing policy is not efficient. This policy makes the WSF ticketing process more expensive. Asking WSF customers to pay higher fares to cover WSF inefficiencies is not good policy.

Putting **Information Displays** on the vehicle booths for drivers was a good idea. Putting the displays so the driver can either look at the attendant who is processing your ticket or the display but not both at the same time was not smart. Why have a display if the driver can not read it.

Putting a **traffic signal** next to the ticket booths in Winslow to stop the vehicle traffic so pedestrians may cross SR-305 may seem like a great safety idea. But the result was a traffic signal at Winslow Way and another one by the ticket booths. Both traffic signals are out of sync with each other as soon as the first pedestrian pushes the cross walk button. With the ferry parked at the very end of SR-305 it would have been very easy to allow the passengers that wanted to be on the South side of SR-305 to go down a stairway to the South side. Those passengers that wanted to walk up the North side of SR-305 could depart on that side. This would provide both a faster vehicle unload and a safer pedestrian unload. Now when the traffic signal turns red the unload stops at the boat. This increases the time to unload the boat. There is nothing the WSF deckhands can do until the vehicles at the traffic signal starts to move. This is on a hill and cause large trucks to have to stop twice going up the hill. During snow

this has the potential for a truck at the first light to block SR-305. A truck turned sideways could totally block the state highway at this narrow point.

Because ferries bunch up one hour traffic then release all the vehicles in about one sixth of an hour the land side vehicle system becomes congested because of the 6x increase in traffic in the unload direction. The problem is made worse by the use of dumb traffic signals. SR-305 should have an **Active Traffic Management** Traffic Signal System like Bellevue. SR-305 outbound lane should be able to handle 2,000+ vehicle per hour at 50 mph. Yet the Traffic Signal not only slow the traffic but tends to keep the vehicles bunched.

At the current speed of SR-305 the ferry traffic could move from Winslow to Poulsbo faster if **Round-About's** replaced all the traffic signals.

The current SR-305 traffic signals should have **Red-Light Runner Cameras**. The instances of people driving through red lights is very bad on the Bainbridge Island portion of SR-305.

Any bridge at Agate Passage is vulnerable to **earthquakes**. When an earthquake hits WSF needs to be able to use the Bremerton route as the primary route. This needs to be written into the Washington Transportation Plan 2007-2026 and the WSF Disaster Plan.

Washington State bought a full page ad in the Sunset magazine in June or July. The ad did not show or mention WSF. This is inefficient use of **marketing dollars**. WSF is the states number one tourist attraction.

The current WSF **Tariff Policy** causes inefficient use of deck space. If you put a bike on the roof of your car WSF will double your ticket fare. Use three additional feet of deck space by putting the bike on the rear of the vehicle and WSF charges you absolutely nothing for reducing the number of vehicles that can be loaded to that vessel.

I would recommend charging vehicles by the linear foot to encourage drivers to always take the shortest vehicle they own unto the boat. Even an average of one foot shorter per vehicle would allow 10 additional vehicles on decks with a 200+ vehicle capacity.

Implement a **Vehicle Reservation System** to replace the first come first served policy now used. The current policy creates long backups on SR-305. The boat can only load 200+ vehicles even if 400+ vehicles show up. Think of this as just in time processing.

When one of the terminals has a backup the **Highway Reader Boards** should identify all three terminals and their wait times. Currently the State Police only puts the wait time for the WSF Terminal with the backup.

The WSF **printed schedule** lists the time the boat will physically leave the terminal. WSF customers want to know when the gangway is going to be pulled. Currently the gangway is pulled before the boat leaves the terminal. So there is

a time difference. This would make WSF the same as commercial aviation. At SeaTac the customer is told what time to board the plane. I have not seen one airline publish what time the plane will taxi or when the plane will leave the runway.

Extend the **time period** for both vehicle and pedestrian tickets to 4 months. This would encourage WSF customers to buy tickets when they have money. Once the tickets are purchase people tend to use them. This makes the purchasing process more convenient for the customer and more efficient for WSF ticket processing. When multiple tickets are sold at one time versus one ticket at a time the processing costs should be lower.

The WSF Web site is only in English. English only is not as friendly as a **Multilanguage Web Site**. At the very least provide the following options (Spanish, French, German, Italian, Hebrew, Arabic, Japanese, Chinese, Taiwanese, and others).

More **Terminal Web Cams** so drivers can get real time information about traffic conditions at the holding area and on the access highway leading to the terminal. **Thank you** the Bremerton holding web cam has finally been added to the public web site.

Better **signage** leading to the WSF terminals. The sign in Poulsbo gives the same mileage to Bainbridge Island as to the Ferry Terminal. Yet when you cross the bridge to the Bainbridge Island you need to travel 6 more miles before you arrive at the WSF Terminal. This is confusing to first time travelers.

Nine tenths of an acre of land was created at the **WSF Maintenance Yard** when the Environmental Protection Agency, City of Bainbridge Island and WSF agreed to cap the polluted part of the harbor instead of dredging it. In the agreement WSF was to allow the City of Bainbridge Island use of the land to replace land WSF condemned. The condemned land contained a boat haul out business. The created land was to be used as a **haul out facility**. The previous haul out operator could not get a reasonable lease from WSF. Now it has been over a decade and the City of Bainbridge Island still does not have a lease. WSF put a private tax paying company out of business. Now for over a decade WSF has kept all other private employers from using the land that was converted from tideland to dry land in order to cover the pollution located there and assumed to have come from WSF operations and other previous owners of the property. The EPA save WSF the cost of cleaning up the tide lands. Now WSF is trying to buy out Bainbridge's right to the land for \$2,000,000. What Bainbridge Island needs is commercially zoned property with deep water access for a boat haul out facility. It is very inefficient for our boats to have to go to Port Townsend for repairs. The state is losing tax dollars every year a haul out facility is not in operation. A haul out facility would be economic development on a scale Bainbridge Island could handle. Your plan should include that after a decade transportation disputes should go to arbitration.

Thank you for your time. Doug Rauh



October 14, 2010

Phillip Parker
Chair, Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Washington Transportation Plan 2030 – Public Comments

Dear Mr. Parker:

Thank you for the opportunity to provide public comment on the Draft Washington Transportation Plan 2030 (WTP 2030). The Bicycle Alliance of Washington represents bicyclists statewide, and has been involved in federal, state and local level policy work during our 23 year existence. As a result, we strongly believe that the seven overarching themes identified in the WTP 2030 can be advanced by bicycling infrastructure and policies that result in an increase in bicycling. Our comments on the plan will explain why we think this, and why we encourage the Transportation Commission to more strongly identify bicycling infrastructure and policy as to accomplish this.

Since the overarching themes are tied to the six statutory transportation policy goals in RCW 47.04.280, our comments apply to both, although we highlight the later in the way our comments are presented. Stronger ties between bicycle-related policies and infrastructure would also help achieve the six statutory transportation policy goals in RCW 47.04.280. Below is a summary of our reasons:

1. *Economic Vitality* – A state transportation system that makes it easier and safer to bike/walk clearly supports the economic vitality, safety, mobility, environment, and stewardship goals. Numerous surveys document that people say they want healthy, less expensive, equitable, and clean travel choices. Bicycling plays a strong role in making this happen and many communities have positive experiences from providing non-motorized infrastructure. The WSDOT's Main Streets study supports the growing interest around the state.
2. *Preservation* – The costs of building and maintaining roads and other infrastructure to meet the needs of motorized transportation has always been challenging, and is more so during this current and the future economy. This is evidenced by the challenges of replacing many of the state's bridges and road repaving. Many trips are short and can be taken by bicycle. By providing additional facilities for bicycling and preserving what

exists, costs could be significantly reduced and many historic structures could be preserved.

Bicycle investments, alone or integrated with transit, provide reliable, economical, and efficient transportation options. Arguably, not all other modes are as broadly reaching.

3. *Safety* – Safety is of paramount importance to bicyclists. Safety can be improved in many ways, and there are many ways the bicycling community is already involved. We appreciate the state’s nationally recognized Safe Routes to School Program. It has done a lot to reduce the number of students being driven to school while making areas around schools much safer for children and adults. The overwhelming popularity of this program and unmet needs due to lack of funding is a message that the program resonates with people. Clearly, the bigger this program gets the more safety will be increased. The same is true of the Pedestrian and Bicycle Safety Program.

The bicycling community was instrumental in getting the new cell phone and texting law passed. We encourage the state to implement a distracted driving campaign that focuses on this recent law in order to help meet the Target Zero Campaign goals.

We would like to see a Complete Streets policy that provides incentives for jurisdictions to adopt and implement complete streets. It helps reduce traffic congestion, vehicles miles traveled, greenhouse gas emissions, makes our roads safer,

4. *Mobility* – As with safety above, safe routes to school and complete streets are an integral part of mobility. As safe routes to school is implemented, children learn how to bike and walk safely, increasing their mobility and decreasing their dependence on motorized transportation. It also helps decrease obesity. Complete streets provide increased mobility for all modes of transportation and helps reach the goal of developing an integrated effective network. It also significantly improves mobility for the 37% of Washington residents that do not drive.
5. *Environment* – The benefits to the environment from more people bicycling are many, and are covered above. They also promote energy conservation and require much less maintenance, resources, and provide minimal impact to road run-off.
6. *Stewardship* - Citizens that have access to a non-motorized transportation system are less likely to drive for short trips. As a result, the system becomes more effective and efficient and there is less impact and expense to move people and goods. Increasing these networks and improving connectivity for non-motorized transportation.

Mr. Phillip Parker
October 14, 2010
Page 3

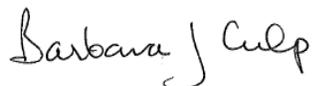
Equity should be included in the plan. The federal government is discussing a transportation bill having an increased focus on equity. In addition, Congress recently formed an equity coalition that includes civil rights, transportation, public health and other stakeholders to address the issue. The bicycling community wholeheartedly supports equity in transportation. Low-income people and communities of color historically have not had access to quality transportation options and often cannot afford to own and maintain a car. A recent study found that in rural areas, households spend about 42 percent of their total annual income on transportation. This is often the second highest expense, second only to housing costs.

We request that a dedicated funding source be implemented so that the types of facilities that can achieve the results discussed above. Seattle's *Bridging the Gap* is a good example of how successful this can be.

We commend the state for their efforts to collect data on biking and walking state wide. Since the plan calls for performance-based investments, we request that the counts be expanded and used, along with other tools, to measure the effectiveness of these investments.

Again, thank you for providing this plan and allowing for public comments. We are excited about seeing the plan develop and a final version being released. If we can do anything to help, please do not hesitate to contact us.

Sincerely,

A handwritten signature in cursive script that reads "Barbara J Culp".

Barbara Culp
Executive Director



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Joyce Eleanor
Chief Executive Officer

October 12, 2010

Washington State Transportation Commission
PO Box 47308
Olympia, Washington 98504-7308

Commissioners,

Community Transit appreciates the opportunity to review and provide comment on the draft Washington State Transportation Plan 2030. The draft is a succinct, clearly presented plan. We are encouraged to see “Foundational Themes” emphasizing multi-modal integration, preservation and the need for a new revenue model. In recent years, Community Transit has been working along these same lines locally in Snohomish County. We have a vision of integrated land use and transportation planning along “transit emphasis corridors” working to implement a network of *Swift* Bus Rapid Transit routes connecting urban centers. This integrated multi-modal vision has garnered broad support among city, county and regional partners as the way forward to meet future travel demand.

Unfortunately, just as local, regional and state plans have aligned with a common transportation vision, the economic downturn is requiring all agencies to cut services. Community Transit has been significantly impacted by the recession, requiring a 15% service cut in 2010 with another of similar size needed in 2012. We strongly support the inclusion of public transit as a statewide priority for preservation and new funding. Multi-modal integration is the key theme of the plan. Time is past where we can afford to separately consider or prioritize roads and transit. The transportation system increasingly requires public transit service. Likewise, public transit relies on a road network that prioritizes HOV travel, efficient transit operation and pedestrian access. Only a plan that recognizes this road-transit interdependency and funds both in a sustainable way will achieve the goals outlined in this draft plan.

Under Preservation, the plan calls for exploration of new funding strategies for public transportation. The bullet list at the top of page 17 describes work to be completed alongside the current JTC study defining the state’s role in public transportation. In identifying this role, we encourage the Commission to consider the critical and ongoing benefit of transit service on state roadways. In our case, **fully 50% of Community Transit’s service is on state highways.** Public transit currently does much to maintain mobility on congested roadways and in many areas mitigates the need to expand those facilities at great expense. This section of the plan could help frame assessment of the state’s role by recommending measurement of transit performance in terms relevant to state transportation goals – namely, reduction of vehicle miles traveled (VMT). For example, passenger mile statistics, already required for Federal reporting, are a good proxy for VMT, measurement of congestion relief and reduction of greenhouse gases.

Also in this section, the bullet calling for the state to “*provide transit agencies with adequate revenue authority to preserve current rolling stock and infrastructure (facilities, bus shelters etc.) and maintain access to service...*” seems to continue the emphasis on local funding of transit. The reduced cost of highway preservation, mitigated need for expansion, congestion relief and environmental benefits resulting from public transit service clearly represent savings for all taxpayers in the state. If transit truly provides significant benefit to state roadways, funding for this service should include a significant and ongoing state (beyond local) contribution.

Finally, in the same section, we want to highlight that a vital component of preservation for transit agencies relates to **existing access** for buses and the passengers they carry. Efforts to save cost in roadway and interchange replacement and upgrade projects sometimes result in designs that actually degrade performance of transit. An example would include the single point urban interchange (SPUI), a recently popular solution for lower-cost interchange design, which results in less efficient transit operation and a challenging pedestrian environment. An additional bullet on page 16 of the plan might address this issue with language like “*avoid investments that preclude or hamper existing transit service.*”

Other specific comments on the draft plan include:

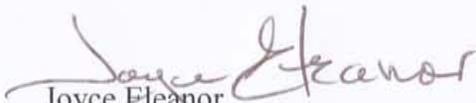
- Page 12, Section B. Foster Improved Connectivity of People and Communities, 3rd bullet – We strongly concur with support of transit-priority infrastructure in critical transportation corridors. Such infrastructure ensures transit speed and reliability, incentivizes transit mode share and provides ongoing savings in transit operating expense.
- Page 14, Near Term, Initiate Actions between 2011-2017, bullet 3-2 “Shared infrastructure” – While we welcome the opportunity for public-private partnerships, we would encourage early and close coordination with public transit operators concerning evaluation of potential impacts of private transit operations on park & rides.
- Page 16, Strategies, A. Focus on Preserving the Existing Statewide Transportation Network, 2nd bullet – In terms of funding preservation costs by levying additional use surcharges on higher impact users, we would encourage exemption of public transit from such fees. Considering the potential for reduced vehicle miles traveled, transit has the potential for a net positive impact on preservation costs.
- Page 16, B. Explore New Funding Strategies for Public Transportation – We appreciate the acknowledgement of public transit’s needs in the discussion of the statewide shortfall in transportation funding.
- Page 20, Preliminary Action Plan, Near-Term, Initiate Actions between 2011-2017, 2nd bullet – We support the discussion of safety investments for walkers, bicyclists and those using public transportation. A key component of building successful transit markets is consistent emphasis on pedestrian and non-motorized mobility and access.
- Page 21, Mobility, sidebar on Recent Accomplishments – Consider adding launch of *Swift* BRT, Washington State’s first bus rapid transit line in November 2009. This

service, operating on Highway 99 between Everett and Aurora Village represents a significant federal, state and local investment in the type of transit service that is serving as a model for corridor transportation in the region. Successful beyond expectations, *Swift* has become the most popular route in Community Transit's system and has increased transit ridership on Highway 99 more than 20% after only nine months of operation.

- Page 22, B. Improve Connectivity to Facilitate Travel Across Modes and Communities – This section notes the opportunity for improved schedule coordination between bus, train and ferry to incentivize transit use. Another key issue to highlight is effective terminal design to prioritize efficient and safe pedestrian movement between ferry and transit.
- Page 27, B. Manage the Transportation System to Foster Environmental Sustainability, 1st bullet – We support the integration of land use planning with the goal of reducing VMT and GHG. Community Transit's Corridor Planning Framework describes this strategy for development of Transit Emphasis Corridors in Snohomish County.
- Page 28, final bullet – We support implementation of "Complete Streets" policies at the local level as part of a complete multi-modal transportation solution.
- Page 30, B., 2nd bullet – We support maintenance and expansion of HOV/HOT lanes and optimization of their speed and reliability performance. As the region moves toward implementation of HOT lanes, we would strongly urge coordination with local and regional transit providers to completely understand their operational needs, particularly from the perspective of safe and efficient access/ingress/egress from local streets to HOT lane facilities.
- Page 31, D., 2nd bullet – We support the use of multi-modal concurrency approaches to promote density and growth of transit markets.

Thank you again for the opportunity to provide feedback on this draft plan. Please don't hesitate to contact Community Transit with any questions on our comments.

Sincerely,


Joyce Eleanor
Chief Executive Officer

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October 15, 2010

Carol Moser
Chair, Washington State Transportation Committee
PO box 47308
Olympia, WA 98504-7308

Washington Transportation Plan 2030—Public Comments

Dear Ms. Moser:

Thank you for the opportunity to provide public comment on the Draft Washington Transportation Plan 2030 (WTP 2030).

Feet First, the state's only pedestrian advocacy organization, has been promoting walkable communities in the Puget Sound region and across the state since 1995. Feet First promotes walkable communities for health, transportation, environment and enjoyment, helping people take steps that create better places to live, learn, shop, work and play. Feet First's mission and advocacy work has several areas of focus, including informing and motivating policy makers to make decisions that favor and prioritize funding and policies for walkable neighborhoods, and to energize and inform the community at large about walkability issues through educational, interesting and interactive means.

Feet First has a number of suggestions to strengthen the Washington Transportation Plan 2030. Decisions at the state level can have a significant impact on local government and the decisions they make affecting pedestrians and resources they allocate. The Washington State Legislature and Washington State Department of Transportation can make a positive or negative difference for pedestrians based on the policies they set and the funding they allocate. As you are aware, there is \$1,648,211,000 worth of unfunded bicycle and pedestrian infrastructure needs around the state. It is important for the Transportation Plan be more integrated with other plans to support a multi-modal system.

Safety Strategies:

In the box for Target Zero Priority Areas on page 19, pedestrian accidents are placed in only the third level of priority. It would appear that this prioritization is based on pedestrian accidents as a proportion of all accidents overall. We feel that this understates the true magnitude of accidents involving pedestrians. Without the additional protection provided by a motor vehicle body, a pedestrian involved in accident is much more vulnerable to injury or death. Consequently, we recommend that pedestrian accidents be raised to a higher level of priority.



Section B -- Plan and Engineer Projects for Safety, needs to include a policy covering pedestrian design. The inclusion of design elements such as refuge islands, curb bulbs, lights, and pedestrian signals can greatly improve pedestrian safety. The need to incorporate such elements into roadway design should be called-out by a specific policy.

We strongly support inclusion of the policy on page 19 calling for support of the Safe Routes to School program. We are the only organization in Washington State providing comprehensive technical assistance, programming and policy development of Safe Routes to School programs specifically around walking. We have created and successfully implemented a pedestrian safety curriculum for students, school walking map, walking events and walking audits. Since 2005, we have worked with schools across the state and our experience shows that a comprehensive Safe Routes to School program is an effective way to encourage young people to get into the habit of walking.

Environment Strategies:

We strongly support inclusion of the policy on promoting Complete Streets on page 26. Arterial roadways in urban areas should be designed so as to safely accommodate all roadway users. We also support the policy to promote bicycling and walking as viable transportation options.

We recommend including as a long-term action the creation of a dedicated funding source to provide non-motorized capital improvements on both state and local facilities.

Stewardship Strategies:

We recommend including as a short-term action changes to state law to facilitate charging impact fees to developers to provide non-motorized capital improvements such as sidewalks.

The existing plan should more clearly separate pedestrian and bike needs and develop a plan to fund those needs. The purpose of the plan—improving connections, increasing coordination, and reducing congestion—should be reviewed to include increasing local funding options for local governments and articulating more clearly policy measures that could achieve the same impacts for pedestrians in lieu of direct funding.

Thank you again for this opportunity to provide public comment on the Washington Transportation Plan 2030. Should you have any questions regarding our comments, feel free to contact me directly by calling 206-652-2310 or by emailing lisa@feetfirst.info.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Lisa Quinn". The signature is fluid and cursive, with the first name "Lisa" and last name "Quinn" clearly distinguishable.

Lisa Quinn
Executive Director

September 30, 2010

Carol Moser
Chair, Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Washington Transportation Plan 2030 – Public Comments

Dear Ms. Moser,

Thank you for the opportunity to provide public comment on the Draft Washington Transportation Plan 2030 (WTP 2030). This letter is signed by several environmental and sustainable transportation advocates who hope that WTP 2030 will be a critical step in creating one of the leading sustainable transportation systems in the nation.

We would first like to express special appreciation to the Washington State Transportation Commissioners and staff for their dedication to the WTP process and past state transportation plans. We would like to acknowledge the tremendous amount of work that went into producing this draft plan in the midst of a historic transition period for transportation planning and finance in Washington state. In particular, we appreciate the commitment to protect the environment through various measures such as greenhouse gas emission (GHG) reductions, more stormwater treatment, and the shift to a multimodal approach, including an increased role for transit and non-motorized transportation.

More specifically, we strongly support the following ideas in this plan:

- Support for public transportation, including HOV and transit lanes, high-speed rail (Northwest Corridor), and transit-oriented development.
- Support for non-motorized modes of transportation, including the Complete Streets policies and the Safe Routes to School program.
- Recognition of highway tolling as a means to fund preservation and maintenance costs as well as to reduce vehicle miles traveled (VMT). We believe that the public now better understands the need for congestion pricing and the need to take innovative approaches to fund preservation or replacement of aging infrastructure; these tools can be implemented much sooner than many transportation planners had once anticipated¹.
- Efforts to strengthen the integration between transportation and land use decision-making, including mixed-use infill and redevelopment, and a ban on incompatible land uses. As the body of research concludes, land use patterns have significant effects on mode choice as well as commute distance, and therefore mixed use and

¹ WSDOT, 520 Tolling Implementation Committee, "Tolling Web Survey Results," 2009
http://www.wsdot.wa.gov/Partners/Build520/documents/Fall2008_520Tolling_WebSurvey_Results.pdf

- transit-oriented development in areas well served by transit could lead to major reduction in GHG and VMT².
- Using the Centennial Accord to improve state-tribal cooperation on transportation and related land use and environmental issues.

These policies should be able to free up road capacity for freight movement, reduce household transportation costs and promote healthy living through improved air quality and daily walking and biking³. Therefore we believe that you can gain support from a broad segment of the public to implement these provisions.

While there is much to like about this plan, we would like to express the following concerns, accompanied with our proposals to address them.

General Purpose Highway Capacity Expansion

Our greatest concern is that the draft plan still seems to focus on general purpose highway capacity expansion as a first response to congestion relief. The proposed actions for “improvements on I-5” and “strategic capacity enhancement” seem to call for increased general purpose highway capacity, a notion confirmed in response to questions at recent workshops. As many transportation researchers such as Anthony Downs suggest, general purpose highway capacity expansion exacerbates rather than solves congestion because of “triple convergence.”⁴ Triple convergence means that the new capacity does not lead to a reduced level of congestion because commuters who used to choose other routes, times, or modes to avoid congestion begin to use the new capacity as soon as they notice the reduced level of congestion. This phenomenon is somewhat counterintuitive, but it can be seen universally, most notably in the notorious traffic delay in LA metropolitan area. For this reason, general purpose highway capacity expansion results in increased VMT and therefore more GHG emissions, air pollution, impacts on Puget Sound and other waterways, traffic accidents, higher household transportation costs and obesity, in addition to an even greater level of congestion in the long-term.

As a solution, we instead recommend the plan focus on rail and bus transit and HOV lanes instead of GP lanes to expand capacity, while also relying other mechanisms of transportation demand management (TDM), including growth and transportation efficiency centers (GTEC), parking management, increased transit service, and congestion pricing. These provisions are scattered across the draft, and when combined with each other, we believe they provide a more cost-effective and environmentally-friendly alternative to increasing capacity than new general purpose highway expansions.

² Washington State Climate Action Team, “Reducing Greenhouse Gas Emissions and Increasing Transportation Choices for the Future,” 2008 http://www.ecy.wa.gov/climatechange/2008CATdocs/IWG/tran/110508_transportation_iwg_final_report.pdf, US Department of Transportation, “Transportation’s Role in Reducing US Greenhouse Gas Emissions: Report to Congress,” 2010 http://ntl.bts.gov/lib/32000/32700/32779/DOT_Climate_Change_Report_-_April_2010_-_Volume_1_and_2.pdf

³ American Public Health Association, “At the Intersection of Public Health and Transportation: Promoting Healthy Transportation Policy,” 2010, <http://www.apha.org/NR/rdonlyres/43F10382-FB68-4112-8C75-49DCB10F8ECF/0/TransportationBrief.pdf>

⁴ Downs, Anthony, *Still Stuck in Traffic: Coping with Peak-Hour Traffic*, Brookings Institute Press, 2007

For this reason, we suggest modifying the WTP 2030 to include a provision to oppose general purpose capacity highway and arterial expansions unless there are no feasible alternatives, as well as eliminating project specific references to “improvements on I-5” and “strategic capacity enhancement.”

Further, while the WTP already recognizes a “preservation first” strategy, we think it would be beneficial to change this to a “fix it first” approach to transportation investments that prioritizes safety and preservation investments. This approach recognizes the limited funding available, and prioritizes protecting people and maintaining our existing facilities in a safe and serviceable condition.

GHG and VMT

One of the primary legislative changes since the previous WTP is that the state and its agents are now legally obligated to reduce greenhouse gas emissions (GHG), with reduction of vehicle miles travelled (VMT) (RCW 70.235.020, RCW 47.01.440) as a key strategy for reducing those emissions. WTP 2030 uses the expression “the goal of reducing GHG and VMT,” but we believe this should be changed to “meet the state’s GHG reduction requirements and VMT benchmarks” to accurately reflect current legal requirements.

Because of these requirements and benchmarks, we believe that it is imperative to show how WTP 2030 can help WSDOT and the State to meet the GHG and VMT standards. We had hoped that WTP 2030 would undergo SEPA review process to assess quantitative effects of the draft strategies. While the WTP’s qualitative approach may not call for the same sort of analysis that would be necessary with a plan subject to SEPA review, we believe that it is critical to include more specific ideas and action plans to reduce GHG and VMT. We are aware of the activities of Executive Order 09-05 Working Group to draft strategies to meet the requirement, but we would still like see the ideas and action plans emerging from the Work Group and earlier Climate Action Team report incorporated into WTP 2030.

Land Use Concurrency: Improving Integration between Transportation and Land Use Decision Making

As mentioned earlier, we appreciate the discussion on land use concurrency in the draft. However, we noticed the lack of significant actions associated with the land use strategies, and we would like to propose the following two actions.

First, we would like the WTP 2030 to ensure that transportation investments are to be consistent with the goals and requirements of the Growth Management Act (GMA) to concentrate growth within Urban Growth Areas (UGAs) identified in compliant county and city comprehensive plans. For instance, we request that a provision be added to prohibit funding on capacity enhancement that would encourage growth in rural areas and natural resource lands which include agricultural, forest, and mineral resource lands. This

provision is believed to be a critical component to reduce VMT by encouraging high density development in UGAs.

Second, we would like to see an associated action for the strategy to support mixed-use infill and redevelopment, including transit-oriented development. The WTP should call for actions that support transit-oriented infill and redevelopment, including lowering or eliminating minimum parking requirements around transit centers and stations and to provide various incentives such as permitting process streamlining, property tax exemption or reduction, and density bonuses. While many cities have already taken actions in this area, it's imperative for statewide action to build on these efforts.

Complete Streets Policy

We strongly support the addition of the Complete Streets policy. We believe that complete streets are vital components of livable communities, and they can encourage walking and biking, which eventually leads to higher transit usage, helping to reduce traffic congestion. We would like to further strengthen this section by adding safety measures.

First, we believe that the high driving speed in residential streets and neighborhood arterials has been one of the major safety problems, especially in urban area, posing unnecessary risk and discomfort for pedestrians and bicyclists. It is possible to reduce speed limit statewide, but we would rather propose a provision to give authority to local municipalities to reduce speed limit wherever needed. This provision could be complemented with stronger enforcement of speed limit by using technologies such as automatic speeding detector and increasing infractions for speed limit violation.

Second, we appreciate the state efforts to create programs to improve safety for pedestrians and bicyclists such as Safe Routes to School, and we would like to see actions to expand these efforts. We understand gas tax and other existing transportation revenue streams are producing far below earlier projections, and it is nearly impossible to implement new programs without new revenue streams. However, this is a 20-year long range plan which already delves into potential future revenue sources, so it should include programs which are not possible in the current environment. For instance, WTP 2030 could propose a new program called "Safe Routes to Parks" to ensure safe access to parks for pedestrians and bicyclists and extend geographical boundaries of the existing Safe Routes to School program. In the long run, we also believe that the state should establish a fund to assist local municipalities to implement traffic calming techniques such as raised crosswalk and curb extension throughout the UGAs.

State Role in Funding Public Transportation

We strongly support the efforts to explore new funding strategies for public transportation. The Central Puget Sound region and Clark County portion of the Portland metro area are significantly behind other peer metro areas in building out their high-capacity rail networks. Bus and rail transit needs will only grow as we struggle to

protect the environment, provide mobility to an aging population, and serve growth in our urban areas without increasing traffic congestion. At the same time, Washington is becoming more urbanized, and its traditional policy to minimize its involvement in local transit planning and funding has become outdated. WTP 2030 proposes several strategies to increase the state's role, but it leaves the details to the current JTC study. We believe that it is reasonable to leave some details, but WTP 2030 should, at a minimum, recognize the state's responsibility to ramp up direct funding for transit in the future or, in the alternative, shift more existing state revenue authority to local jurisdictions to better serve their residents' unique transportation needs.

Regional Transportation Planning Organization

In the section for stewardship, there is a strategy to strengthen the authority of regional transportation planning organizations (RTPOs) to certify the transportation and land use elements of comprehensive plans and development regulations. While we support additional authority for RTPOs to improve coordinated land use and transportation planning among the counties and cities within a region, our experience is that many RTPOs are not using their current certification authority effectively. We would therefore like to see additional state funding and training for RTPOs so that they can better use their existing and augmented authority. This funding should be conditioned on effective use of the RTPO certification tools. The RTPOs and municipal governments should also be given new taxing authority such as congestion pricing on state highways and incremental value capture approach for transportation infrastructure investments. Since our state has geographical diversity in needs, we also believe that RTPOs should have more flexibility in their planning and funding system, such that RTPOs can craft their plans to meet their own needs.

Action Plans

We appreciate your efforts to attach an action plan to your strategies. When combined with the classification of the actions into near-term and longer-term actions, this helps us to understand the objectives and priorities of the strategies. However, we would like to point out that many actions in the longer-term actions *can* and *should* be taken as soon as possible. For instance, we should initiate actions such as “increasing the use of technology to reduce fatalities and casualties” and “ensuring efforts to support improvements to the permitting processes in support of protecting the environment” as soon as possible, not wait until 2017 or later. We believe that *most* actions in the longer-term actions *can* and *should* be implemented immediately. Although we appreciate the addition of the action plans on this update, we believe that this classification is one of the primary structural problems of this draft.

Implementation

Finally, we contend that the draft lacks implementation strategies. We generally support this draft because it begins to reflect the electorate's changing values and more up-to-date approaches to transportation planning. However, it is not clear how WTC will work with

WSDOT, the state legislature, and other state agencies to implement these strategies and actions. More importantly, it does not have any numerical targets and associated mechanisms to measure the achievements and outcomes. We understand that WTP 2030 is not a list of projects. We still believe, however, that there should be more specific targets and measurement mechanisms, so the public could hold WTP 2030 accountable to achieving the six major goals identified in the plan.

We therefore would like to propose a policy to tie state funding on both state and local transportation projects to the goals, strategies, and actions of WTP 2030. We would also like to see an established hierarchy of various statewide, regional, and local transportation and land use plans to ensure that other transportation and land use plans are subject to the policies of WTP 2030. These two provisions will help to ensure the plan and policies are implemented.

Thank you again for the opportunity to provide public comment. Please feel free to contact us if you have any questions, and we look forward to working with you as you finalize the plan.

Sincerely yours,



King County

Department of Transportation

Harold S. Taniguchi, *Director*

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October 15, 2010

Commissioner Phillip Parker
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

Dear Commissioner Parker:

The King County Department of Transportation has reviewed the July 2010 draft of the Washington Transportation Plan (WTP) 2030, and we are submitting comments for your consideration as the Commission prepares a final document. We recognize the value of being a part of the process to develop this WTP. As a representative of the Washington State Transit Association, we support the effort of this WTP to incorporate a multimodal approach including transit, bicycling, and walking. We also support the WTP's recognition of emerging policy goals related to transportation's role in climate change, air quality improvements, land use efficiencies, and public health improvements.

Overall, the draft plan does a remarkable job of outlining the key issues to address while identifying policies, strategies, and actions to move our transportation system and programs forward over the next 20 years. We agree with the needs identified in the three foundational themes:

- integrated network
- priority for preservation
- additional transportation revenue

We also believe that the draft plan identifies the appropriate "Strategic Drivers" that influence the state's ability to meet the six statutory transportation policy goals of economic vitality, preservation, safety, mobility, environment, and stewardship. However, we believe that the draft plan's emphasis on roadway capacity may not be appropriate given the current financial outlook. We believe that more emphasis should be placed on maintaining, preserving, and expanding transit and High Occupancy Vehicle (HOV) facilities as essential components of the integrated transportation network. This emphasis will make the final WTP a more relevant framework to guide transportation policy and investment decisions, especially for legislators in the Puget Sound Region. Our specific comments are outlined below.

The WTP should address how to meet the identified funding shortfall.

The draft plan includes a section on Washington's transportation revenue situation, including the anticipated revenue shortfall, as relevant context for the plan's strategies. This section contains useful information about transportation funding and trends. It includes the welcome recognition that local governments and transit agencies need additional transportation funding authority and revenues. It also recognizes the structural funding problem at the federal level, and suggests that the nation's transportation policy goals will include a broader focus on outcomes tied to other policy goals related to climate change, housing, and land use.

It does not, however, explore or provide direction on how the current revenue shortfall could be addressed. This is especially significant given the state's reliance on the gas tax. The gas tax is experiencing declining returns as a result of reductions in vehicle miles traveled per capita and other policies, such as more stringent Corporate Average Fuel Economy standards and increased use of alternative fuels. The Joint Transportation Committee's 2010 report "Implementing Alternative Transportation Funding Methods," referenced in the draft plan, explores a range of revenue options. In order for the WTP to be more useful in making decisions, it would be helpful if it identified a path toward obtaining new revenues that could be used for future investments to fulfill the state's plans. The WTP should also provide direction on how to help meet the needs of local governments that are responsible for a range of transportation facilities and services, including roads, airports, transit, and ferries.

The Puget Sound Region's adopted transportation plan, Transportation 2040, includes the use of highway tolling to provide a stable and sustainable transportation funding source. Tolling will also help reduce congestion on major corridors by managing demand and optimizing capacity of existing facilities. We believe that the WTP should recognize this adopted regional plan, acknowledge the advantages of tolling, and set the stage for moving in that direction.

Additionally, in recognition of the limited flexible resources for transportation funding, the WTP should provide policy direction that would allow the state's Multimodal Account to be used only for multimodal purposes. It should also clarify that any new funding sources should be open to all modes, and not subject to the 18th Amendment restrictions.

The WTP should recognize and articulate how transit helps meet the state's goals.

While transit is mentioned in several sections throughout the plan, the draft plan focuses on roadways, and it is not always clear if references to the system include transit, as in the following examples:

- Page 16 – "Additional revenue and new mechanisms for funding are needed to ensure the preservation of the existing transportation system."
- Page 17 – "Prioritize and dedicate an adequate stream of new transportation revenue to preserve and maintain the existing system."

The WTP should clearly state that transit is part of the integrated transportation network identified in the foundational themes, and acknowledge transit's crucial role in promoting mobility, economic vitality, and the environment. The state currently is involved in supporting vanpools, ferries, inter-city transit, Amtrak, Commute Trip Reduction, and HOV lanes. The WTP should build on this involvement by recognizing that transit facilities and operations are an essential element of the system. Using the state's Freight and Goods Transportation System as a model, identification of transit corridors of statewide and regional significance could provide the framework for defining where and how the state should support transit.

In addition, rather than emphasizing general capacity improvements in roadways, the WTP's discussion of capacity improvements should acknowledge that in many cases transit and HOV lanes can significantly expand the carrying capacity of an arterial or freeway. Transit and HOV can be used to reduce the footprint of roadway capacity improvements, as demonstrated by the State Route 520 project. In addition to the Complete Streets policy included in the draft WTP, which we applaud, the final WTP should support the use of transit and HOV improvements as a means of improving mobility, providing context-sensitive design and reducing greenhouse gas (GHG) emissions. The WTP should also recognize the need to invest in the park-and-ride capacity to complement the roadway network. King County has appreciated the efforts to work cooperatively with Washington State Department of Transportation and exchange property to allow us to better integrate land use and transportation at higher density locations such as Northgate. We would like to see the WTP provide guidance to encourage these activities as a way to promote the desired environmental sustainability.

We understand that the work of the Joint Transportation Committee (JTC) on the state's role in public transportation will be incorporated into the final WTP. We are participating in the JTC's work and hope to provide comments through that effort that will be reflected in the final WTP. However, we would like to take this opportunity to raise some specific issues for the commission's consideration. First, the commission should be aware that the state is shifting more responsibility for Americans with Disabilities Act services to local transit agencies. This burden adds to the challenge that transit agencies already face given their heavy reliance on volatile sales tax revenues. One response has been to increase fares, as Metro Transit has done three times in the past three years. In contrast to the statement on page 16 of the draft WTP that states fares "account for a smaller share of total funding," fare increases provide an increasing share of total transit revenues.

Because the WTP is to be the overarching transportation policy plan to provide guidance, we believe that the final WTP should include policy direction to exempt transit from paying tolls, and to allow toll revenues to be used to fund transit service and capital improvements in a tolled corridor. To date, decisions about tolling have been made on a corridor-specific basis. Transit is currently exempt from paying tolls only in the SR 167 corridor, and it appears that transit will not pay tolls in the existing SR 520 corridor. Because transit is an essential part of the transportation system, providing an alternative travel mode and improving mobility for all users of the system, we believe that the WTP should exempt transit from tolls in all corridors.

In addition, we would like the WTP to provide direction to establish broad eligibility for the use of toll revenues. The draft WTP suggests limited eligibility for toll revenues to “fund preservation, maintenance, and traffic management,” (page 16) and identifies the Urban Partnership Grant in the Preservation Chapter. We believe that toll revenues should be used to enhance the system, not only to preserve it. Further, Washington State RCW 47.56.820 suggests that toll revenues may be used more broadly “to provide for the operations of conveyances of people or goods,” and RCW 47.66.090 goes further, indicating that “a reasonable proportion of toll revenues must be dedicated to increasing transit, vanpool, carpool, and trip reduction services in the corridor.” We believe that the WTP should adopt this approach and language for all tolled corridors.

Finally, we believe that toll revenues should be shared among state and local governments for multiple purposes beyond the facility on which the tolls are collected. Along with transit operating and capital, eligible toll revenue improvements should include the complete family of mobility options such as new or expanded park-and-rides, active traffic management, transportation demand management, sidewalks, and other non-motorized paths or improvements. These investments should provide system-wide transportation benefits to improve the movement of people, freight, and goods. Using toll revenues for multiple purposes can increase the equity aspects of transportation by distributing the revenues in a way that enhances transportation options for all, gives people more mobility choices, and may ultimately increase the public’s willingness to pay for tolls.

The WTP should provide clearer direction to ensure optimal operation of the HOV system.

The WTP should recognize that freeway and arterial Bus Rapid Transit reliability require sufficient functioning of the HOV system. The state considers ferries as part of the transportation infrastructure. Transit operations in corridors of statewide significance should be recognized similarly. While the draft WTP includes a Stewardship Strategy to “maintain and expand HOV and HOT lanes, and optimize their speed and reliability performance,” we believe that this does not provide sufficient emphasis and direction to ensure optimal operation of the HOV system. HOV lanes play a critical role in keeping transit and HOVs moving. Metro and other transit agencies look to highway HOV lanes to help maintain transit performance, along with arterial improvements and signal synchronization. However, the draft plan does not sufficiently address the current problem in this region. In 2008, five of the seven monitored HOV corridors in the Puget Sound Region did not meet the adopted performance standard during the evening peak period.¹ Poorly performing HOV lanes negatively impact transit service by decreasing service quality and increasing costs. Extra time is required in bus schedules to account for increased congestion during peak periods. The WTP should acknowledge the existing problem in this region’s HOV system and should include policies to correct this situation.

¹ WSDOT “The 2009 Congestion Report, Grey Book Special Edition, WSDOT’s Comprehensive Analysis of System Performance on State Highways” November 2009

The WTP should provide clearer direction to set the state on a path to reduce greenhouse gases.

The WTP acknowledges that transportation is a major contributor to the state's GHGs, and predicts that transportation will account for 47 percent of the state's GHG inventory by 2020. Washington State has taken numerous steps to begin addressing climate change, including the passage of legislation establishing goals for the reduction of GHG, and sets benchmarks for the reduction of vehicle miles traveled per capita (RCW 70.235.020, RCW 47.01.440). The WTP should set the state and the Puget Sound Region on this path of GHG reduction by articulating a more detailed set of strategies to achieve these goals. These detailed strategies could include reducing vehicle miles traveled through tolling, increased access to transit, more biking and pedestrian facilities, and incentives to promote compact urban communities. The Puget Sound Region is committed to meeting all state and federal targets for GHG emissions reductions.

We thank you for this opportunity to provide our written comments, and we hope these comments are helpful in preparing the final WTP. We were disappointed that the commission chose not to hold a listening session in King County. As the largest population center and employment center for the state, it is critical to a good statewide plan that you encourage feedback from King County stakeholders.

We look forward to reviewing the final WTP and working with you in future policy discussions by state leaders about how best to move forward. We are also working with our partner agencies in King County and with the Puget Sound Regional Council to identify regional priority projects. We hope this information will be useful in understanding more current estimates of the total investment need and will inform discussions with the state Legislature. If you have any questions, please feel free to contact Ron Posthuma, Assistant Director, King County Department of Transportation, at 206-684-1007, or via e-mail, at ron.posthuma@kingcounty.gov.

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Laurie Brown, Deputy Director, King County Department of Transportation (KCDOT)
Ron Posthuma, Assistant Director, KCDOT
Kevin Desmond, General Manager, Metro Transit Division, KCDOT
Paulette Norman, Acting Director, Road Services Division, KCDOT
Robert Burke, Director, King County International Airport, KCDOT



Kitsap Regional Coordinating Council

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Kitsap County

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Office of the Governor
416 Sid Snyder Ave SW, Suite 200
PO Box 40002
Olympia, WA 98504-0002

July 6, 2010

Dear Governor Gregoire:

The Kitsap Regional Coordinating Council supports the work of the Ferry Community Partnership. Ferries are integral to the economic survival and growth of Kitsap, all of Washington's ferry-served communities, and Washington State. We endorse the Ferry Community Partnership's goals for the 2011 Legislative Session:

1. Achieve stable, long-term funding:

- Fund the maintenance needed to improve vessel reliability. WSF has been tasked by the Legislature to develop a maintenance plan that reduces vessel out-of-service time and breakdowns. Given the significant service losses experienced over recent years, particularly at Bremerton, it is important that a maintenance plan be found. The current year-by-year funding inhibits effective long range planning while increasing cost.
- Ferry Riders and communities should not be burdened with fuel or fare cost increases until thorough studies have been made and the steps outlined in ESHB 3209 have been addressed and reviewed. This includes issues related to operating costs.

2. Build two 144-car ferries as soon as possible:

- The top ferry capital funding priority is the construction of two 144-car ferries after the third 64-car ferry is built. Under the current budget, a fourth 64-car ferry will be built unless 144-car ferry funding can be found. The 64-car ferry construction program sufficed as a rapid response to replacing the de-commissioned steel electric ferries, but will not meet needs elsewhere.

We recognize that the development of long term funding strategies and discussions regarding the preservation of marine service and equipment will evolve during the 2011 Legislative Budget Session. We look forward to participating in and supporting effective solutions.

Sincerely,

Kitsap County Commissioner Steve Bauer
Chair, Kitsap Regional Coordinating Council (KRCC)

Bremerton Mayor Patty Lent
Vice Chair, KRCC

cc: Kitsap's Legislative Caucus
KRCC Executive Board
Kitsap Ferry Advisory Committees
Ferry Community Partnership



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Transportation Commission

OCT 21 2010

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October 15, 2010

Commissioner Carol Moser
Chair
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA. 98504-7308

RE: Pierce County Comments on the Draft Washington Transportation Plan 2030

Dear Madam Chairman Moser:

Thank you for the opportunity to review and comment on the Washington Transportation Plan (WTP) 2030. Pierce County supports the development and passage of this Plan as it provides an important policy framework for important discussions and decisions that affect the delivery of transportation services throughout our State. This letter emphasizes the need to promote certain policy goals and suggests that you consider the military mission in transportation project programming and implementation.

Pierce County supports the State's transportation policy goals that relate to economic vitality, preservation, safety, mobility, environment, and stewardship. Our County especially supports the Plan's recognition that "different regions have different needs and perspectives on what constitutes economic vitality". The WTP reinforces this perspective by acknowledging that land use planning should play an important role in our transportation planning efforts. We would extend this premise to "different communities within the regions have different needs and perspectives".

Pierce County has started the task of more fully understanding and integrating its transportation planning with such considerations as land use and economic development. An example of this is the County's participation in the ongoing Joint Base Lewis McChord (JBLM) Growth Coordination Plan. The latter Plan confirms the base's key role as the only Power Projection Platform on the West Coast in our national and global security. In the event of a major deployment of forces and equipment, the JBLM will be the staging area for receiving and sending equipment via road, rail, and port. The JBLM also plays a large role in the regional economy as the above mentioned plan estimates that by 2016 the total number of direct military and civilian, and non Department of Defense civilian, contractors, and family related to JBLM personnel will be about 136,120 persons. Associated with the activities of the base and its population are the wide range of economic activities that have regional impacts:

The WTP 2030 and the past versions of the Plan have underscored the importance of the ports and overall freight mobility in supporting the JBLM mission. It is recommended



October 15, 2010
Commissioner Carol Moser
Page 2

that the WTP 2030 acknowledge this role of the JBLM and recognize it in the context of strategies as found on page 13, "C. Support the Coordinated, Connected, and Efficient Movement of Freight and Goods". It may be appropriate to mention the importance of the military mission in this section of the report. Similarly, it may be appropriate to discuss the importance of maintaining mobility of people as well as goods on the highway systems of the State to support the military's global and national defense efforts. It would be fitting to address the military's transportation needs in the strategies and preliminary action plans under the goals of Economic Development (page 11) and Mobility (page 21)

Again, we appreciate the opportunity to provide feedback to the Washington Transportation Plan 2030 and hope that our comments are of some value to the final version of this document. If you have any questions about these comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary N. Predoehl". The signature is fluid and cursive, with a large initial "G" and "P".

Gary N. Predoehl, P.E., Manager
Transportation Planning & Programming Division

cc: Brian J. Ziegler, P.E., Director
Brian D. Stacy, P.E., County Engineer
Jesse T. Hamashima, Transportation Planning Supervisor



October 15, 2010

Ms. Carol Moser, Chair
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

Dear Ms. Moser and Members of the Commission:

Thank you for the opportunity to comment on the Draft Washington Transportation Plan 2030 and to participate in the Advisory group over the past year. By air, land and sea, the Port of Seattle connects passengers and cargo to destinations around the globe. From international trade and tourism to fishing, boating and exported products, the Port of Seattle affects nearly every person in the state – and many throughout the world.

Ports bring economic development - investment and jobs - to our communities. However, these benefits rely on our state transportation system and regional network: to get products and people to and from our port facilities, and to support the needs of our agricultural and manufacturing sectors. We must work with the state and regional transportation infrastructure providers to ensure a seamless system for freight and travelers. We offer these comments with these driving economic interests in mind, and we hope that the critical role of freight mobility infrastructure will be highlighted as a priority within the Washington Transportation Plan.

Nearly 194,000 jobs across Washington State are associated with Port of Seattle business activities, with over 111,000 being direct jobs generated by Port-owned transportation facilities. Sea-Tac Airport is the primary air transportation hub in our state and also serves as a key connection point for air passengers and cargo traveling to and from communities in Eastern Washington. It ranks 21st in air cargo volume in North America. Seattle's seaport provides an extraordinary array of services in support of a volume of 2.0 million TEUs (20-foot equivalent unit containers). Along the waterfront, transportation facilities serve as the first and last mile for high value trade flows. They also support Washington's largest manufacturing industrial centers.

Meanwhile, Canada and Mexico are investing heavily in expansion of their port facilities to lure international cargo from the ports of the United States. The key to maintaining and expanding our place in the global economy is to continue to put local and state investments into our trade gateway.

The Washington Transportation Plan 2010-2030 sets policy guidance for all modes and regions across the state. We endorse the Plan's foundational themes and strategic drivers: need for system integration, the importance of preservation and maintenance, and the requirement for additional revenue to fund the system. We highlight the following comments in the six policy areas.



Economic Vitality: We applaud the state's addition of Economic Vitality as a policy goal: this action highlights the fact that transportation is a means and not an end in itself. An efficient transportation system, for freight in particular, is essential to a growing economy. A healthy economy in turn is necessary to support a good quality of life, the ability to fund alternative modes of transportation for people, as well as efforts to reduce the transportation system's environmental footprint. We hope the final document will recognize the importance of supporting the economy through an efficient freight transportation system, and that the plan will prioritize and emphasize action items supporting economic growth. We cannot risk delaying these critical projects because they became lost among other broad-reaching goals and actions.

Stewardship: This section steps forward to identify and protect key transportation facilities, and prevent incompatible land uses. Strategy A focuses on new federal direction and accountability. We agree that Washington will need to pay attention to the federal arena, because we believe that federal transportation reauthorization will call for greater visibility of freight planning and analysis. As reflected in the FREIGHT Act sponsored by Senators Murray and Cantwell, new legislation is likely to require integrated freight system analysis to enable Washington to compete effectively for funding at the national level. While Washington State leads in freight planning, we anticipate the resources required to comply with new federal mandates will need state policy support.

Strategy C recognizes that streets differ in character. This important distinction shows that in applying the Complete Streets philosophy to freight corridors, we must distinguish these from residential or urban neighborhood boulevards. We would like to encourage you to articulate this important consideration in the final document more strongly.

Strategy E speaks to the importance of protecting the function and synergies of our industrial areas and essential public facilities, in order to maximize our investments to the highways and roads serving them. It warrants adding "marine port facilities and services" to the examples listed here, as they are referenced in the state code (RCW 36.70A.200). Several goals listed in Section E should be carried into Near Term Actions: Identification of key transportation corridors across multiple modes and jurisdictions, protection of rail corridors, and planning for all essential transportation facilities listed in the Growth Management Act (in addition to airports already listed in actions).

Preservation, Safety and Environment: Freight improvements are not frequently called out in these sections, yet these policy goals are inherent to a well-functioning freight system as well.

Mobility: Again, mobility applies to all transportation modes. Freight mobility drives our economy. This section should directly address the movement of trucks, trains, ships and planes, as well as access to intermodal terminals and warehouse/distribution centers.

New Revenue: Above all, the state's investment policies must support new revenue sources to fund the critical transportation facilities driving our import/export economy. As seen in the two TIGER stimulus programs, new funding awards must consider the merit and economic return from capital investment, which support freight improvements. Care must be taken to avoid



imposing additional fees in a way that results in a competitive disadvantage for Washington's businesses and the intermodal facilities that support them.

Attached also, please find specific text edits and recommendations for the Draft Plan consistent with the general comments above.

We appreciate the collaborative development of this plan set out by the Transportation Commission. WTP 2030 is a valuable reflection of the importance of transportation system integration across all modes and regions in Washington State. We look forward to ongoing participation in implementing these goals to benefit our state's economy and the ports system.

Sincerely,



Geraldine Poor
Regional Transportation Manager



Port of Seattle Technical Comments on WTP 2030

Introduction & Overview: Foundational Themes

- Theme 1: incorporate discussion about need for strategic capacity investments in critical corridors and facilities. (p. 2)

Economic, Financial & Policy Context for this Plan

Transportation Revenues: Local sources and trends

- Please replace sentence regarding Port districts (2nd paragraph, last line), with: “Port districts use property tax revenues and operating revenues to build and operate critical seaport and airport infrastructure; many ports have seen revenue decreases due to the slowdown in the global economy” to explain the current trend in ports’ revenue. (p. 9)

Emerging Federal Policy

- Our two state senators have recently sponsored the new FREIGHT bill. Shouldn’t this be added to this policy discussion? The bill underscores freight transportation as essential to national prosperity and international competitiveness, and calls for development of a national freight transportation policy, the creation of an Office of Freight Planning and Development, and a freight infrastructure grant program. (p. 9, and Attachment D)

Goals, Strategies & Action Plans

1. Economic Vitality

Background & Policy Context: suggest addition of Megaregions as a trend which would encourage us to cooperate with Oregon & British Columbia as the Seattle region fits a broad regional context.

A. Enhance Washington’s Economic Competitiveness & Vitality:

- Could point out that state’s corridors and connectors to freight hubs are both East/West access to US markets and North/Sound in the Cascadia megaregion. (p. 12)
- Washington’s Key Industry Clusters: PSRC includes “Trade and Logistics” as a key cluster also. (p. 12)
- Add bullet to highlight role of Air Cargo in the economy funding imports & exports. (p. 12, Strategy A or p. 13, Strategy D)

C. Support the Coordinated, Connected...Movement of Freight & Goods:

- Suggest discussion of the recent Governor’s Export Initiative in this section.
- Suggest “Coordinate for rail/truck/pipeline corridors connecting Washington to markets in the East” and language to cooperate with private sector, especially for freight rail & pipelines.

Preliminary Action Plan:

- Identify key freight corridors from city streets to county & state roads that link producers to distribution points. Add interstates and rail corridors as key freight corridors, and add linkages among intermodal distribution system.
- Clarify this reference to SR509 (which exists near Port of Seattle and another segment near Port of Tacoma): “such as completing SR509 to connect with I-5 near Sea-Tac Airport and SRI67 to connect with Port of Tacoma.”



- Carry forward into Action Plan language to “cooperate with private sector: freight rail & pipelines,” & other items from Strategy C.

2. Preservation

A. Focus on Preserving the Existing Statewide Network:

- Reference to “fund preservation costs by levying additional use surcharges on higher impact users: we must consider this in light of other costs paid by individual users, so that users are not paying multiple ways. Perhaps a fairer approach would be: “Align costs with impacts by users.”
- Facilitate coordination to preserve freight capacity across jurisdictional boundaries in critical corridors.

3. Safety

B. Plan and Engineer Projects for Safety

- Earlier drafts included a reference to safety projects such as road/rail grade separations. Suggest reinstating *reference* here. (p. 19)

C. Encourage Inter-agency Collaboration ... (p. 20)

- Suggest text change: Continue to develop plans to facilitate continued movement of goods and supplies in the event of “a disaster that affects transportation infrastructure.”

Near-Term, Initiate Actions between 2011-2017 ...

- Suggest text change: Continue and accelerate efforts for...disaster response such as ... strategies and routes for evacuation movement of injured and provision of emergency shelter, food and medical supplies. (p. 20)

4. Mobility

- The last two (freight) long range actions (p 24) should be near term priorities as well.

5. Environment

- Add discussion of Northwest Ports Clean Air Strategy. (p. 25)
- Complete Streets: This text box and first bullet (p. 26) need a more nuanced approach to reflect that not all streets should be complete for all functions. For example, separating bicycle corridors from major truck routes is beneficial to both modes. Text box should add “freight” to the list of “pedestrians, bicyclists, motorists and bus riders...”

6. Stewardship

D: Strengthen the Integration between Land Use & Transportation Decision-making

- Suggest text change first bullet: Support coordinated ... planning that ...; that “promotes” manufacturing and industrial centers...” as opposed to “separates” (p. 31)
- Remove “public use” from 3rd bullet.

E: Ensure the Ability to Build and Expand Essential Public Facilities

- Add “Marine port facilities and service” to list of essential public facilities as established in the RCW (p. 31)
- Clarify or delete reference to “beyond the largest container ports” as bullet would be clearer without it: “Expand protection of rail corridors for the movement of goods and people.” (p. 32)





Transportation Commission

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lane*

September 1, 2010

Washington Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Dear Commissioners:

The Port of Tacoma thanks you for the opportunity to comment on the Public Review Draft of the Washington Transportation Plan 2030, released July, 2010. As a local transportation infrastructure provider, the Port shares the state's goal of providing and preserving a safe transportation system that provides for mobility and enhances economic vitality while at the same time protecting the environment. With that in mind, the Port respectfully submits the following comments:

1. The Port applauds the multiple references to the importance of investing in the Northwest high-speed rail corridor, such as on page 12. The Port would note that this investment not only promotes the goal of economic vitality by enhancing passenger mobility, but it will also support the coordinated, connected and efficient movement of freight and goods—Strategy C identified on page 13. The Port also agrees that improving east-west rail connections, particularly mainline rail, is an appropriate next step.
2. The Port appreciates the Plan identifying the need to “foster improved connectivity of people and communities” (page 12) as an important strategy for improving economic vitality. One sub-strategy that is appropriately identified is the need to “improve linkages to other modes of transportation.” The Port would suggest, however, that attention should also be paid to improving linkages within modes as well, especially where transportation networks remain fractured. Examples of specific actions that should be take include the completion of SR-167—which currently dead-ends in Puyallup—connecting it to SR-509 in Tacoma; completion of SR-704—which currently dead-ends in Spanaway—connecting it to I-5 in Lakewood; and completion of SR-509 in King County—which currently dead-ends in SeaTac.
3. A similar point can be made for the strategy of “Supporting the Coordinated, Connected and Efficient Movement of Freight and Goods” (page 13). Again, there is discussion about the need to “improve intermodal connections at freight hubs.” This is important, but so too is the need to improve the connections between freight hubs. Connecting the Kent Valley, home to the second largest distribution center complex on the west coast, to the Port of Seattle via a completed SR-509 or to the Port of Tacoma via a completed SR-167 are two examples of this need.
4. On page 13, under Strategy C, a sub-strategy should be added that calls for the development of a strategy to leverage public dollars to attract additional private capital investment in rail.
5. The Port appreciates the identification of the importance of completing SR-167 so as to connect it to I-5 and the Port of Tacoma on page 14.

6. The Port strongly supports language used on page 23 discussing ways to fulfill the strategy of "Improving Connectivity to Facilitate Travel Across Modes and Communities." As noted above, critical highway connections between communities remain uncompleted. Addressing those system gaps is critical in improving mobility. For example, if the missing segment of SR-167 was completed in Pierce County by 2015, an estimated 13,915 person-hours of travel time would be saved. Expanded highways, in some situations, provide connectivity that is lacking today.

The Port of Tacoma applauds the hard work of the Commission and its advisory group working on the project. I hope you find our comments helpful. If you have questions, please contact Sean Eagan, the Port's State Government Affairs Manager, or Brian Mannelly, the Port's Planning Director.

Sincerely,



John Wolfe
CEO



September 20, 2010

Carol Moser, Chair
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

Dear Ms. Moser and Members of the Commission:

Thank you for the opportunity to comment on the draft Washington Transportation Plan 2030. We concur with the underlying approach of the plan and the recognition that, as federal economic, transportation and environmental policies are evolving Washington State needs a transportation policy framework to guide policy and investment decisions in the coming years.

Inclusion of Economic Vitality as a key policy goal is important to the Port of Vancouver and our efforts to contribute jobs and economic benefit in southwest Washington. As stated in the plan, Washington is the most trade dependent state in the country. Evidence of this is in the 2,300 jobs at the Port of Vancouver that are directly dependent on the port's daily marine and industrial activities. The ripple effect of port business supports a total of 15,000 jobs in our region and injects \$1.6 billion in regional economic benefit.

The port's proximity to river, road and rail – a deep water channel, the national rail network and the interstate road system – are our competitive advantages. Our ability to sustain our operations and to grow as an economic engine for our region is wholly dependent on these attributes.

Washington deep water ports on the Columbia River handle bulk cargoes. Mainly raw materials, these cargoes are generally exports and are reliant on rail transportation. In 2009, 85% of the nearly 5 million metric tons of cargo handled at the Port of Vancouver was export bulk cargo – grain, minerals, steel scrap, pulp, and liquid fuels. This bulk/raw material/export business requires efficient and cost effective rail service, good port access and a highly reliable mainline rail system.

Many Port of Vancouver industrial tenants and some of the port's marine customers require truck transportation to convey products throughout the region. Critical to customers locating at the Port of Vancouver is close proximity and efficient access to and from Interstate 5, as well as the efficiency of the interstate system itself.

Below are comments specific to the plan elements:

- ♦ Economic Vitality
 - Recognize the need to tie state economic priorities to transportation investments
 - Include consideration of export goals
 - Recognize the unique nature of port economic activities and the associated transportation needs
 - Consider commodity flows as well as finished products in assessing economic activity that drives transportation improvements
 - Beef up Near Term and Long Term actions to more fully support Strategy C regarding the movement of freight and goods
 - In addition, it is unclear how the Near Term and Long Term actions were differentiated and why
- ♦ Preservation
 - Consider freight needs and the economic impact of local government funding options and legislated surcharges
 - Consider freight in developing preservation performance standards
- ♦ Safety
 - Include ports in developing transportation disaster plans
- ♦ Mobility
 - Link state economic priorities to transportation corridor improvements
 - Emphasize and more clearly articulate freight mobility strategies and actions
 - Move last two bullets in the Longer-Term Actions regarding freight connections and gaps to Near-Term Actions
- ♦ Environment
 - Consider ports and freight community input/involvement in discussions related to dedicated revenue for transportation sector environmental mitigation
- ♦ Stewardship
 - Consider state economic and freight priorities in developing performance objectives for state-funded investments
 - Seek input from all stakeholders, including ports and businesses, with any efforts to enhance regional transportation planning organizations' authority
 - Broaden the protection provided by the designation as "essential public facilities" to include all significant port operations
 - Add actions in the Near-Term and Longer-Term section that directly address identification of key transportation corridors and expanded protection of rail corridors strategies
 - Enhance to reflect the need to protect/support export cargoes
 - Add a clear statement regarding the need to tie state economic priorities to transportation investments

We appreciate the Commission's outreach and the opportunity to participate in the development of the plan.

Sincerely,

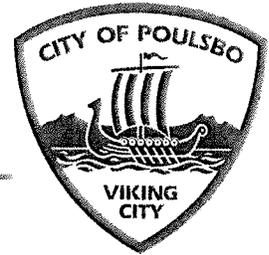
A handwritten signature in black ink that reads "Larry Paulson". The signature is written in a cursive, flowing style.

Larry Paulson
Executive Director

City of Poulsbo

Office of Mayor Rebecca Erickson

Transportation Commission



OCT 18 2010

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October 14, 2010

Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308
wtp2030@wstc.wa.gov

RE: Washington Transportation Plan 2030

Thank you for the opportunity to comment on WTP 2030. Effective transportation is key to our state's future and we appreciate the hard work that has gone into this plan and applaud the focus on achieving system connectivity and integration across modes and jurisdictions. We also support the emphasis on mitigation banking, technology improvements like sequencing traffic lights and telecommuting. Below are a few comments.

Ferries need a sustainable source of funding, reasonable fares and adequate boats.

- The state ferries are an essential component of our transportation and state highway system, not an add-on. In the preliminary action plan, near term actions by 2017 should include, "Create a sustainable funding source for transportation infrastructure *including ferries*".
- Fare increases need to be contained, the recent pattern of substantial and repeated fare increases has decreased ridership, cost the ferry system revenue and curtailed economic development in our communities. Ferry Riders and communities should not be burdened with fuel or fare cost increases until the steps outlined in ESHB 3209 have been addressed and the impact of recent and future lost ridership has been studied.
- Boats are far more important to the ferry system than terminal improvements and new 144 car ferries need to be funded before adding additional 64 car ferries.

Inefficiencies in how we spend transportation funding should be addressed.

- Transportation funding is extraordinarily complex and inefficient. Excessive administrative costs and bureaucratic processes bleed needed funds away from construction projects. Administering federally funded projects is complicated, time consuming and expensive. The inefficiencies of our processes should be studied along with options to increase funding.
- The process of applying for grants sets all jurisdictions on a course to design a project that is most likely to obtain funding, not design the best or most efficient project.

Projects need to have costs in scale with the benefits and be strategically prioritized for documented community need and funding realities.

High level planning documents and proposed projects need to have realistic costs, respond to factual community need and have funding strategies and achievable phases associated with them.

Transportation needs adequate and predictable funding.

The question of how to increase that funding is complex and may need a combination of approaches; a flat gas tax provides inadequate funding over time, and proceeds will diminish with increased fuel efficiency or a decrease in VMT. However, using less gas reduces our dependence on foreign oil and is environmentally preferable. The rising cost of gas has proven to be an effective strategy to encourage people to drive less or use more efficient vehicles. An index or increase in the gas tax may be more acceptable to the community than tracking VMT. Tolls on highways in urban areas could increase congestion on city streets as people strive to avoid tolls.

Excessive standards create obstacles and unnecessary expense.

Improving facilities within limited R.O.W. is a challenge made more complex by unattainable standards. A recent Poulsbo project to add a separated shared use path to an elementary school, struggled with excessive WSDOT expectations for a 14' wide path and a full 10' separation plus a barrier, from the existing 20 M.P.H. road. If we want to make progress in improving safety, we need to have more achievable expectations. Excessive width requirements for shared use paths in low traffic, low speed or rural areas, excessive separation requirements and excessive grade requirements (that do not match topography) create enormous obstacles to improving pedestrian and bike safety.

Regulations may need to be modified to support the goal of improving bike/pedestrian facilities.

- Increasing the use of transit and non-motorized transportation and improving storm water runoff are both important environmental goals. New storm water requirements that trigger retrofitting entire roadways if a shoulder is added for bikes, create a financial burden for non-motorized facilities which is likely insurmountable. Limited funding for bike facilities cannot be expected to carry the burden of retrofitting our roads for storm water facilities.
- When R.O.W. corridors are owned by WSDOT, the 18th amendment is sometimes used to justify not allowing transit and non-motorized improvements w/in the public R.O.W. That runs directly counter to the stated goal to have transportation connect across modes and jurisdictions. Many communities like Poulsbo are literally ringed by WSDOT corridors. Accommodating multi-modal transportation within the publically owned WSDOT R.O.W. is essential for connectivity in Poulsbo and many other locations.

Thank you for the opportunity to comment.

Sincerely,



Mayor Rebecca Erickson
On behalf of the Poulsbo City Council



October 19, 2010

Ms. Carol Moser, Chair
Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Re: Washington Transportation Plan 2030 Public Comments

Dear Ms. Moser,

On behalf of the City of Seattle, thank you for the opportunity to review and comment on the Draft Washington Transportation Plan 2030 (WTP 2030). The draft is an excellent start to thinking of transportation investments in innovative and potentially more effective ways for the future. The Seattle Department of Transportation (SDOT) strongly supports the three foundational themes and the four strategic drivers used in development of the draft plan. It is gratifying to see the WTP 2030 is aligned with many principles used in SDOT's transportation plans and programs

SDOT is particularly pleased that the first theme in the plan highlights the need for integrated networks connecting across modes and jurisdictions. Focusing on preservation and maintenance and solving the structural problems related to the state's transportation funding system are also high priorities for SDOT. Two of the strategic drivers identified in the plan are also extremely noteworthy: the recognition of the link between transportation and land-use and identification that future transportation decisions should be based on performance-based planning.

SDOT also has several recommendations for improvements to the plan. These include:

- Clarify the relationship between this plan and the 2007-2026 WTP
- Elevate the need to address climate change to a Foundational Theme
- Recognize that system integration and funding needs (Themes 2 and 3) cut across jurisdiction and mode and that solving these problems cannot be focused only on the state system
- Add a policy goal addressing structural transportation funding challenges
 - Include strategies for broad transportation system funding
 - Add actions to fund climate change, mobility and safety needs
- Add a Strategic Driver that discusses the need for equity based not on geography, but across system users, including disadvantaged communities



Clarify the relationship between this plan and the 2007-2026 WTP

The introduction to the Commission's plan explains that it does not replace the State's 2007-2026 Washington State Transportation Plan and that this plan does not change the State's transportation policy. The Commission and State legislative staff should clarify the role of this document versus the adopted state plan and how the recommended policies, strategies and actions will be incorporated into an update of the adopted state plan.

Elevate the need to address climate change to a Foundational Theme

Elevating climate change to a theme will strengthen the plan's focus on these issues. SDOT is disappointed that the Environmental goal section (pages 25 – 28) does not include a single statement about meeting the State's adopted greenhouse gas emissions and vehicles miles travelled targets (RCW 70.235.020 and RCW 47.01.440 respectively). Washington's state transportation plan must show leadership in attaining these goals by incorporating policies and strategies that will guide implementing agencies in addressing both the causes and impacts of climate change.

System integration and preservation funding needs (Themes 2 and 3)

The WTP should include a clear acknowledgement of the State's role in ensuring there is adequate funding for preservation and maintenance of the entire transportation system, not just the components that it owns. Foundational Theme 2 makes a strong case for preservation and maintenance as critical unmet needs for the entire state. Consistent with Theme 1, transportation system needs do not stop at jurisdiction boundaries or within the right of way used by a single mode. Traditionally, state funding for maintenance has been focused primarily on the needs of the state highway system.

The limited state and federal funding available to local jurisdictions and non-highway modes to assist with maintenance and operations costs have not kept pace with inflation, requiring local jurisdictions to carry a larger and larger burden. Existing local revenue sources cannot fully support these needs without additional assistance from the state.

Add a policy goal addressing the structural transportation funding challenge

The Commission's plan should include an additional policy goal related to funding, with recommended strategies and actions. Many of these recommendations are distributed throughout the text, but compiling them into a Funding policy goal section would make them easier for readers to identify. An overarching strategy for this section would address having a comprehensive funding plan that includes state and local needs and is integrated across modes (consistent with Theme 1).

Strategies and actions should include ways to fund climate change and safety improvements. These strategies should encompass regional and local needs as well as the state system. Identification of

funding strategies for individual modes of transportation should begin with an integrated mobility funding recommendation.

This section should also recommend that the oversight and decision-making for tolling and user fee systems integrate local and regional input. Tolling and fees can be a strong incentive to change travel behavior and reduce greenhouse gas emissions, but can also cause impacts on local roadways and transit systems. The concept of using pricing or tolling revenue to fund increased travel choices is mentioned on the last page. This recommendation can be given more visibility in the funding section.

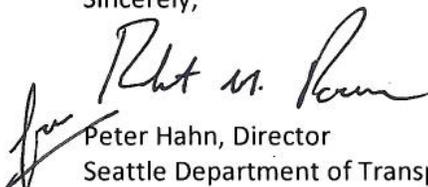
Rivalries over funding based on modal and geographic interests must make way for the critical need to efficiently transport people and goods and sustain Washington's communities. One potential way to meet this goal is to consider organizational changes or partnerships between existing state agencies, like WSDOT and the Departments of Ecology and Commerce, similar to the federal government's partnership between USDOT, HUD and EPA.

Add a Strategic Driver that discusses the need for equity based not on geography, but across system users, including disadvantaged communities

The draft plan recognizes the diversity of regions and local jurisdictions served by the state transportation system; however, it does not discuss the variety of users of the system, particularly those citizens with economic or social disadvantages. The Commission should add a strategic driver recognizing the need to ensure that the transportation system provides equal opportunity and accessibility for all users, regardless of economic or social status. The Commission should recommend that WSDOT and other implementing agencies do everything possible to engage the public in transportation decision-making, taking special care to reach out to communities of color or those that are economically disadvantaged.

We agree with the Commission's recommendation that each transportation investment needs to demonstrate its performance and value in order to make the best use of taxpayers dollars. SDOT looks forward to working with the Commission to implement the draft Washington Transportation Plan. Thank you again for the chance to comment.

Sincerely,


Peter Hahn, Director
Seattle Department of Transportation

cc: Ethan Raup, Mayor's Office
Marco Lowe, OIR
Robert Powers, SDOT
Tracy Burrows, SDOT

OCT 12 2010

MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856

RECEIVED

Phone: (206) 263-4710 Fax: (206) 684-2111

October 11, 2010

Commissioner Phillip Parker
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

RE: Comments on the Draft Washington Transportation Plan 2030

Dear Chair Parker:

The South King County Area Transportation Board (SCATBd) is a collaborative effort of sixteen cities in South King County, King County, Pierce County, the Port of Seattle and transportation agencies committed to improving the transportation system. As elected officials, we meet regularly to educate ourselves about transportation needs in our area and seek solutions to address our region's transportation problems. As the home of the largest economic engine in Washington State, we take this responsibility very seriously.

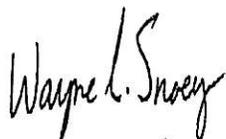
SCATBd supports the effort of the Washington State Transportation Commission to create a strategic update to the existing 2007-26 Washington Transportation Plan (WTP). This proposed policy plan, in the form of the Washington Transportation Plan 2030, addresses many areas of concern to SCATBd members. These include:

- Creating an integrated network for all transportation modes
- Emphasizing preservation and maintenance
- Addressing funding problems
- Acknowledging the importance of freight and transit as critical elements of the transportation system and guiding investments accordingly

South King County, as the main economic engine of the state, is especially interested in freight issues. SCATBd suggest that the final WTP include guidance to ensure the appropriate investments to promote economic vitality and jobs. In addition, SCATBd urges additional focus on transit needs in the final WTP.

We appreciate the opportunity to comment on the draft WTP and look forward to working with the Transportation Commission and the State Legislature to further address these issues.

Sincerely,



Wayne Snoey
Chair



Dave Hill
Vice Chair

South County Area Transportation Board



Skokomish Indian Tribe

Tribal Center (360) 426-4232

N. 80 Tribal Center Road

FAX (360) 877-5943

Skokomish Nation, WA 98584

Memo

Community Development Office

To: Pamela Boyd

Cc: Reema Griffith, Paul Parker, Julie Rodwell, Steve Abernathy, Kirk Vinish, Cathy Silins

From: Lennea Magnus, Community Development Director

RE: WTP 2030 Public Review Draft, comments

During the Tribal Transportation Conference in Tulalip comments on the Washington Transportation Plan 2030 were requested. Skokomish will respond to that request below. Before comment it seems appropriate to set a framework for discussion. The hope of this framework would encourage a shared vision between Tribes and State jurisdictions and municipalities.

In 1997 Governor Booth Gardner sought to reframe State – Tribal government to government relationships by establishing historically, tribal contributions to Washington’s economy. The 1997 “Economic Contributions of Indian Tribes to the Economy of Washington State” reported

- Washington’s 27 federally recognized tribes contributed \$1 billion annually to the state’s overall economy.
- Tribal enterprises spent \$865 million for supplies, equipment and services in the state.
- Tribal governments paid \$51.3 million in federal employment/payroll related taxes.
- Tribes paid and estimated \$5.3 million in state employment/payroll taxes.
- Tribes employed 14,375 full time tribal and non tribal citizens.¹

In 2005 “The Character and Effects of Indian Economy in Washington State” added to the historical record reporting:

¹ Tiller, Veronica and Chase, Robert A. 1998 Economic Contributions fo Indian Tribes to the Economy of Washington State. (p. 1)

- Washington Indian “economy” took in more than \$3.2 billion in revenues and employed 30,000 Washingtonians.
- The total value added multiplier effect of tribal government and enterprise spending within Washington exceeded an estimated \$2.2 billion. That sum yielded an estimated \$141 million in state and local taxes in Washington.
- Individual Indians owned 5,731 companies of various sizes with more than \$1 billion in revenues and 11, 505 employees in 2002.
- More than 91,000 Washington Indians earned \$1.4 billion in personal income in 1999 – up 26% from 1989. Still, statewide Indian income remained less than 60% of the all-races average in Washington, and on reservations it was less than half.
- Tribal enterprises owned by twenty surveyed tribes earned \$1.45 billion in revenues and employed 13,146 people (9,155 non Indians and 3,991 Indians).
- Other enterprises operated on Indian reservations but neither owned by Indians nor by tribes received at least \$311 million in revenue and employed at least another 1,000 people.
- Sixteen Washington tribal governments reported \$695 million in combined revenues for 2004. About one-third of this revenue consisted of intergovernmental transfers and the remainder derived from fees, sales, taxes, enterprises and other non-grant sources. Together these governments employed 4,427 people.
- Indians harvested and marketed \$12.7 million worth of salmon and \$33.9 million shellfish in 2004 out of a total state harvest of 19.4 million in salmon and 104.7 million in shellfish.²

These statistics evidence a significant and growing economic contribution to the State’s economy. These economic contributions, rather than concentrated in one county or municipality are dispersed throughout the state lifting many communities. The multiplier effect benefits surrounding communities provides employment options not otherwise available in rural areas. Rural areas the State would be hard press to serve.

Tribal demographics offer yet another perspective. Unlike Washington State’s aging population, tribal populations have a younger demographic. Skokomish’s fastest growing segment in tribal populations remains 17-64 year olds with the second fastest growing segment continuing 0-17 year olds. Consulting with other tribes would show similar trends.

Contributions of tribes to surrounding communities, suggests an awareness of needs beyond tribal members. Restoration of salmon and shell fish habitat by Skokomish, Jamestown S’Klallam, Suquamish, Muckleshoot, Nisqually and other Puget Sound Tribes continue to attract national interest. They also contribute to recreational fishing retailer’s revenues and sales tax

² Taylor, J.B. , The Character and Effects of the Indian Economy in Washington State. 2006. (p.8-9)

revenues. Jamestown S'Klallam Tribe created a health clinic when a Sequim non-Indian clinic closed. Closure would have affected ½ of the region's primary care. This Tribe's action insures no disruption of service and demonstrated a tribal/community interconnectedness. The Kalispel Tribes introduction of a reading intervention program (Read Right) to advance literacy in three public schools off the reservation evidences a tribal vision for shared future. The Tulalip Tribe's Quil Ceda Village created 1,400 jobs, \$26 million in state tax collections and the first ever Indian/non Indian chamber of commerce³, offering another example a shared vision for the future. These are few of many. They substantiate the Tribes intent to the Centennial Accord, and the Centennial Accord Plan. More importantly it looks well beyond 2030 demonstrating yet again a commitment to interconnected future.

Where can we find in the Washington Transportation Plan 2030 any mention of tribes? A commitment to this interconnected futures? Where can we locate evidence of the adherence to the Centennial Accord Plan? Pages 4, 18 and 24 of the Washington Transportation Plan have little in common with the specific process found in the Centennial Accord Plan. Finally where can we find evidence that Washington State Department of Transportation has engaged Tribes in any consultation process about the future?

It does not exist. The Peninsula RTPO Human Services Plan shows a singular lack of desire to engage the tribes. Maybe other Tribes, with their RTPOs, have a similar story. Nothing short of consultations with the Tribes and rewriting the Washington Transportation Plan 2030 will suffice. Tribes will continue to share their future with their surrounding communities within the State. Engaging tribes in government to government consultations will bring resources into designing solutions that benefit Washington State's future. In such times, can WSDOT really offer a picture of the future without Tribes? The Centennial Accord and Accord Plan offers specific direction on the process. Following it would bring a new horizon of solutions lifting all communities.

Comments on the WTP narrative:

The Tribes are first mentioned on pg. 4 of the WTP Public Review Draft in the first paragraph. The listing of entities is in a descending order..."WSDOT, ...TRPOs,...MPOs, counties, cities, tribal governments, transit agencies, ports...etc." The list of "tribal governments" as a subset beneath counties and cities does not reflect the the February 19, 2009 directive to WSDOT, included in the Centennial Accord, regarding commitment to consultation. Section 1, Item C of the directive states that WSDOT will "work directly ...in a government-to-government fashion, rather than as subdivisions of other governments". Language within WTP should reflect this.

The Feb 2009 directive further states, in multiple sections, that government-to-government consultation regarding policy should occur early in the policy development process. There is no documentation that such consultation occurred in the development of the WTP. Review of a "Final Draft" during a public comment period does not constitute consultation.

Strategies, p.12, which discusses the enhancement of WA State economic viability makes no mention of tribes. Tribes contribute significantly to WA State economy in the identified Key

³ Ibid. (p.11)

Industry Clusters including Forest Products, Marine Technology and Tourism. In the GOIA report, Economic Contributions of Indian Tribes to the Economy of WA State, 1997, it was noted that tribes in the state contributed \$1 billion annual to the state's overall economy. In May, 2010, Puget Sound Business Journal reported that tribal casinos alone generated an estimate \$1.6 billion in net receipts. Casinos constitute only a portion of tribal enterprises and government activities. The article further noted that a Washington Indian Gaming Association study conducted in 2006 found that tribal enterprises and entrepreneurs generated \$3.1 billion in revenue in 2004.

The Strategies section also prioritizes improving connectivity to facilitate travel across modes and communities. This theme is noted throughout the WTP. However, there is no mention of the gap in connectivity between county public transit systems and facilities and tribal systems where they exist, nor between state and local road facilities and tribal facilities. There is also a need to establish connectivity between reservation communities which is not noted within the WTP.

The Preliminary Action Plan, pg. 24, Near-Term, Initiate Actions between 2001-2017 section, fifth bullet, states "Improve public transportation service to connect rural areas and tribal communities to job centers, medical and social services, and higher education". This statement makes the assumption that tribal communities are not themselves job centers, which is highly inaccurate. Tribes, regardless of size, often provide significant numbers of jobs within larger rural regions and rely on neighboring cities and unincorporated areas to provide skilled workers. Tribes also provide medical, social services and higher education opportunities to Native Americans throughout multi-county regions. In some instances, tribes also provide such services to non-Native residents of rural regions.

The only mention of the Centennial Accord that I found within the WTP was pg. 31, where it mentions use of the Accord to "improve state-tribal cooperation on transportation and related land use and environmental issues". The Feb 2009 clearly directs WSDOT to incorporate Accord principles in "ongoing policy and regulation development processes" and to identify "mutually beneficial priorities". The Accord is not simply a tool to extract "cooperation" with state interests.

The prioritization of preservation and maintenance of existing transportation infrastructure and systems impacts reservation communities that have been neglected and over looked over many years of previous planning and construction processes and projects. Reservations that are unserved and grossly under served by existing public transit may now find themselves unable to access facilities and equipment necessary to provide such service due to this prioritization. The prioritization maintains the status quo without addressing system inequities. The statewide system is honeycombed with "holes" where county services stop at the reservation boundaries. Codifying this inequity is clearly a violation of the Centennial Accord and the WSDOT directive regarding implementation of the Accord.

Comments on Attachment B, Local Government Transportation Planning: RPOs & MPOs

Introduction, pg. 11, paragraph 1, second sentence, states "Local governments (RTPOs, MPOs, cities, counties and port districts) represent the front line in the integration and delivery of transportation services...Local transportation agencies work in partnership with WSDOT and the federal government to develop and maintain the transportation system..."

There is no mention of tribes in the introduction, though the 29 tribes within the state are key players in both these functions, integration and delivery of transportation services and working with WSDOT and the federal government to develop and maintain the system.

Under the description of RTPOs and MPOs on pg. 12, there is no inclusion of tribes though tribes have been active members of RTPOs and MPOs for many years.

Anyone reading these two pages would have no idea that tribes worked within the RTPO/MPO system within the state.

The only mention of tribes in this section is on pg. 15, the last page of the section narrative, under a bullet that states "Tribal governments are emerging as participants in transportation plans and connections around the state". Some tribal governments have actively participated in the RTPO/MPO process for many years. I served as a tribal participant on the Thurston Regional Planning Council for 8 years, including two years as TRPC Vice-Chair. TRPC has included tribes as jurisdictions, with full participation and fully included and integrated in their transportation plan, since at least 2001.

It is not up to tribal governments to "emerge as participants". SAFETEA-LU, Title 23, Highways, PL 105-178, as amended 2005, states "Each State in carrying out planning under this section shall, at a minimum, consider the following...the concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the state." The federal government fully recognizes the status of tribes as independent jurisdictions. It is the responsibility of the state to include tribal governments in the process in a meaningful manner, respectful of the status of tribes as independent jurisdictions and nations.

WTP, as written, does not reference or even allude to tribes as jurisdictions. The Accord, in the WSDOT directive states in its purpose, "We recognize that each federally recognized tribe is a distinctly sovereign nation."..."Tribal consultation is independent of the public participation process...Consultation with governments occurs independently of the public participation process." While we are happy to comment on the public review draft WTP, please recognize that this does not constitute or replace tribal consultation.

COMMENTS ON WASHINGTON TRANSPORTATION PLAN 2030

REID SHOCKEY

I am currently President of the Snohomish County Committee for Improved Transportation or SCCIT. Since 1983 SCCIT has been the recognized organization of business, citizen and governmental leaders who share a common interest in assuring that we improve the quality of life for the residents and provide a more competitive business environment through development of an efficient transportation system. We are the designated transportation subcommittee of the Everett and South County Chambers of Commerce and the Snohomish County Economic Development Council.

SCCIT agrees with the “three foundational themes” in the WTP. We also agree with the Policy Goals and the action items. We strongly agree with your call for an integrated network, effectively connecting across modes and jurisdictions. We also agree with the relationship between land use and transportation. We would urge your assistance in strengthening efforts to better integrate the Plan’s objectives with the State Growth Management Act, to provide transportation benchmarks as a test of GMA compliance.

Following are additional personal comments, apart from those above:

I had the honor of being appointed by Governor Gregoire to the Regional Transportation Commission in 2006 which produced a report that was bold, far-reaching and pretty much ignored. It followed on the heels of a prior Blue Ribbon Commission study that had the same boldness and same fate. I wish the Commission well on moving the 2030 transportation plan forward with hopefully a better outcome.

I have to note that neither the Blue Ribbon Commission nor the Transportation Commission studies are mentioned in your WTP draft, yet both discussed the very issues outlined in the WTP. Comments by Commissioner Distler at the Everett Listening Session expressed the hope that the WTP will once and for all set the pace for a truly comprehensive strategy for transportation. Regrettably, the same hope was expressed by the two other commissions. We can’t keep starting from scratch, ignoring what has gone before. We have to build a strategy and then implement it.

Your draft suggests that the WTP is the overarching state policy framework to guide transportation investment. Other documents including GMA, Vision 2040, the State’s capital budget and maybe the newly revived Transportation Partnership also purport to be overarching frameworks. We all have work to do before any one of these can lay claim to that title. The true overarching Plan will be the one that integrates the needs, geography and solutions into a policy that is actually implemented.

The strength of the WTP may be its weakness. Each of the numerous individual findings and action items is valid and belongs in a framework. However, as with other plans, there are so *many* points that one loses a sense of how they will be brought together. The

Plan shows a framework for what needs to be done, but lacks a linear strategy for what gets done when. We will never be able to find sufficient dollars to solve our transportation needs as the WTC properly notes. We must work to integrate, innovate and prioritize, across the state and across all modes of transportation. Likewise the elements of the WTP need to be integrated and prioritized, either in this report or as part of “next steps”. Otherwise a very good *compendium* will fail to become a *Plan*.

SCCIT, Spokane, the Farmhouse Gang, WSDOT, the Partnership and others have to step up and help with this effort. We need a lead group or individual to effect implementation of a transportation strategy. The Commission’s insights into how this might happen would be a great addition to the WTP. The absence of leadership on implementation of past efforts (Blue Ribbon Commission, Regional Transportation Commission) led to their failure. Quite frankly, those efforts posed a threat to various regional and local transportation interests whose leadership did a very effective job of burying the results. There is at least the possibility this will happen with the WTP unless equally effective leadership picks up the banner.

A final personal comment that has not yet been addressed by SCCIT. I am part of a group that supports commercial air service at Paine Field. There is a process underway through FAA and eventually the matter will involve local decisions. I expect that proponents and opponents will turn to the WTP among other documents for guidance. The WTP is correct that air transportation is “market driven”. The market exists for limited service out of Paine Field. There is already a need to connect commerce between Spokane, Tri-Cities, Yakima and other areas with the west side; not just freight, but the participants in commerce who now must use our freeways and their cars to transact business in north Puget Sound and Eastern Washington.. The same attention paid to rail and road connections in the WTP should be afforded to commercial air service. Strategy “D” on Page 13 certainly touches on the commercial air service issue, but the near term actions outlined on Page 14 should include commercial air service at Paine Field.

Thank you for this opportunity to comment.

Reid H. Shockey, AICP
Shockey Planning Group
2716 Colby Avenue
Everett, WA 98201



TACOMA-PIERCE COUNTY CHAMBER
P O W E R T H R O U G H
C O N N E C T I O N S

October 15, 2010

Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Via Email: wtp2030@wstc.wa.gov

RE: Washington Transportation Plan 2030

Dear Sirs:

Thank you for this opportunity to comment about the *Washington Transportation Plan 2030: Connecting Washington Communities for a Prosperous Future*.

National Defense Obligation

Not present in the draft state policy framework intended to guide transportation policy and investment decisions is an address to the obligations associated with the National System of Interstate and Defense Highways, and the economic sector associated with defense.

Joint Base Lewis-McChord is a power projection platform that results from the combination of the military installation, its units, transportation facilities in the form of airport, rail access, interstate access and port facilities. Here, adjacent port facilities are the National Strategic Port Port of Tacoma and other regional port facilities such as the Port of Seattle and Port of Olympia. JBLM is the third largest employer in Washington State and may be the largest single-employer site in the state. An earlier state-sponsored study determined one-third of Pierce County's economy to be dependent on the local military installations and a contemporary defense/military impact study determined 4% of the state's GDP depended on this industrial sector.

The Interstate Highway System was authorized by the Federal-Aid Highway Act of 1956 – popularly known as the National Interstate and Defense Highways Act. It was championed by President Dwight D. Eisenhower, who was influenced by his experiences as a young Army officer crossing the country in the 1919 Army Convoy on the Lincoln Highway, the first road across America. Eisenhower, as Supreme Commander Allied Forces Europe, also had gained an appreciation of the German Autobahn network as a necessary component of a national defense system.

As one of the components of the National Highway System, Interstate Highways improve the mobility of military troops to and from airports, seaports, rail terminals and other military bases. Interstate Highways also connect to other roads that are a part of the Strategic Highway Network.

Strategic Highway Network (STRAHNET) - is a network of highways that are important to the United States' strategic defense policy and that provide defense access, continuity and emergency capabilities for defense purposes. The Interstate Highway System is a part of STRAHNET, and also includes major STRAHNET connectors, highways that provide access between major military installations and other highways that are part of the Strategic Highway Network.

There are 15 designated Army power projection platforms within the continental United States (CONUS), along with 2 Marine Corps installations that serve a similar function. As combat units prepare for departure from these installations, Army Reserve units such as deployment support brigades assist the combatant commanders in preparing equipment for shipment to a port of embarkation. The Port of Tacoma serves as one of those 15 National Strategic Ports.

I encourage the Washington State Transportation Commission to develop a policy plan statement that recognizes this defense responsibility and tremendous economic asset in our state.

Sincerely,



Gary D. Brackett, CCR
Manager, Business and Trade Development



MEMBERS:

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Nisqually Indian Tribe

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Lacey Fire District #3
Puget Sound Regional Council
The Evergreen State College
Thurston Economic
Development Council
Timberland Regional Library

October 15, 2010

The Honorable Carol Moser, Chair
Washington Transportation Commission
PO Box 47308
Olympia, WA 97308

Dear Chair Moser,

We have reviewed the draft 2030 Washington Transportation Plan, "Connecting Washington Communities for a Prosperous Future." Congratulations to you, your fellow Commissioners, and the staff and advisory group members who helped to create this Plan! In a clear and concise way it articulates the State's core transportation objectives and strategies, and provides meaningful guidance on near- and long-term actions to meet those objectives. It cannot have been easy to tackle this State's transportation issues and opportunities in such an accessible format but that is what you succeeded in doing.

There are two suggestions we offer for consideration in developing the final plan.

- Stewardship Strategy C (page 30) reads, "Review Regulations that Require Road Improvements to Meet Uniform Standards and Performance Levels, Regardless of the Quantity and Type of Traffic." We suggest changing "Road" to "Transportation."

RCWs 35.75.060 and 36.82.145 require cities and counties, when constructing bicycle facilities, to "meet or exceed the standards of the Washington State Department of Transportation." In implementation, this has been interpreted to mean the requirements of the WSDOT Design Manual.

Engineers in our region and likely elsewhere would prefer to use AASHTO's "Guide for the Development of Bicycle Facilities" as a design standard for bike facilities. On high volume streets or highways the WSDOT Design Manual may be the more appropriate standard but for the majority of low-volume roads and arterials that local agencies typically build for, the AASHTO standards may be the better option or in some cases, the only reasonable option. All other roadway design standards for local facilities are set by the City/County Design Standards Committee as required by RCWs 35.78.020 and 43.32.010, all of which are based on AASHTO requirements. The AASHTO "Guide for the Development of Bicycle Facilities" is a national standard and the basis of the Design Manual. Local agencies should be allowed to design their facilities per those requirements, unless otherwise warranted. Changing the language of this strategy to the more inclusive "transportation improvements" may help resolve some of this confusion.



Lon D. Wyrick
Executive Director

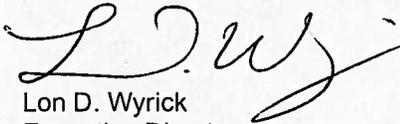
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- Traffic congestion associated with the growth at Joint Base Lewis-McChord (JBLM) has turned a bright light onto military-related transportation issues. Between JBLM and the other installations around the State, the military is the largest employer in Washington and has a huge influence on the State's economy. The Washington Transportation Plan's Economic Vitality section can recognize this often-overlooked role by adding a bullet to "Enhance Washington's Economic Competitiveness and Vitality" that speaks to the importance of global and national defense to this state's economy and the need to consider the unique needs of the nation's military when identifying mobility issues and opportunities. Near-term initiatives might include: Participate in the JBLM Regional Partnership to prioritize transportation investments that support military-related economic activities. This would also have the added benefit of supporting national security policies.

If you have questions about either of these suggestions please do not hesitate to contact either me or Thera Black at 360.956.7575.

Again, kudos for a well-conceived and executed Washington Transportation Plan!

Sincerely,



Lon D. Wyrick
Executive Director



Phillip Parker
Chair, Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Washington Transportation Plan 2030 – Public Comments

Dear Commission Chair Parker:

Thank you for the opportunity to provide public comment on the Draft Washington Transportation Plan 2030 (WTP 2030). This letter is signed by several environmental and sustainable transportation advocates who hope that WTP 2030 will be a critical step in creating one of the leading sustainable transportation systems in the nation.

We would first like to express special appreciation to the Washington State Transportation Commissioners and staff for their dedication to the WTP process and past state transportation plans. We would like to acknowledge the tremendous amount of work that went into producing this draft plan in the midst of a historic transition period for transportation planning and finance in Washington state. In particular, we appreciate the commitment to protect the environment through various measures such as greenhouse gas emission (GHG) reductions, more stormwater treatment, and the shift to a multimodal approach, including an increased role for transit and non-motorized transportation.

More specifically, we strongly support the following ideas in this plan:

- Support for public transportation, including HOV and transit lanes, high-speed rail (Northwest Corridor), and transit-oriented development.
- Support for non-motorized modes of transportation, including the Complete Streets policies and the Safe Routes to School program.
- Recognition of highway tolling as a means to fund preservation and maintenance costs as well as to reduce vehicle miles traveled (VMT). We believe that the public now better understands the need for congestion pricing and the need to take innovative approaches to fund preservation or

replacement of aging infrastructure; these tools can be implemented much sooner than many transportation planners had once anticipated¹.

- Efforts to strengthen the integration between transportation and land use decision-making, including mixed-use infill and redevelopment, and a ban on incompatible land uses. As the body of research concludes, land use patterns have significant effects on mode choice as well as commute distance, and therefore mixed use and transit-oriented development in areas well served by transit could lead to major reduction in GHG and VMT.
- Using the Centennial Accord to improve state-tribal cooperation on transportation and related land use and environmental issues.

These policies should be able to free up road capacity for freight movement, reduce household transportation costs and promote healthy living through improved air quality and daily walking and biking². Therefore we believe that you can gain support from a broad segment of the public to implement these provisions.

While there is much to like about this plan, we would like to express the following concerns, accompanied with our proposals to address them.

General Purpose Highway Capacity Expansion

Our greatest concern is that the draft plan still seems to focus on general purpose highway capacity expansion as a first response to congestion relief. The proposed actions for “improvements on I-5” and “strategic capacity enhancement” seem to call for increased general purpose highway capacity, a notion confirmed in response to questions at recent workshops. As many transportation researchers such as Anthony Downs suggest, general purpose highway capacity expansion exacerbates rather than solves congestion because of “triple convergence.”³ Triple convergence means that the new capacity does not lead to a reduced level of congestion because commuters who used to choose other routes, times, or modes to avoid congestion begin to use the new capacity as soon as they notice the reduced level of congestion. This phenomenon is somewhat counterintuitive, but it can be seen universally, most notably in the notorious traffic delay in LA metropolitan area. For this reason, general purpose highway capacity expansion results in increased VMT and therefore more GHG emissions, air pollution, impacts on Puget Sound and other waterways, traffic accidents, higher household transportation costs and obesity, in addition to an even greater level of congestion in the long-term.

As a solution, we instead recommend the plan focus on rail and bus transit and HOV lanes instead of GP lanes to expand capacity, while also relying other mechanisms of transportation demand management (TDM), including growth and transportation efficiency centers (GTEC), parking management, increased transit service, and congestion pricing. These provisions are scattered across the draft, and when combined with each other, we believe they provide a more cost-effective and environmentally-friendly alternative to increasing capacity with new general purpose highway expansions. For this reason, we suggest modifying the WTP 2030 to include a provision to oppose general purpose capacity highway and arterial expansions unless there are no feasible alternatives, as well as eliminating project specific references to “improvements on I-5” and “strategic capacity enhancement.”

¹ WSDOT, 520 Tolling Implementation Committee, “Tolling Web Survey Results,” 2009

http://www.wsdot.wa.gov/Partners/Build520/documents/Fall2008_520Tolling_WebSurvey_Results.pdf

² American Public Health Association, “At the Intersection of Public Health and Transportation: Promoting Healthy Transportation Policy,” 2010, <http://www.apha.org/NR/rdonlyres/43F10382-FB68-4112-8C75-49DCB10F8ECF/0/TransportationBrief.pdf>

³ Downs, Anthony, *Still Stuck in Traffic: Coping with Peak-Hour Traffic*, Brookings Institute Press, 2007

Further, while the WTP already recognizes a “preservation first” strategy, we think it would be beneficial to change this to a “fix it first” approach to transportation investments that prioritizes safety and preservation investments. This approach recognizes the limited funding available, and prioritizes protecting people and maintaining our existing facilities in a safe and serviceable condition.

GHG and VMT

One of the primary legislative changes since the previous WTP is that the state and its agents are now legally obligated to reduce greenhouse gas emissions (GHG), with reduction of vehicle miles travelled (VMT) (RCW 70.235.020, RCW 47.01.440) as a key strategy for reducing those emissions. WTP 2030 uses the expression “the goal of reducing GHG and VMT,” but we believe this should be changed to “meet the state’s GHG reduction requirements and VMT benchmarks” to accurately reflect current legal requirements.

Because of these requirements and benchmarks, we believe that it is imperative to show how WTP 2030 can help WSDOT and the State to meet the GHG and VMT standards. We had hoped that WTP 2030 would undergo SEPA review process to assess quantitative effects of the draft strategies. While the WTP’s qualitative approach may not call for the same sort of analysis that would be necessary with a plan subject to SEPA review, we believe that it is critical to include more specific ideas and action plans to reduce GHG and VMT. We are aware of the activities of Executive Order 09-05 Working Group to draft strategies to meet the requirement, but we would still like to see the ideas and action plans emerging from the Work Group and earlier Climate Action Team report incorporated into WTP 2030.

Land Use Concurrency: Improving Integration between Transportation and Land Use Decision Making

As mentioned earlier, we appreciate the discussion on land use concurrency in the draft. However, we noticed the lack of significant actions associated with the land use strategies, and we would like to propose the following two actions.

First, we would like the WTP 2030 to ensure that transportation investments are to be consistent with the goals and requirements of the Growth Management Act (GMA) to concentrate growth within Urban Growth Areas (UGAs) identified in compliant county and city comprehensive plans. For instance, we request that a provision be added to prohibit funding on capacity enhancement that would encourage growth in rural areas and natural resource lands which include agricultural, forest, and mineral resource lands. This provision is a critical component to reduce VMT by encouraging high density development in UGAs.

Second, we would like to see an associated action for the strategy to support mixed-use infill and redevelopment, including transit-oriented development. The WTP should call for actions that support transit-oriented infill and redevelopment, including lowering or eliminating minimum parking requirements around transit centers and stations and to provide various incentives such as permitting process streamlining, property tax exemption or reduction, and density bonuses. While many cities have already taken actions in this area, it’s imperative for statewide action to build on these efforts.

Complete Streets Policy

We strongly support the addition of the Complete Streets policy. We believe that complete streets are vital components of livable communities, and they can encourage walking and biking, which eventually leads to higher transit usage, helping to reduce traffic congestion. We would like to further strengthen this section by adding safety measures.

First, we believe that the high driving speed in residential streets and neighborhood arterials is a significant safety problem, especially in urban areas, posing unnecessary risk and discomfort for pedestrians and bicyclists. It is possible to reduce speed limits statewide, but we would rather propose a provision to give authority to local municipalities to reduce speed limits wherever needed. This provision could be complemented with stronger enforcement of speed limit by using technologies such as arterial speed cameras and increased infractions for speed limit violations.

Second, general purpose capacity, design-speeds and roadway geometrics influence traffic speeds and volumes on our roadways. This can be partly mitigated with the application of Context Sensitive Solutions (CSS) strategies. While it is a tool in the state's toolbox, it is seldom used effectively. Making CSS decision-making easier and more effective requires using new, and more holistic approaches to measuring roadway function and performance than outdated, auto-oriented measures, such as a ratio of vehicles to capacity, or intersection delay. Specific reference to using multi-modal Levels of Service to measure roadway performance, such as the Urban Arterial LOS slated for the 2010 Highway Capacity Manual, will allow a broader range of facilities and design elements to be factored into the state's transportation planning equation.

Finally, we appreciate the state efforts to create programs to improve safety for pedestrians and bicyclists such as Safe Routes to School, and we would like to see actions to expand these efforts. We understand gas tax and other existing transportation revenue streams are producing far below earlier projections, and it is nearly impossible to implement new programs without new revenue streams. However, this is a 20-year long range plan which already delves into potential future revenue sources, so it should include programs which are not possible in the current environment. For instance, WTP 2030 could propose a new program called "Safe Routes to Parks" to ensure safe access to parks for pedestrians and bicyclists and extend geographical boundaries of the existing Safe Routes to School program. In the long run, we also believe that the state should establish a fund to assist local municipalities to implement traffic calming techniques such as raised crosswalk and curb extension throughout the UGAs.

State Role in Funding Public Transportation

We strongly support the efforts to explore new funding strategies for public transportation. The Central Puget Sound region and Clark County portion of the Portland metro area are significantly behind other peer metro areas in building out their high-capacity rail networks. Bus and rail transit needs will only grow as we struggle to protect the environment, provide mobility to an aging population, and serve growth in our urban areas without increasing traffic congestion. At the same time, Washington is becoming more urbanized, and its traditional policy to minimize its involvement in local transit planning and funding has become outdated. WTP 2030 proposes several strategies to increase the state's role, but it leaves the details to the current JTC study. We believe that it is reasonable to leave some details, but WTP 2030 should, at a minimum, recognize the state's responsibility to ramp up direct funding for transit in the future or, in the alternative, shift more existing state revenue authority to local jurisdictions to better serve their residents' unique transportation needs.

Regional Transportation Planning Organization

In the section for stewardship, there is a strategy to strengthen the authority of regional transportation planning organizations (RTPOs) to certify the transportation and land use elements of comprehensive plans and development regulations. While we support additional authority for RTPOs to improve coordinated land use and transportation planning among the counties and cities within a region, our experience is that many RTPOs are not using their current certification authority effectively. We would therefore like to see



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Transportation Commission
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The Tulalip Tribes are the successors in interest in the Snohomish, Snoqualmie and Skykomish tribes and other tribes and bands signatory to the Treaty of Point Elliot.

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August 30, 2010

Carol Moser, Chair
The Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

On behalf of the Tulalip Tribes of Washington, I respectfully submit our official comments on the Public Review Draft of the Washington Transportation Plan 2030. I want to acknowledge the work of Commissioner Phillip Parker and Senior Policy Analyst Paul Parker for bringing this document to our attention at a Tribal Transportation Planning Organization quarterly meeting in which our technical staff attended. So your outreach is working.

The Tulalip Tribes are one of the few Native Sovereign Nations that have a freeway running through our Native Homelands, so our transportation priorities primarily relate to that facility. In fact we applied nationally for a TIGER grant in 2009 and again in 2010 to replace a WSDOT bridge at 116th (MP 202).

One of the mandates of the current SAFTEA-LU federal transportation funding legislation is the coordination of long range transportation plans between States and Tribes. We certainly have construction, maintenance and safety projects within ours that line up nicely with the goals and objectives of the WTP 2030. The Tulalip Tribes is an economic driver within the region and efficient transportation systems are key to our continued success.

In the Washington Transportation Plan 2008-2026: Unfunded High Priorities; Environmental Quality and Health, the Number One priority is Provide enhanced tribal transportation planning capacity. We still support that priority. However we are disappointed the previous WTP had substantial discussion on the needs of Indian Country. Please give serious consideration to emphasizing the need for effective transportation planning and the completion of a comprehensive inventory of roads on reservations.

Thank you for your time and consideration on this very important issue. For further information contact, Theresa Sheldon, Policy Analyst, (425) 508-6556 or by email at tsheldon@tulaliptribes-nsn.gov

Sincerely,

Melvin R. Sheldon, Jr.



Washington Recreation & Park Association

October 14, 2010

Washington State Transportation Commission
ATTN: Philip Parker, Chair; and Commission Members & Staff
P.O. Box 47308
Olympia, WA 98504-7308

Dear Chairman Parker and Commission Members and Staff:

We at the Washington Recreation & Park Association (WRPA) appreciate the opportunity to review your draft Washington Transportation Plan 2030 (WTP 2030), and to offer what we hope will be constructive comments that can be integrated into your final version.

As background, the WRPA is a non-profit association first established in 1947, and home to over 1,450 members who serve with city and county parks and recreation departments, Metropolitan Park Districts (MPDs), and private-sector entities that frequently interact with parks and recreation professionals. The preservation and enhancement of the state's transportation system, particularly as it relates to livable communities, "Complete Streets," Safe Routes to schools and parks, and trail corridors, is clearly of paramount importance to our organization.

We want to first thank you for producing a comprehensive, well-thought-out, and very readable draft WTP 2030. We appreciate the "foundational themes" and "strategic drivers" on which you based your plan, particularly the Theme No. 1 related to "an integrated network, effectively connecting across modes and jurisdictions," and Strategic Driver No. 2, "The Relationship Between Land Use And Transportation Is Key." We wholeheartedly agree on both counts.

With that in mind, we believe that the sections of your plan related to Economic Vitality (Pg. 11-14), Mobility (Pg. 21-24), Environment (Pg. 25-28), and Stewardship (Pg. 29-31), all of which contain effective strategies and action plans, could be slightly improved with additional language that we believe ties directly back to Theme No. 1 and Strategic Driver No. 2.

Our specific comments are as follows:

- Economic Vitality: 1) Under "B. Foster Improved Connectivity..." we would suggest the following be added, after "bicycle and pedestrian networks": "bicycle and pedestrian networks such as trails and trail corridors that connect communities and regions....2) Under "Near-Term" Actions on Page 14, add a bullet to the 'Establish public-private partnerships' with the following verbiage "Complete Streets, Livable Communities and trail-corridor investments that concentrate density, effectively link communities and regions, promote tourism, and encourage additional quality investments in Urban Growth Areas."
- Mobility: 1) Second to last bullet on Page 22, Strategies Section A, after "bicycle and pedestrian transportation," add "networks and corridors"; 2) Preliminary Action Plan, Near-Term – The Bullet No. 4 (third item) verbiage is appreciated.

- Environment: 1) Under Strategies – A. Transportation Investments – first bullet: Add the following language after “‘Complete Streets’ policies”: “‘Complete Streets’ and Safe Routes to Schools and parks policies...” 2) Near-Term Actions – We would propose an additional bullet: “Protect and enhance investments in ‘Complete Streets,’ Safe Routes to Schools and parks, and other programs that promote livability and connectivity within urban growth areas and along sidewalk and trail corridors.”
- Stewardship: 1) Page 31, Strategies D, first bullet, after “well connected streets”: We recommend replacing “pedestrian, bicycle” with “pedestrian and bicycle trails and corridors, and transit infrastructure.” 2) Under Near-Term Action Plans, we would recommend the addition of a bullet that speaks to “Strengthening the linkage between land-use planning and transportation to incentivize roadway, bicycle and pedestrian corridor, and transit infrastructure investments that ensure quality development in Urban Growth Areas.”

In closing, we again would like to compliment you on the work put into WTP 2030, congratulate you on a thorough and easy-to-read draft plan, and encourage your consideration of integrating the aforementioned language suggestions into your final plan.

We thank you, and invite you to contact us at 360-459-9396, WRPA headquarters, with your questions.

Sincerely,

Bob Vaux

President
Washington Recreation & Park Association
bobv@cityofanacortes.org

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October 25, 2010

Ms. Carol Moser, Chair
Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Dear Commissioner Moser:

On behalf of the members of the Washington State Transit Association (WSTA), thank you for the opportunity to provide comments on the public review draft of the Washington Transportation Plan 2030 (WTP 2030). We appreciate the opportunity to provide feedback from our perspective as the transit agencies serving the citizens of Washington State and are encouraged by the increasing focus on the role of public transit.

Overall, we believe the draft WTP 2030 and attachments clearly reflect the Commission's vision for Washington to have an integrated multimodal transportation network that serves the entire state. We particularly value the recognition of the important role of public transit in providing mobility options through our member agencies' buses, paratransit vehicles, commuter rail, light rail, streetcars, ferries, and vanpools. Services provided by public transit agencies, and private, non-profit and community providers all contribute to the goal of a fully integrated transportation network.

Comments

It is our hope that our comments will help further illustrate the critical role public transit plays in achieving the WTP vision and the state's overall transportation policy goals. We have identified the appropriate page numbers or sections with each comment. We are also including a summary of recently collected data for public transit and will continue working with your staff to provide additional data.

1. Foundational Themes (pages 2-3). We strongly agree with and support the three foundational themes used to develop the WTP 2030, with several recommended changes:

- In Theme #1, we recommend specifically identifying public transit as both a mode and a service. Public transit carried over 222 million passengers in 2008 (all modes) and is vital to an integrated, multi-modal transportation system.
- In Theme #2, we recommend clarifying that preservation and maintenance of the existing system is also critical to ensuring accessibility for those who have no other means to travel to medical appointments, school, school or other basic life services. Public transit helps the

state increase capacity and utilization of the existing transportation system, thus relieving some of the pressure to build new facilities.

2. Transportation Revenues – Local Sources and Trends (page 9); Funding Needs (Attachment A, pages 6, 7, and 9); and Summary of State Plans (Attachment C, page 6).

- We have been working with the WSDOT Public Transportation Division to collect 2008 data for public transit. A summary of the revenue data for 2008 is included below. We will send your staff additional 2008 data and additional unmet needs data.

2008 Revenues -- Public Transit Authorities				
Revenue Source	Operating	Capital	Total	% of Total
Local	\$1,359,097,591		\$1,359,097,591	70%
Federal	\$103,331,429	\$224,622,539	\$327,953,968	17%
State	\$18,819,979	\$24,326,489	\$43,146,468	2%
Other	\$76,060,666	\$124,705,609	\$200,766,275	10%
Total	\$1,557,309,666	\$373,654,637	\$1,930,964,303	100%

Source: WSDOT and WSTA ("Other" includes Sound Transit operating, as well as "other" items for all authorities, such as interest income, advertising income, and rental income)

3. Economic Vitality (pages 11-14)

- Public transit plays an important role in spurring economic development and creating jobs. In 2008, transit invested \$1.65 billion in capital and operating improvements which generate both jobs and economic returns. Sound Transit's ST2 Plan approved by the voters in 2008 is expected to create 69,000 direct and 47,000 indirect jobs.
- Public transit also saves money. According to the Texas Transportation Institute, without public transit, congestion delay in the Puget Sound would cost an additional \$261.4 million per year.
- Statewide, transit expands the capacity on roads and railroads -- capacity that is needed for improved mobility of freight and goods. A study for the Chelan/Douglas area showed that increasing capacity for freight mobility on I-90 in the Puget Sound area is key to supporting the ports and economy in eastern Washington.
- Finally, public transit provides access to jobs and education, which in turn provides economic benefits to employers and major institutions.

4. Preservation (pages 15-17)

- Public transit's investments help the state increase capacity and extend the utility of state infrastructure and investments.
- Transit directly increases the efficiency of the transportation system through investments in multimodal stations, park and ride facilities, HOV lane improvements, direct access ramps, signal prioritization for buses, express bus service, bus rapid transit, vanpool and rideshare programs, Commute Trip Reduction (CTR) and Transportation Demand (TDM) Programs.

According to the Texas Transportation Institute, public transit triples the reduction in travel delay gained by operational efficiencies alone, such as HOV lanes and metered on-ramps.

- In Section B (pages 16 and 17) – Recommend adding a bullet that states: The state should provide direct funding to transit agencies for provision of services that directly address state goals.
- In the preliminary action plan – long-term actions (page 17) – Recommend adding a bullet that states: Implement increased state funding to transit agencies to preserve and maintain assets, and to address state goals and interests.

5. Safety (pages 18-20)

- Public transit increases safety on state routes. Transit agencies, such as Clallam, Community, Island and Mason Transit, are working with the state to provide alternatives to single occupancy vehicles on dangerous portions of rural two-lane roads such as US 101, SR 20, and US 2.
- Direct access ramps built by Sound Transit in the central Puget Sound not only increase the reliability of transit services but also eliminate the weaving of buses between HOV lanes and freeway exits which can disrupt traffic flow.
- Public transit agencies are actively involved in planning and implementing coordinated emergency/disaster and homeland security responses to ensure facilities and services are safe for our customers and the public.

6. Mobility (pages 21-24)

- Throughout the state, public transit moves riders on the state highway system. For example, over 50 percent of the trips on Community and Mason Transit are on state highways.
- In urban and congested areas, public transit plays a key role in managing congestion: approximately 40 percent of the commute trips to downtown Seattle are on transit and during peak travel, about 25 percent of the people traveling in HOV lanes are on transit. Transit service will be essential to maintaining mobility during major construction, including I-5, SR 99, and the Columbia River Crossing.
- In rural areas, public transit provides important connections between distant communities and jobs and services. Non-profit providers and WSDOT's Travel Washington also provide essential, though limited, connections between communities. As Washington citizens age, more demand for transit will occur in our rural communities.
- Statewide, demand for special transportation for disabled and elderly riders has been and will continue to grow. For example, recent policy changes and funding constraints have shifted demand for Medicaid, ADA paratransit, veterans, student, and elderly transportation to public transit agencies across the state. Special needs transportation is one of the most costly modes of transportation. WSTA supports the addition of another state goal, or, as suggested by the draft WTP 2030, modification of the mobility goal to highlight this emerging issue.

- Rural areas of urban counties present a particular challenge for the state. Public transit services are provided in the urban areas of these counties but not in the rural areas. The Public Transportation Benefit Area legislation does not work well for mixed urban/rural counties and the rural areas often fall through the cracks of available funding programs.

7. Environment (pages 25-28)

- Reducing vehicle miles traveled and increasing transit ridership are two of the key assumptions by the state as it works to meet its greenhouse gas reduction goals. For transit ridership, this equates to a tripling in ridership by 2035, meaning that all transit modes must grow from 200 million trips per year to 600 million trips per year. This growth will also support growth management and land use goals for denser and healthier communities.
- Public transit is already making a difference and many transit services help reduce harmful emissions: light rail systems produce 62 percent less in greenhouse gas emissions per passenger mile than an average single-occupancy vehicle (SOV), while bus transit produces 33 percent less than a typical SOV. Washington leads the nation in vanpooling with more than public transit 2,600 vans in 2009, commuting approximately 35.8 million miles according to WSDOT. Those vanpool commute trips save over 141.5 million vehicle miles that would otherwise be driven by single-occupancy vehicles. They also save over 63,000 metric tons of greenhouse gas emissions that would otherwise be produced by a mix of single-occupancy trips and carpools.
- Many agencies are converting clean vehicle technology including hybrid-electric, biodiesel and natural gas fueled buses. In addition, new facilities are being designed to minimize environmental impacts and other operational and maintenance equipment, such as vehicle washing systems, recycle water and prevent harmful runoff into water streams and the Puget Sound.

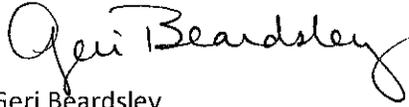
8. Stewardship (pages 29-32)

- The state's population is projected to grow by 19.2% between 2010 and 2025 (6,734,745 to 8,024,976) according to the Washington State Office of Financial Management. Managing a growing demand for public transit services will require wise investment decisions and effective management of existing resources.
- Partnering with other entities in an effort to maximize the availability of quality transportation options is essential. Public transportation can partner with local, regional, state and federal governments and transportation agencies; public school districts; employers; and social service agencies to leverage resources and to plan, coordinated, and deliver well-connected, effective transportation services to the citizens of Washington.

Like all public entities, transit agencies have been significantly impacted by the economic recession and are grappling with how to address revenue shortfalls. Many agencies are considering cutbacks in projects, services and staff. We are encouraged to hear that the Transportation Commission may include a funding proposal in the final WTP 2030 document and want to offer WSTA as a resource as you develop that section. We welcome any opportunity to help shape Washington's future transportation policies and system.

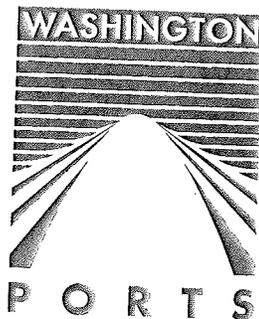
Thank you for your consideration of our comments and for your efforts on the WTP 2030. If you have questions or would like to discuss our feedback in more detail, please feel free to contact me at 360-786-9734.

Respectfully,

A handwritten signature in black ink that reads "Geri Beardsley". The signature is written in a cursive style with a large initial "G".

Gerri Beardsley
Executive Director
Washington State Transit Association

Cc: Paula Hammond, WSDOT Secretary
Katy Taylor, Director WSDOT Public Transportation Division
Paul Parker, Transportation Commission
Gene Baxstrom, Joint Transportation Committee
Christina O'Claire, King County Metro
WSTA Members



Transportation Commission

OCT 15 2010

RECEIVED

October 14, 2010

Ms. Carol Moser, Chair
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

Dear Ms. Moser and Members of the Commission:

Thank you for the opportunity to comment on the Draft Washington Transportation Plan 2030 and to participate in the advisory group over the past year. Like the State Transportation Commission, Washington's ports invest for the long-term in our communities; we have invested billions of dollars in our existing facilities, which are part of our comprehensive statewide system.

Since the Washington State legislature created the Port District Act nearly a century ago, our state has grown to be the most trade-dependent in the nation. That trade activity is responsible for one in every four jobs in Washington. Nearly 740,000 wage and salary workers and proprietors depend on exports, and 161,000 depend on imports. International trade through Washington seaports was valued at more than \$77 billion in 2005. Together the Port of Seattle and the Port of Tacoma are the third largest container load center in the United States. In addition to shipping terminals, our port association members operate airports, marinas, railroads, industrial sites and recreational facilities. Sea-Tac airport ranks nineteenth in the United States by tons of cargo handled.

Ports bring economic development - investment and jobs - to our communities. However, these benefits rely on our state transportation system and regional network to get products and people to or from port facilities, and to support the needs of our agricultural and manufacturing sectors. We must work together to ensure a seamless system for freight and travelers using the state's and ports' transportation infrastructure. It is in this spirit that we offer these comments, and we hope that the critical role of freight mobility infrastructure will be highlighted as a priority within the Washington Transportation Plan.

Canada and Mexico are investing heavily in expansion of their port facilities to lure international cargo from the ports of the United States. The key to maintaining and expanding our place in the global economy is to continue to put local and state investments into our trade gateway.

The Washington Transportation Plan 2010-2030 sets policy guidance for all modes and regions across the state. We endorse the Plan's foundational themes and strategic drivers: need for system integration, the importance of preservation and maintenance, and the requirement for additional revenue to fund the system. We highlight the following comments in the six policy areas.

Economic Vitality: We applaud the state legislature's addition of Economic Vitality as a policy goal: this action highlights the fact that transportation is a means and not an end in itself. An efficient

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State

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transportation system, for freight in particular, is essential to a growing economy. A healthy economy in turn is necessary to support a good quality of life, the ability to fund alternative modes of transportation for people, as well as efforts to reduce the transportation system's environmental footprint. We hope the final document will recognize the importance of supporting the economy through an efficient freight transportation system, and that the plan will prioritize and emphasize action items supporting economic growth. With our economy in such fragile condition, we cannot risk delaying these critical projects because they became lost among other broad-reaching goals and actions.

Stewardship: This section steps forward to identify and protect key transportation facilities, and prevent incompatible land uses. Strategy A focuses on new federal direction and accountability. We agree that Washington will need to pay attention to the federal arena, because we believe that federal transportation reauthorization will call for greater visibility of freight planning and analysis. As reflected in the FREIGHT Act sponsored by Senator Murray and Cantwell, new legislation is likely to require integrated freight system analysis to enable Washington to compete effectively for funding at the national level. While Washington State leads many of its peers in freight planning, we anticipate the resources required to comply with specific mandates from the federal government will need support at the state policy level.

Strategy C recognizes that streets differ in character. This is an important distinction, because it shows that applying the Complete Streets philosophy to freight corridors must distinguish these from residential or urban neighborhood boulevards. We would like to encourage you to articulate this important consideration in the final document more strongly.

Strategy E speaks to the importance of protecting the function and synergies of our industrial areas and essential public facilities, in order to maximize our investments to the highways and roads serving them. It warrants adding "marine port facilities and services" to the examples listed here, as they are referenced in the state code (RCW 36.70A.200). Several goals listed in Section E should be carried into Near Term Actions: Identification of key transportation corridors across multiple modes and jurisdictions, protection of rail corridors, and planning for all essential transportation facilities listed in GMA (in addition to airports already listed in actions).

Preservation, Safety and Environment: Freight improvements are not frequently called out in these sections, yet these policy goals are inherent to a well-functioning freight system as well. Freight mobility needs must also be considered in implementing these goals.

Mobility: Again, mobility applies to all transportation modes: Freight mobility drives our economy. This section should directly address the movement of trucks, rail, ships and planes, as well as access to intermodal terminals and warehouse/distribution centers.

New Revenue: Above all, the state's investment policies must support new revenue sources to fund the critical transportation facilities driving our import/export economy. As seen in the two TIGER stimulus programs, new funding awards must consider the merit and economic return from capital investment, which support freight improvements. Care must be taken to avoid imposing additional fees in a way that results in a competitive disadvantage for Washington's businesses and the intermodal facilities that support them.

Port District Funding Trends: Finally, in the introductory discussion of the Economic, Financial and Policy Context (page 9), we suggest the following revenue wording in "Local sources and trends"

discussion of port districts: "Port districts use property tax revenues and operating revenues to build and operate critical seaport and airport infrastructure; many ports have seen revenue decreases due to the slowdown in the global economy."

Attached also, please find specific text edits and recommendations for the Draft Plan consistent with the general comments above.

We appreciate the collaborative development of this plan set out by the Transportation Commission. It is a valuable reflection of the importance of transportation system integration across all modes and regions in Washington State. We look forward to ongoing participation in implementing these goals to benefit our state's economy and the ports system.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric D. Johnson". The signature is fluid and cursive, with a large, stylized initial "E".

Eric D. Johnson, Executive Director
Washington Public Ports Association

- C: WPPA Executive Committee
Geri Poor, Port of Seattle, WPPA representative to WTP Advisory Cte.
Larry Paulson, Port of Vancouver, Chair WPPA Transportation and Infrastructure Cte.

WPPA Technical Comments on WTP 2030

Introduction & Overview: Foundational Themes

- Theme 1: incorporate discussion about need for strategic capacity investments in critical corridors and facilities. (p. 2)

Economic, Financial & Policy Context for this Plan

Transportation Revenues: Local sources and trends

- Please replace sentence regarding Port districts (2nd paragraph, last line), with: “Port districts use property tax revenues and operating revenues to build and operate critical seaport and airport infrastructure; many ports have seen revenue decreases due to the slowdown in the global economy” to explain the current trend in ports’ revenue. (p. 9)

Emerging Federal Policy

- Our two state senators have recently sponsored the new FREIGHT bill. Shouldn’t that be added to this policy discussion? The bill underscores freight transportation as essential to national prosperity and international competitiveness, and calls for development of a national freight transportation policy, the creation of an Office of Freight Planning and Development, and a freight infrastructure grant program. (p. 9, and Attachment D)

Goals, Strategies & Action Plans

1. Economic Vitality

Background & Policy Context: suggest addition of Megaregions as a trend which would encourage us to cooperate with Oregon & British Columbia as the Seattle region fits a broad regional context.

A. Enhance Washington’s Economic Competitiveness & Vitality:

- Could point out that state’s corridors and connectors to freight hubs are both east/west access to US markets and north/south in the Cascadia megaregion. (p. 12)
- Washington’s Key Industry Clusters: PSRC includes “Trade and Logistics” as a key cluster also. (p. 12)
- Add bullet to highlight role of Air Cargo in the economy funding imports & exports (p. 12, Strategy A or p. 13, Strategy D)

C. Support the Coordinated, Connected ...Movement of Freight & Goods:

- Suggest discussion of the recent Governor’s Export Initiative in this section
- Suggest “Coordinate for rail/truck/pipeline corridors connecting Washington to markets in the east” and language to cooperate with private sector, especially for freight rail & pipelines.

Preliminary Action Plan:

- Identify key freight corridors from city streets to county & state roads that link producers to distribution points. ...add interstates and rail corridors as key freight corridors, and add linkages among intermodal distribution system.
- Clarify this reference to SR509 (which exists near Port of Seattle and another segment near Port of Tacoma): “such as completing SR509 to connect with I-5 near Sea-Tac Airport and SR167 to connect with Port of Tacoma.”
- Carry forward into Action Plan language to “cooperate with private sector: freight rail & pipelines,” & other items from Strategy C.

2. Preservation

A. Focus on Preserving the Existing Statewide Network:

- Reference to “fund preservation costs by levying additional use surcharges on higher impact users: we must consider this in light of other costs paid by individual users, so that users are not paying multiple ways. Perhaps a fairer approach would be: “Align costs with impacts by users.”
- Facilitate coordination to preserve freight capacity across jurisdictional boundaries in critical corridors.

3. Safety

B. Plan and Engineer Projects for Safety

- Earlier drafts included a reference to safety projects such as road/rail grade separations. Suggest reinstating here. (p. 19)

C. Encourage Inter-agency Collaboration ... (p. 20)

- Suggest text change: Continue to develop plans to facilitate continued movement of goods and supplies in the event of “a disaster that affects transportation infrastructure.”

Near-Term, Initiate Actions Between 2011-2017 ...

- Suggest text change: Continue and accelerate efforts for .. disaster response such as ... strategies and routes for evacuation movement of injured and provision of emergency shelter, food and medical supplies (p. 20)

4. Mobility

- The last two (freight) long range actions (p 24) should be near term priorities as well

5. Environment

- Add discussion of Northwest Ports Clean Air Strategy on page 25.
- Complete Streets: This text box and first bullet (p. 26) need a more nuanced approach to reflect that not all streets should be complete for all functions. For example, separating bicycle corridors from major truck routes is beneficial to both modes. Text box should add “freight” to the list of “pedestrians, bicyclists, motorists and bus riders...”

6. Stewardship

D: Strengthen the Integration Between Land Use & Transportation Decision-making

- Suggest text change first bullet: Support coordinated ... planning that ...; that “promotes” manufacturing and industrial centers...” as opposed to “separates” (p. 31)
- Remove “public use” from 3rd bullet

E: Ensure the Ability to Build and Expand Essential Public Facilities

- Add “Marine port facilities and service” to list of essential public facilities as established in the RCW (p. 31)
- Clarify or delete reference to “beyond the largest container ports” as bullet would be clearer without it: “Expand protection of rail corridors for the movement of goods and people.” (p. 32)

Inputs on WTP 2030

Inputs provided by Hans Toorens – resident of Monroe, WA since 1987.

My background and perspective:

Having grown up in Europe - walking and bicycling to schools and work - combined with 30+ years residing in the US of which 10 years in NJ close to NYC, complemented with some 30+ years of extensive business and leisure travel in Europe, North America, Latin America and Asia, have given me some different and possibly interesting perspectives on transportation issues.

Comments made by me are based on personal observations and multi-national, multi-continent travel and driving experience. My comments are not an effort to “Reinvent the wheel” – no pun intended.

Reference is made to the following document:

WTP 2030 Summary: Public Review Draft – as handed out during the Sep 29 session in Everett Station, which I had the pleasure to attend.

I will provide my inputs on a per-page basis.

Page 1 – Foundational Themes

Theme #0:

While not in the present document, I suggest the addition of a **Fourth Theme**. This should be the First Theme, since it affects all others.

I suggest that Theme O to specifically address the realities of running out of natural resources, such as oil and clean water. Denial should not be part of any strategic planning process and while WTP 2030 seems to address plans and implementation between now and 2030, it must be realized that the region has to live with the consequences well beyond that year – perhaps 2050 or 2060...

Experts disagree on the exact year, but already now – and definitely by 2030, “Peak Oil” is behind us – while population growth is likely to continue.

These are diverging vectors into the future.

Theme #1:

Please add “Airport Passenger Terminals” and “Airport Cargo Facilities” in the listing of facilities.

Theme #2:

I suggest the addition of the notion that Washington State needs to be connected to the Nation and the World.

Theme #3:

The opening line states: *“The statewide transportation system needs continue to grow, while revenues are declining”*.

I suggest completing this sentence with the following: *“...and resources are being depleted at an accelerating pace”*.

Page 2 – Strategic Drivers

I suggest the addition of a fifth Strategic Driver:

Energy consumption, Peak Oil and Sustainable sources of alternative energy.

Page 2 – Summary of Policy Goals

I suggest the following additions (*in Italics*):

PRESERVATION

To maintain, preserve and extend the life and utility of prior investments in transportation and services *and utilize underutilized assets, such as Paine Field.*

SAFETY

To provide for and improve the safety and security of transportation and the transportation system *and the environment – as they may be affected by pipeline ruptures and explosions as well as aeronautical accidents.*

MOBILITY

To improve the predictable movement of goods and people throughout Washington State, *the Nation and the World.*

Page 3 – Economic Vitality Strategies

Under “**Foster Improved Connectivity of People and Communities**”, I found the following bullet:

- **Improve East-West passenger rail service within the state**

This is unrealistic, since there is almost nothing in-between. As an example, I am using the distance between Seattle (617,000) and Spokane (203,000) – roughly 276 miles. (*Population estimates in parentheses*)

There is nothing in-between, except mountains, wheat fields, orchards, high desert, Bellevue (127,000) Ellensburg (15,000) and Moses Lake (15,000) being the biggest cities.

Roughly the same distance is between Paris (2,200,000) and Amsterdam (2,158,000 for the metro area): 326 miles.

The following sizeable cities exist en-route: Amiens (136,000), Charleroi (200,000), Brussels (1,800,000 for the metro area), Antwerp (470,000), Breda (316,000), Rotterdam (600,000), The Hague (485,000) and if you wish: Haarlem (149,000).

Based on the larger populations of the cities served and cities in-between, a variety of rail options is offered. The high-speed Thalys runs every two hours and covers the distance between Amsterdam CS and Paris Gare du Nord in 3 hours and 19 minutes.

En-route, the Thalys stops at Amsterdam Airport, Rotterdam, Antwerp and Brussels.

From each of the above stations, frequent “branch” connections connect with other cities.

In my experience, driving time from Monroe to Spokane (311 miles) is roughly the same as from Amsterdam to Paris: 5...6 hours, depending on weather, time of day etc.

Summary:

- Rail transportation works between high-population markets – and only if offered with acceptable reliability, speed, frequency and connectivity.
- Rail passengers do not travel long distances to stations by other means.
Example: I do not “see” people traveling from Bellevue to Union Station in Seattle to “hop” on a train to Ellensburg, Moses Lake or even Spokane. They will most likely (continue to) drive...
- Most major airports in Europe are part of the rail network as well – some are part of the high-speed rail network.
- High-speed and / or higher frequency rail may be a viable option in the Eugene, OR to Vancouver, BC corridor. It may do little for travelers from the East Side.

Page 3 – Economic Vitality Strategies

Under “Foster Improved Connectivity of People and Communities”, I also found the following bullet:

- **Maintain and improve connectivity of island and peninsular regions to the state ferry system**

When I read this, I thought of the Star Ferries in Hong Kong: Passengers only.

No, I would not like to make the crossing from Edmonds to Kingston or Port Townsend to Keystone on a vessel like the Star Ferry: These waters are too rough and the Star Ferries are not seaworthy enough for Admiralty Inlet at 30 knots of wind...

But: Many commuters use two cars. They leave one car on one end, while completing their journey at the other side with another car.

Passenger – only ferries may be an option to improve connectivity between people, while burning less fuel than the bigger drive-on, drive-off ferries.

Page 3 – Economic Vitality Strategies

Under “Foster Improved Connectivity of People and Communities”, I also found the following bullet:

- **Invest in Aviation, A Critical Component of Washington’s Economy**

I would like to see the following bullet added:

- **Start using Paine Field for passenger flights – without further delays.**

Numerous market assessments have indicated the viability of the passenger market at Paine Field, and two airlines have indicated their interest in writing to serve the North King County, Snohomish County and Island County markets.

Added benefits include the reduction of road traffic, congestion on I-5 and I-405 corridors, air pollution and water pollution from road traffic-related run-offs.

Page 4 – Preservation Strategies

As a general comment under preservation, I would like to see “Peak Oil” and conservation of resources to be added.

Under “**Focus on Preserving the Existing Statewide Transportation Network**”, I would like to add the following:

- Fund transportation cost by levying additional use surcharges on higher impact users *by charging according to weight and number of axles or wheels.*
- *Ban the use of studded tires. Studs only improve “grip” on ice, do nothing in fresh or loose snow and reduce traction on wet or dry surfaces – while doing damage to road surfaces and adding to run-off into the water sheds.*

Page 5 – Safety Strategies

General comment on the 4 E’s as listed:

“Traffic Education” started in Elementary Schools where I grew up. At the age of 5, I walked to school and later schools I attended by bicycle.

This is the norm in many countries in Europe – and it affects “traffic behavior” in a positive way, later in life.

Page 6 – Mobility Strategies

Under “**Support Mobility Options to Help Communities Meet the Public’s Travel Needs**”, I would like to add the following (In Italics):

- Expand the use of pricing strategies to change travel behavior *by increased road-use taxes (by weight and/or number of axles or wheels), tolls, fees, fuel taxes – and using the funds thus generated to build, expand and maintain alternative and more sustainable modes of transportation.*
- Produce and circulate information on transportation options, *their schedules* and their benefits. Tailor information to the specific mobility and access needs and vary by locality. *Integrate schedules and fee structures between the different “Metro systems” and “Transit systems” – so that they can be understood and used in a seamless manner.*
- *Address mobility issues as they relate to “Peak Oil”.*
- Improve east-west passenger rail service within the state. *I have commented on this before – air travel is more realistic in this market and more fuel efficient than cars. It is time to open up Paine Field for passenger air service in support of this goal.*

Under “**Improve Connectivity to Facilitate Travel across Modes and Communities**”, I would like to add the following (In Italics):

- *Utilize Paine Field for scheduled passenger service and plan on connecting Paine Filed passenger facilities to other transit systems, such as bus and light rail.*

Under “**Provide Transportation Options for Aging and Special Needs Populations**”, I would like to make the following comments:

- Aging or not, special needs or not, the US population is becoming more language-diverse.
- In this light, and also in light of accommodating business and leisure travelers from other parts of the world, it would be prudent to change traffic signage and roadway marking to the international system of traffic signs – used in Europe, Latin America and Asia.
- Rather than having to read and interpret worded (sometimes verbose) signage while driving 55 MPH or so (English-only), international pictorial signage is read like sign language and the meaning is immediately understood by anyone – regardless of native tongue.

No: I do NOT recommend the translation of the present signs and add them in all languages in an “equal opportunity effort” – like Spanish, French, German, Russian, Vietnamese, Korean, Mandarin, Simplified Chinese or Japanese. Simply adopting the international pictorial road sign language will be understood by anyone – and improve safety.

Page 7 – Environment Strategies

Think of Peak Oil, pollution and climate change.
No additional comments.

Page 8 –Stewardship Strategies

Under “**Use Technology to Realize Maximum Efficiency in the Movement of People and Goods**”, I would like to add the following (In Italics):

- *Use “Green wave” traffic light synchronization technology such as used in Europe to improve flow-through and reduce stop-and-go waste of energy and pollution.*

Miscellaneous comments

- Integrate transit systems wrt to fare and schedule structures. The ORCA card is a good start.
It is more difficult to plan a trip around the Sound by bus than it is to plan a trip around the globe by plane...
- Encourage the use of school buses where they are offered – and discourage / penalize the use of private vehicles wherever school buses can be used: Save gas and congestion.
- Reevaluate “100-year flood plans”. In my 22 years in WA, they have proven to be unrealistic, costing much money – directly and in indirect costs.
- Highways are not dangerous – drivers are.
Safe driving is a behavioral issue – and cell phones / texting are no help here.
Address this by:
 - o Teaching kids from grade 1 “traffic lessons” – akin to what is being taught in some European countries.
 - o Enforcing cell phone and other non-distraction laws.

- Wasteful railroads
Diesel-electric locomotives work hard and burn tons of fuel in order to get heavy trains up the grade – for example from Everett to the tunnel under Steven’s Pass. Trains descending from Steven’s Pass to sea level waste the (potential) energy stored in them by their elevation and weight by turning the electric motors into generators, feeding the electric energy thus generated into huge resistors in the top of the locomotives, where big fans blow the energy (heat) into the air.
Solution:
The Swiss National Railroad (SBB) runs electric trains. On their descent, electric locomotives feed electrical energy back into the overhead power system (15 kV) to help power other trains making the ascent.
- Hybrids are not the answer: They run on gas (or diesel, as is the case in some transit buses).
Hybrids do have improved fuel economy in stop-and-go traffic because they can store kinetic energy (speed and mass) temporarily in batteries – to be used for acceleration.
In highway traffic, fundamental physics apply: Weight and distance determine gas consumption – along with wind resistance at higher speeds.
Long-range truckers and railroads have known this for a long time: They don’t haul heavy batteries to become “hybrids”.
- Electric vehicles need to be charged. Unlike fossil fuels, batteries are an inefficient way to store energy – they are heavy and wasteful during production and recycling.
- As the world runs out of easily transportable fossil fuels – such as gas, LNG or diesel (unlike coal), price will (have to) go up and what transportable fossil fuels remain, will be used to power airplanes and ships – not cars.
- The fuel of the future for individual vehicles will be hydrogen – produced by massive amounts of electricity – generated by nuclear, wind, (tides) and solar.

Think Global – WA cannot live in isolation from the US or the World.

Respectfully submitted by:

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October 15, 2010

Washington State Transportation Commission
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wtp2030@wstc.wa.gov

RE: Washington Transportation Plan 2030

I appreciate the opportunity to comment on the draft Washington Transportation Plan 2030, and commend the excellent job done by Commissioners, staff, and consultants in facilitating input at the September 30th "Listening Session" held in Bremerton. There was a nice collaboration bringing in people concerned with the range of transportation modes at this site, including several people knowledgeable about active transportation and emerging needs.

Although I am writing as an individual, I should note that my comments are informed by my long involvement with a number of relevant organizations. I am a member of the Bicycle/Pedestrian Committee of Puget Sound Regional Council, member and past Chair of the City of Bainbridge Island's Non-Motorized Transportation Advisory Committee, Board Member of the Washington Coalition for Promoting Physical Activity, Board Member of the North Kitsap Trails Association, and a member to the Kitsap Regional Coordinating Council's committee which produced a thorough and well received "Looking for Linkage" report regarding development of bicycling and pedestrian facilities in Kitsap County.

In years past, I was active in governance of Group Health Cooperative of Puget Sound, serving on several Board committees--including the Health Promotion and Evaluation Committee, which recommended health promotion protocols for primary care, staffed by the GHC Center for Health Studies, and the Center for Health Promotion.

The primary recommendations I would make to improve on the draft are as follows:

1. Address health consequences of transportation policy and funding.

In the section on Environment, recommend a specific goal be articulated regarding planning and funding to support modes which make it possible for people to be physically active during part or all of their transportation time. I understand that Environment has been set as a goal by the Legislature, which this plan is intended to address. Otherwise, I believe the plan should actually have a separate parallel section on health consequences of transportation choices. Perhaps the Transportation Commission would also consider recommending the Legislature modify it's goals for the next iteration of the Washington Transportation Plan.

The current draft does include wording to the effect that transportation planning should be done in concert with other state agencies. In this case, the Washington State Department of Transportation and the Washington State Department of Health can move to a higher level of collaboration. Historically, we have treated transportation and health as separate silos of planning and funding, with the unfortunate consequence that much of our transportation infrastructure primarily focused on efficient long distance travel by car in ways which make it unsafe and inefficient to travel by foot, bicycle, and transit. We now know that there are tremendous health care dollars costs associated with our transportation facility and mode choices which are also born in part by the state, not to mention human costs.

A key useful reference which might be consulted in this regard is the Transportation Prescription report developed by the PolicyLink Institute and the Prevention Institute, commissioned among others by the Centers for Disease Control and Prevention, Kaiser Permanente, and the Robert Wood Johnson Foundation--with a Forward by James Oberstar, Chairman, House Transportation and Infrastructure Committee.

2. Develop a system map for shared use paths and other bicycle/ pedestrian facilities, similar to those for motor vehicle highways.

In general, our methods for planning and funding bicycle and pedestrian facilities have been largely “opportunity” driven, i.e. done as part of a road project on the theory that a system will emerge over time as build-out occurs. In practice, this results in a highly fragmented collection of facilities, such that cyclists and pedestrians commonly need to traverse areas which are safe and efficient to dangerous and inefficient in a single trip--with the result that prudent people simply drive instead. Surveys, such as those done by the City of Poulsbo and the North Kitsap Trails Association show that most people would like to walk and bicycle more, but feel they lack safe places to do so.

In terms of facilities most under control of the Washington Transportation Commission, the need is greatest for regional and cross-state trails. In order for people to bicycle reasonable distances as transportation, there need to be inter-connected trunklines where users feel safe and can travel efficiently for extended distances. While rail conversion has been an excellent solution in many places, there are so many others where there is simply no rail to convert. By developing a system map, a visual document, it is easiest for decision-makers to see what exists and what is needed to make up an integrated system. This then can help the Washington Department of Transportation and other entities to prioritize planning and funding of active transportation facilities.

In the case of Kitsap County, one set of connections which would show up in such a map would be the Sound to Olympics Greenway

Trail, connecting the Burke-Gilman Trail (and other shared use paths in the Mountains to Sound Greenway) across Puget Sound at Seattle/Winslow and Edmonds/Kingston, crossing Bainbridge Island and the North Kitsap Peninsula, to connect with the Olympic Discovery Trail beyond the Hood Canal Bridge, and extending eventually to the Pacific Coast. Washington State Parks is working on a Cross-State Trail which includes this missing link, but the WSDOT, to my knowledge, is not.

I should note that the concept for the Sound to Olympics Trail is now part of PSRC's Vision 2040, as submitted by the City of Bainbridge Island, and expanded upon by the Kitsap Regional Coordinating Council. It is also included in the trail plan close to completion which is being developed by the North Kitsap Trails Association with the assistance of a National Park Service grant. Short gateway sections of this trail exist close to the Winslow ferry terminal by the Vineyard Lane development and at Rotary Centennial Gateway Park, close to the Agate Pass Bridge.

On Bainbridge and North Kitsap there is simply no rail to convert. The logical connection on Bainbridge in or along SR 305, and doing so would require some use of WSDOT right of way, while meandering into adjacent parkland and other easements as available. On the North Kitsap Peninsula, there may be other opportunities for easement and right of way use, notably including a large block of land now owned by Pope Resources. However, again, sections of right of way along SR 305 and SR 104 would be vital.

Therefore, I would ask that the Transportation Commission call in this draft for a planning process for regional and cross-state trails with an associated map. I would certainly ask for our Sound to Olympics Greenway Trail to be included. And I would ask that the Transportation Commission articulate support in this draft for the WSDOT to actively collaborate with other jurisdictions and organizations to develop such a system of shared use paths, as well as support the use of WSDOT right of way other resources as needed to create this system.

Once again, I appreciate the opportunity to comment, and would appreciate being kept abreast of the ongoing development of this Washington Transportation Plan 2030.

Sincerely,

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

Donald J. Willott

WTP 2030: STAKEHOLDER COMMENTS

Comments Sent Via E-mail

EMAILS SENT BY ORGANIZATIONS

Kingston Ferry Advisory Committee

Below are the Kingston Ferry Advisory Committee's comments on the draft Washington Transportation Plan 2030.

- The Plan should avoid demand management strategies that would raise the cost, or reduce service for ferry dependant commuters and businesses. To raise the costs for these riders would have a significant negative economic impact on west Sound communities
- The 144-car building program should be included in the Plan. With the current lack of back-up boats it is essential to start building boats that can be effectively used throughout the system.
- A statement should be included that WSF capital funding should prioritize ferry construction over terminal capital projects. While some terminal projects may be needed to sustain service over the next decade the critical need is to rebuild the fleet and sustain its reliability.
- There should be a goal of finding innovative ways to increase capacity on high demand ferry runs. For example:
- When not needed elsewhere use the back-up ferry to provide for summer overflow capacity on Kingston-Edmonds. This would both improve service and increase positive net revenue
- Enclose the upper deck of the Bainbridge boats for more passenger capacity.
- Build lower cost ferries to meet demand. The growing gap between demand and capacity continues to negatively impact Kitsap county's economic development and quality of life.
- The plan should acknowledge the need for the development of regionally run passenger ferry services. This need for passenger ferry service in west Sound communities was well established by the PSRC's passenger ferry study.

Please contact us if the Commission has any questions on these comments or if we can help with the WTP in any way.

Walt Elliott, Chair Kingston FAC

Kitsap County Health District

Thank you for allowing us the opportunity to comment on Washington Transportation Plan 2030. As Kitsap County's public health agency, we believe it's vitally important to develop plans that not only address the movement of people and goods, but also protect the health of the residents of Kitsap County.

Along with the rest of the nation, Kitsap County faces a rising epidemic of chronic diseases related to inactivity and obesity. Active transportation, e.g., walking or biking to work and school, is important for long-term health. Research points to the fact that integrating everyday physical activity into our lives and commutes decreases chronic disease and increases life expectancy. Our citizens need to be able to access safe and active ways to travel that don't solely rely on single occupancy vehicles. This understanding is reflected the U.S. Department of Transportation's new policy promise: "The

establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments.”

Kitsap County’s transportation network is heavily dependent on WSDOT auto and marine highways. Allowing safe shared access to these routes, e.g., utilizing right-of-way along Highway 305 for non-motorized travel, would bolster non-motorized use of the ferries and help connect existing bike and pedestrian routes. This focus on creating a non-motorized spine across Kitsap is part of the Kitsap County Regional Coordinating Council’s transportation planning approach. We believe it would allow many new users to access local destinations, ferries, and other transit options by foot or bike. It would also contribute to a reduction in greenhouse gas emissions and improve air quality as well. Ultimately, all these positives will increase the health of our community.

The Kitsap County Health District is committed to collaborating on health policy decisions based on data. We encourage WSDOT to utilize flexible standards and benchmarks of success that go beyond measuring the throughput of single occupancy vehicles. We offer to partner with you to use local access and expertise to measure multiple modes and numbers of people served.

Healthy communities depend on the built environment created through transportation planning. Making pedestrian and bike routes a safer and easier choice for users of all ages and abilities will dramatically increase the percentage of non-motorized travel, reduce congestion, protect the environment, increase physical activity and health, and improve the overall quality of life.

Scott Daniels, Deputy Director, Kitsap County Health District

Lewis County Transportation Strategy Council

My comments are regarding the Washington Transportation Plan 2030 and are on behalf of Lewis County and the Lewis County Transportation Strategy Council. Members of the LCTSC are local government and staff and are members of the Southwest Washington Regional Transportation Planning Organization. The LCTSC was tasked by the SWRTPO to identify what the transportation priorities would be in Lewis. Across the group our number one priority was the preservation and maintenance of our existing transportation systems and the recognition that additional funding is needed to achieve that priority. This prioritization by the LCTSC mirrors Theme #2 and Theme #3 of the WTP 2030 foundational themes. The LCTSC has previously adopted our policy goals as Preservation, Safety and Mobility, which mirror three out of five of the policy goals defined in the WTP 2030. The projects that were identified by the LCTSC as the top 5 priorities in Lewis County are: 1. Interstate 5 Improvements through Lewis County 2. US-12 Corridor Safety Improvements 3. SR-6 Bridge Projects 4. Harrison Avenue Corridor Improvements 5. SR-505 Corridor Improvements These priorities appear to be in line with the WTP 2030 Preliminary Action Plan. It appears to me that the plan addresses our needs and recognizes our challenges. Thank you for the chance to comment on the plan.

Mike Kroll, Transportation Planner, Lewis County Public Works

Mount Baker Club of Bellingham

The Mount Baker Club of Bellingham, Washington wishes to comment on the Draft Washington Transportation Plan 2030.

After reviewing the Draft Plan we feel that greater and sooner emphasis should be placed on non-motorized transportation options. Not only should both new construction and maintenance projects consider this but non-motorized links between communities, schools, public services, areas of recreation, and points of interest should be increased. This emphasis will have a positive effect on: human health, public safety, general protection and improvement of the environment, reduction of greenhouse gases, reduction of congestion, and promotion of tourism a significant source of State (and therefore transportation) revenue. We feel that the concept of non-motorized transportation should be expanded beyond traditional user groups such as walkers, hikers, runners and bicyclists; but include equestrians and non-motorized boaters, as well as others.

Thank you for allowing us to comment on this plan.

Bud Hardwick, Mount Baker Club

Peninsula RTPO (Regional Transportation Planning Authority)

The Peninsula RTPO would like to submit the following comments about the Washington Transportation Plan 2030:

- We support the Washington Transportation Plan 2030 and its goals.
- The Olympic Discovery trail which is referenced in the plan as being completed is, in fact, not completed to date. There are still many gaps in the trail and these gaps are being filled as funding allows. (Page 21 (page 23 of 35 in electronic) under “Recent Accomplishments” bullets states the Olympic Discovery Trail was completed (2009). I suspect another portion of the trail was completed in 2009, but there are more segments necessary for a “completed” trail on US 101 from SR 110 to SR20 and linkages to other trails).

Preservation for Rural Areas:

- The plan could better address the issue of funding for preservation strategies such as maintenance of local city and county roads, which is often complex and difficult for small jurisdictions to manage.
- The policies included in the plan are typically geared towards urban areas; rural jurisdictions should have the opportunity to modify and adjust these strategies to better match their local context and needs
- The plan update could include a recommendation that a special fund be created to assist small jurisdictions in their transportation preservation and maintenance work, which would streamline the application and grant writing process.
- The plan could also recommend
 1. Reduce the Commuter Trip Reduction (CTR) threshold to under 100
 2. Facilitate and provide more opportunities for safe car-pooling
 3. Provide “commute by bike” incentives

WTP 2030: Comments Sent Via E-mail

Non-Motorized Uses

- The plan could include a transportation network map that includes trails as well as roadways and transit routes.
- The focus in the plan update is still too single vehicle-oriented.
- The plan could include the following recommendations:
 1. Support Greater Investment in Non-Motorized Transportation
 2. Include non-motorized transportation in the design phase of new transportation projects
 3. Prioritize the safety of bicyclists and pedestrians; if these alternatives are not safe, people will resort to SOV trips.

Ferries:

- The Plan could suggest the following:
 1. Ferries require long-term funding to be sustainable and affordable
 2. Provide funding to reduce fares and sustain a more frequent schedule; current fares are higher than the cost of gasoline, which discourages drivers from utilizing the ferry system
 3. Consider implementing financial incentives for freight carriers through discounted off-peak fares
 4. Provide funding for passenger-only ferries

Aging Population

- The plan might focus on more on the changing demographics of the state and the need for greater compliance with the Growth Management Acts, which include the following:
 1. As demographics trend towards an aging population, expect an increased reliance on public transportation
 2. Encourage levels of density that can support transit; this will provide increased transportation options for the aging population
 3. Safe and convenient access to public transportation is particularly critical for this segment of the population

Increasing Revenue:

- The Plan might consider the following provisions and ways to increase transportation revenue:
 1. In order for the gas tax to be an effective funding source, it has to be increased
 2. Considering indexing the gas tax

Thank you for considering these comments some of which were stated at the Listening Session in Bremerton, but we felt needed to be shared with you here as well.

Patrick Babineau, Peninsula RTPO Coordinator

Port of Clarkston

Thank you for considering these comments relating to the Washington Transportation Plan.

We are pleased with the addition of economic vitality to overall transportation objectives. We offer this additional feedback in the hope that they may be helpful as the Transportation Plan evolves in the area of freight movement on the river system.

It is frequently, and incorrectly, concluded that the needs of entire river transportation system are addressed by federal agencies. The current transportation plan does not fully address goals/action items/projects related to river transportation issues that fall outside the federal area of responsibility.

We ask, as you implement the plan, to consider that the Washington Transportation Department may have a role in assisting with river transportation projects. The U.S. Army Corps of Engineers is charged with maintaining the navigable channel. The navigable channel is a distinct and sometimes narrow portion of the river. There are three zones between the navigable channel and surface transportation systems which are significant:

- a) That distance within the river between the navigable channel and the docks which may require dredging;
- b) The docks themselves; and,
- c) The transitional pavement between the docks and the recognized surface transportation systems (i.e., roadways for multi-purpose uses).

Local entities would benefit from transportation assistance that assures that river transportation remains a viable option.

Your consideration of these needs, as you move forward, is much appreciated. Thank you for the opportunity to offer comment.

Wanda Keefer, Manager, Port of Clarkston

Spokane Riverkeeper Program

These comments are submitted on the Draft WTP 2030, on behalf of the Spokane Riverkeeper program in Spokane, Washington.

The Spokane Riverkeeper strongly supports smart, sensible, sustainable transportation options and supports the development of the Draft WTP 2030, with the following comments:

1. We cannot afford to maintain the infrastructure we already have.

WTP 2030 should include a fix it first approach to transportation investments that prioritizes safety and preservation investments. This approach recognizes the limited funding available. It protects people and maintains our existing facilities in a safe and serviceable condition.

2. We need to rethink transportation beyond building more and more lanes. Despite acknowledging the need for new strategies, the draft plan still seems to primarily advocate for general highway capacity expansion as a first response to congestion relief. Continued efforts to add HOV lanes or use other mechanisms of transportation demand management (TDM) such as parking management, transit enhancement, and congestion pricing are better approaches.

3. We need to ensure that our road system does not encourage sprawl. Despite acknowledging that land use affects transportation efficiency, the plan lacks significant actions associated with the land use strategies. Washington needs to ensure that transportation investments are consistent with the goals and requirements of the Growth Management Act (GMA) to concentrate growth within Urban Growth Area (UGA). A provision to encourage high density development in UGA by prohibiting funding for capacity enhancement that would encourage growth in rural areas would be a critical component to reduce VMT.

4. Despite espousing support for mixed use infill, redevelopment and transit oriented development an associated action for the strategy is lacking. WTC could work with the state legislature and other state agencies to lower or eliminate minimum parking requirement around transit centers and stations and to provide various incentives such as permitting process streamlining, property tax exemption or reduction, and density bonuses. While many cities have already taken actions in this area, we would like to see the statewide action to build on their efforts.

5. Support for Complete Streets and Safe Routes to School could be stronger with these three suggestions: a provision to give authority to local municipalities to reduce speed limit wherever needed, a new program called "Safe Routes to Parks" to ensure safe access to parks for pedestrians and bicyclists and extend geographical boundaries of the existing Safe Routes to School program and establishment of a fund to assist local municipalities in implementing traffic calming.

6. We need to ensure that our road system protects our waterways by ensuring that all road development is consistent with stormwater NPDES permits. Moreover, we should ensure that all road systems implement the latest in low impact development measures to control stormwater runoff.

Thanks for the opportunity to comment. Please add me to your mailing list for actions related to WTP 2030.

Rick Eichstaedt, Spokane Riverkeeper Program Director/Attorney

Spokane Transit Authority

Commissioner Hill:

I would like to express support of language in the draft Washington Transportation Plan that encourages the use of alternative fuels, particularly electricity for electric-driven motors, for transporting goods and people. Furthermore, investments in and incentives for such technologies should be focused on modes and vehicle types that have the greatest opportunity to be efficient and sustainable, such as mass transit, bicycles and compact automobiles.

Respectfully Submitted,

Karl Otterstrom, AICP, Director of Planning, Spokane Transit Authority

Washington State Department of Agriculture

What we would have said is that an efficient, cost effective, reliable and accessible transportation system that integrates all transportation modes is essential to the economic competitiveness and long-term viability of our food and agriculture industry. Agriculture is a core industry in Washington supporting about 1/8th of the gross state product, so it deserves consideration in planning for transportation or any other utility. These systems that maybe intended to support agriculture also benefit rural communities by providing needed infrastructure to fostering their rural economies.

I was happy to see that the report recognized this points and the importance of efficiently moving agricultural products to market. I was also happy to see the discussions of transportation decisions as being inextricably inter-related with issues of economic development and land use.

Thanks for giving us a chance to comment on this transportation plan and please keep us in the loop on future activities. If you have any questions or want to discuss this, please give me a call.

Eric Hurlburt, Chief Domestic Mktg. & Econ. Devel., Washington State Department of Agriculture

Washington State Department of Health

Thanks for allowing me to give feedback to the plan. The cover picture the bicyclist is not wearing a helmet.

The statement: The relationship between land use and transportation is key *should read* The relationship between health, land use and transportation is key. Senate bill 5186 reads comp plans must include physical activity.

I see no reference to WSDOT state bike/pedestrian plan which includes connection to health
No reference to the connection of health and transportation. DOH has a healthy communities project which includes partners such as planners and transportation.

Just a few thoughts. Thanks.

James Kisse, Physical Activity Specialist, Nutrition and Physical Activity Program, Washington State Department of Health

Washington State Patrol

On behalf of Chief Batiste, a special thank you for involving us in the important process of reviewing the "Washington Transportation Plan" (WTP 2030). We have reviewed the draft plan, and have the following comments/suggestions in response:

* Page 3: "Strategic Drivers", first bullet item, should read "supporting SAFE and healthy communities".

* Page 9: "Transportation Revenues: Local Sources and Trends." In addition to higher gas prices, more efficient vehicles, and the recession, another factor affecting fuel tax revenue is the aging baby-boomer population. Drivers drive less as they reach retirement and post-retirement age. It does not appear that the aging population was taken into account.

* Page 13: Support the Coordinated, Connected and Efficient Movement of Freight and Goods. This is a logical place to discuss Incident Response, which is not mentioned anywhere in the document. We do report on this in GMAP.

* Page 18: first paragraph discusses return on investment in terms of increased safety. This should also address the economic costs of collisions. There is a great deal of economic information showcased elsewhere, but it is silent when it comes to collisions and safety. The plan only talks about success, not future challenges (see page 18, 1st paragraph, last sentence: "These investments have yielded a high safety return on the public dollars invested."

* Pg. 18 last paragraph reads, "While Target Zero concentrates on the state highway system...." This appears to be incorrect. The latest edition of Target Zero focused on all roads, and involved multiple jurisdictions who had nothing to do with the state highway system, including the Tribes. Thanks again for giving the WSP a chance to voice input into the WTP 2030. If you have any questions about the above comments, please let me know.

Marcia J. Marsh, Law Enforcement Analyst, Washington State Patrol

Wenatchee Valley Transportation Council

My thoughts centered mainly on a desire for the tone of the document to be a little more forceful, in terms of communicating to the legislature the importance of using WTP as a basis for their policy making. The draft seems to go subtly the other way, emphasizing that the legislature is free to use it, or not. I think it's a well written document that does a good job of concisely framing the important issues. And, for that reason, I'm optimistic it will stand alone from the project list.

Jeff Wilkens, Executive Director, Wenatchee Valley Transportation Council

Whatcom Transportation Authority

Thank you for your work on the WTP 2030 Summary / Public Review Draft, and for your time spent "listening" on this important subject.

While I'm very supportive of the Commute Trip Reduction program, I'd like to request we also include language to support new and existing trip reduction programs aimed at ALL trips. Because commute trips comprise only 20% of our trips, and because they're often constrained in ways which make driving alone especially desirable, programs offering support and incentives to convert ANY drive-alone trip to walking, biking, sharing rides or riding the bus should be encouraged.

Whatcom Smart Trips (www.whatcomsmarttrips.org) is an example of such a program. The cost of reducing Vehicle Miles Traveled and Vehicle Trips through programs like these is far less than doing so through infrastructure improvements.

Would you consider adding this bullet under Mobility Strategies:

- Invest in programs to provide education, support and incentives for converting drive-alone trips to walking, biking, sharing rides or riding the bus.
- Or, slightly amending the fifth bullet under Mobility Strategies to read: Support alternatives to driving or driving alone, through promotion and sponsorship of efficient transportation alternatives, including convenient bus service, and incentives to carpool, vanpool or telecommute.

Thank you for your consideration.

Best regards,

Maureen McCarthy, Community Relations and Marketing Manager, Whatcom Transportation Authority

EMAILS SENT BY WASHINGTON RESIDENTS

Sallie Banfill

There are some nice goals in this project but they need to be balanced with the rights of property owners. In regards to this bullet point:

- Provide WSDOT the flexibility to buy right-of-way for long-term projects that currently lack funding to build.

Under NO circumstances should eminent domain be used. Land use zoning and regulations should not be used to steal property from owners. I bought a home in a beautiful area and local governments are always chatting about how to grab it and by the way I don't even drive a car. Meanwhile I'm the one who is paying the mortgage. There are currently 2 options under public discussion that may knock my home down. Does that sound like something you would want? Do you want the public "exploring options" and determining if you get to keep your home or not? Do you want a bicycle lane going through your front yard? Some of this grant money is creating abusive government.

Remember to invest in our ferry system and stop the fraud and abuse. The overtime and travel pay scandal is sickening.

Sallie Banfill

Fred Bentler

I read your plan and have the following comments based on my interpretation of the plan. Sorry in advance if it seems rambling, terse or harsh -- that's due to my own lack of writing skill and shortness of time to improve it between work, kids and your deadline.

The foundational themes (p 2) appear out of date and are not circumspect. The themes should include modern factors to drive the state's direction for transportation including 1) imperative to adapt the transportation system to the reality of climate change by eliminating carbon exhaust; 2) forecasting the cost of fuel to skyrocket due to peak fuel production and our exhaustion of available fuel supplies; 3) transportation innovations needed to address these enormous problems, which will demand replacement for lost revenue from fuel taxes and licenses and which could disrupt the states ability to pay off its existing bonds. The existing theme will continue to worsen because the plan does not adequately acknowledge that change is happening now, and doesn't consider that changes must and will accelerate within the time frame of the plan. The writers of this plan should avoid considering these issues as a joke; they are serious and need to be addressed.

The strategic drivers (p 3) lays out a bad direction that could hurt the well-being of Washington residents. It ignores that major changes in transportation are necessary now (acknowledging themes 1 and 2 above) and ignores that transportation innovation will happen and is happening now, that innovation should be supported and funded to occur with a high level of quality. We are in the midst of great changes, now. The plan should acknowledge change forthrightly and describe how the state should best support it.

Missing entirely from the policy goals is innovation. The need and expectation to change our transportation systems is obvious and the risks of innovation/adaptation to the state's revenue and debt service are significant. Transportation innovation (and funding for it) is a high priority across the nation and it should be emphasized here too, in the advice you provide to our lawmakers. (see for example <http://www.whitehouse.gov/photos-and-video/video/2010/10/11/president-obama->

<http://ecocentric.blogs.time.com/2010/10/13/energy-an-attempt-to-breakthrough-the-bipartisan-climate-policy-logjam/>, http://articles.cnn.com/2010-10-12/tech/shweeb.urban.transport_1_google-innovation-hard-work?_s=PM:TECH)

One idea that would advance transportation innovation is proposal a 1% for innovation fund (or a larger amount if possible to manage effectively), similar to the 1% for arts concept. I'm sure you agree funding for system changes is important and justified given the scope and severity of foundational themes 1 & 2 above.

The section on economic vitality (pp11-14) needs a section on peak oil and the effects of diminishing fuel supply. Planners should not ignore it as some impossible scenario but rather, it should be considered certain to occur if it hasn't already started. A long-term plan that ignores this matter will leave us vulnerable to economic damage, likely to hurt the well-being of people of this state and the financial health of state government. (see <http://seekingalpha.com/article/230013-future-chaos-there-is-no-plan-b-for-oil>) The section on environment (p 25) for the first time acknowledges GHG and efforts to reduce it, and I am encouraged that it's mentioned, but the text focuses on meager actions that have been done to date to reduce GHG, not what must and will be done in the future. This section should anticipate and support innovation as a general program to accomplish GHG reduction and to address changes that are sure to disrupt state revenue and debt service if ignored.

It's admirable that this section addresses runoff and fish passage because basic condition of our environment is important to our long-term well-being.

In general, the enabling policy goals underpinning this plan were developed by legislators November 30, 2000, before we became fully aware of important issues including climate change and Peak Oil. Planners developing the plan should be very wary of using those goals as a basis for recommendations over the long term as the trajectory those goals lead us along has a high risk of hurting the state and its people. Given the poor alignment of this plan with emerging realities, I'd urge you to focus on a shorter time horizon (near term plan) and simply not develop a 2030 plan. As a matter of professional responsibility, you should acknowledge the foolishness of conceiving a long-term plan based on obsolete goals during a period of rapid change, and delete longer-term actions 2017-2030 throughout this plan-- or if forced to offer a plan by law, please leave those sections mostly blank rather than threaten the well-being of us and our kids. You are not helpless-- on the contrary, it seems to me your responsibility as experts is to offer the best advice possible to lawmakers. Thanks for the opportunity to comment. I hope you make good choices on our behalf.

Fred Bentler

Nancy Bird

Thank you for the thoughtful work done on the Washington Transportation Plan 2030.

I would like to suggest more the WTP's policies and action plans should specifically call out the importance of the global and national defense within policy and the "preliminary action plans". Joint Base Lewis McChord is a critical economic engine in the State. National policies related to transportation on base need review to improve transportation off base and surrounding all military installations. Please consider more attention to these matters – and the importance of improving mobility around military installations to safe guard these assets in the region.

Best Regards,

Nancy Bird, AICP, Community Planner Design + Planning

Dick Burkhart

Below and attached are my comments on selected sections of the Draft Washington Transportation Plan 2030. Clearly a lot of good work has gone into this, yet this work was not well-informed about the world oil situation and its consequences.

Modern civilization was built on abundant and cheap fossil fuel (85% of all energy), but that era is rapidly coming to a close. Civilization is at a cross-roads and we are ill prepared. With world oil production expected to go into irreversible decline before 2015 and with price surges likely only 2 to 3 years from now, transportation is the sector of the economy that will be hit hardest and soonest and with the most long lasting effects.

Dick Burkhart

Comment on the July 2010 Draft Washington Transportation Plan 2030

I. Comments on Foundational Themes

Suggested new Theme #1: "Dramatically higher oil prices will lead to downscaling and relocalization of economies". More oil shocks are expected within a few years, but with only modest price recovery in response to global recession, as world oil production goes into permanent decline¹. All forms of oil-based transportation will be hard hit (cars, trucks, ships, planes). Trade and tourism will decline and well-paying jobs will be harder to find. Long distance commutes will become untenable for many. Emergency plans are needed for short term price spikes or shortages, combined with longer term plans for a new economy. Expect more local manufacturing and food production, but not at high wages, and a smaller service sector. Traffic congestion will end as energy-efficient movement of people and goods becomes an economic necessity. A reduction in green house gas emissions will be a side benefit.

Theme #2: Same as current theme #3 (revenue shortfall, new taxes needed)

Theme #3: Same as current theme #2 (preservation and maintenance), except stronger prioritization will be needed as costs rise and financial resources decline.

Theme #4: Same as current theme #1 (better multi-modal connectivity)

II. Comments on Strategic Drivers

New Driver: "Global resource and environmental limits will affect local economies and transportation." WTP 2030 needs to prepare the state for a major shift in transportation costs. Current trends will accelerate as oil escalates in price. Driving will go down. Demand for transit, carpooling, and other alternatives will go up. Rail freight, where available, will become more economical than trucking. Air freight and travel will go down. State transportation investments must shift to meet these changes.

III. Comments on the Strategies

Replace strategy D (Invest in Aviation) by Invest in Electric Rail. The only known replacement for the oil that currently fuels aircraft is bio-fuel, which will be very expensive in large quantities. Also, aircraft are already maxed out in energy efficiency. However railroads can be powered by electricity generated from renewable energy. This will become the most economical and energy efficient way to move people and freight, except for cross-country and international air travel. While urban regions will need much more light rail and commuter rail, major intercity routes will need far more electric rail,

for both people and freight, with several high speed Amtrak routes. In many areas this rail transit network will need to be supplemented by intercity fuel-cell powered buses as this technology matures.

Strategy A (Economic Competitiveness). Add: Become a leader in fuel-cells and bio-fuels for transportation.

IV. Comments on the Preliminary Action Plan for Economic Vitality

Near Term:

Remove the freight corridor road improvements, as they will be unnecessary.

Add: Prioritize electric rail, local and regional, for both passenger and freight service. Support the reclaiming of abandoned rail corridors as needed, also the necessary grid structure and renewable energy projects. Support a network of regional bus service and provide supplemental funding to local bus service.

Add: Halt all new road construction or expansion. Shift all uncommitted gas tax money to road maintenance and to rebuilding or replacing worn bridges, etc. Prioritize these projects according to the projected effects of much higher oil prices.

Add: Create a new tax for transit and other non-road projects, especially electric rail. We need a far more stable source of revenue, preferably one that taxes the problem to fund the solution. I suggest an inflation-indexed carbon tax, a tax on the carbon-content of all fuels entering the state, such as oil, coal, and natural gas. The actual rate would increase over time to provide a constant source of funding in current dollars, helping to drive the state toward its green house gas emission reduction goals, as well as speeding the shift to more economical modes of transportation. To gain political support and to provide equity, a significant portion of such a tax should be devoted to a cash benefit to state residents. One model is the popular Alaska Permanent Fund, which pays a fixed amount to each resident each year. But to avoid possible constitutional issues, it may be necessary to recast this as a tax credit, up to a fixed dollar amount per resident, that would be applied to all state taxes, such as the sales tax and the property tax, with the carbon tax replacing lost revenue.

Add: Support clean energy

Longer-Term:

Remove I-5 improvements, as they will be unnecessary. Concentrate on maintenance.

Add: Support a high speed train to Chicago, also to Denver, as air travel becomes less economical.

Footnotes:

(1) "Although the end of the plateau may come in 2014, it is likely that there will be price spikes before this that will presage the transition into decline... Saudi Arabia's spare capacity will soon run out, at which point, in perhaps two years, their ability to control price will also fade." – summary of the recent talk by Chris Skrebowski, consulting editor at the Petroleum Review, London, at the 2010 ASPO-USA conference (www.theoil Drum.com/node/7030).

(2) Article VIII, sections 5 and 7, prohibit the state from giving "any money, or property, or loan... or credit to or in aid of any individual, association, company or corporation, except for the necessary support of the poor and infirm."

Daniel Carlson

I looked at the draft WTP several weeks ago and was struck by the absence of early reference to the state's ambitious GHG and VMT reduction targets set in RCW70.235.020[c1] and RCW 47.01.440, State policy to reduce SOV driving by half in the next forty years, would, it seems to me, provide the over-arching rationale for significantly changing how we locate things and how we get around.

If I missed reference to this, let me know. If it's not used as a key directive for the WTP, then I think it's a missed opportunity.

Daniel Carlson, Senior Lecturer, University of Washington

Dean Enell

As a 20 year commuter on the Muk. / Clinton run, I'd like to make the following comments.

1) I'd prefer that you use that \$63million (slated for the Mukilteo dock) to bring your ferry system in to the 21st century. For decades you've focused on a business model that relies on moving 4000LB. cars across the water. In order to pay for the ever increasing number of such cars requires expanded facilities, more and larger boars and increased parking for those cars waiting in line. Why don't you alter your business plan to move people across the water, thus serving the public and cutting your operating costs. How:

reduce walk on fees to make it more attractive

work with local transit operations to make efficient and usable connections for riders arriving and departing on foot

provide parking on the mukilteo side until the above transit improvements are accomplished

provide incentives to get cars off the boat

In short - quite pushing an obsolete business plan that ignores traffic woes in the Puget Sound, carbon emissions and forever escalating costs. Look to the future and mold that future. You are part of the Dept. of 'Transportation'.

2) Use these resources to accomplish the recommendations which the Governors Office sought, and obtained from a special review committee last Spring.

3) Hire someone to negotiate with the unions representing the ferry workers to bring their wages and benefits in line with other State employees.

I know you were looking for comment on the Mukilteo Dock changes but I guess I feel your priorities should be elsewhere. You should be addressing the overall efficiency of this (and all runs) and trying to move user costs in the opposite direction which they gone for so many years. Why couldn't you engineer a ferry user cost decrease?

Also:

Last Spring the Governor ordered a special review of State Ferry workers compensation and travel allowances. This came about, as you know, because of the disturbing news that ferry workers were using a clause in their employment provisions that allowed them to select the boat they would serve on based on seniority of employment. One worker lived in the San Juans and was able to collect time and travel expense to a ferry boat stationed down in Seattle to the tune of \$66,000 in 2009 alone.

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As I recall over 60 employees collected between \$20,000-60,000 by using this provision (loophole).

This sad situation came to light through the investigation efforts of a KING 5 news-person, as I recall, and was picked up by a few newspapers. I'm sure you know all about these details.

I'm curious to see the results of that report, but have been unable to find it anywhere in the media. I wonder if you could provide me a link to its contents. I would be even more interested in knowing what has been done to correct this flagrant expenditure of public funds. Is this going to repeat in 2010, or has it already?

This report was also to look at the compensation of ferry workers and why their pay and benefits exceed other State employees by rather large margins. These benefits include that controversial 'ride the ferries for free' pass that comes along with being a ferry worker which may even extend to the family of said employee.

This 20 year ferry commuter sure would like to see these abuses and inefficiencies corrected. I would also like to see the ferry system take a little more proactive and farsighted approach to their 'long' range planning. To this effect, I sent the below comment to H. Rodero.

thanks you in advance for supplying taking the time to look into this matter and for pointing me at the requested information and of course for your efforts to collect rider input on these matters,

Dean Enell, Whidbey ferry rider

Virginia Gunby

Thank you for the opportunity to Comment on your 2030 WTP plan. It is a forward looking plan that seeks to move into the 21st Century, during a challenging and changing time for Transportation in our state and country. I regret that my comments are a day late, and I urge that my Comments be considered. WSDOT has a reputation nationwide for its "Gray Book" and reporting its performance, activities the outcomes of projects and programs.

During the last 13 years I have been working closely with the WSDOT staff and Consultants on the SR 520 Project. I really support your proposed Plan's new emphasis on Performance of the integrated system, particularly in the urban areas of our state.

I am attaching a file relating to a concept of Corridor Management Agreements, which I urge be developed as a Model to be adopted in the future for the SR 520 project and for other state Urban Corridors, for example the proposed SR 5 Vancouver Bridge crossing. The 18th Amendment always limited the Commission when I was a member from 1973-79, because the planning, funding and projects could only be focused on state Highways and Ferries.

I support a new Corridor Management Agreement process for WSDOT for the SR 520 Corridor, recognizing it is part of an urban system of state highways, that could be a Model for WSDOT to use to move into the 21st Century, giving more emphasis on accountability to the community and collaborating on setting Performance Goals and monitoring the overall long term Performance of an integrated urban, multi-modal system. Revising the integrated Operations to fit changing objectives and conditions. It is described in the Attached File to this e-mail.

Thanks you again for your interest in improving the Transportation system in our state and your dedication to "Connecting Communities for a Prosperous Future."

Virginia Gunby

Lunell Haught

Thank you for the opportunity to comment on the Transportation Policy. We are encouraged by your support for public transportation, including HOV and transit lanes, high-speed rail (Northwest Corridor), and transit-oriented development and the impact of land use/zoning on transportation and the importance of concurrent action. Expanding lanes in or through rural/rural reserve and natural resource lands (agricultural, forest) should be very limited. Sometimes there is political pressure to expand the UGA, but if services were limited or prioritized to longer standing or older urban areas there would be a reduction in sprawl.

The draft plan still seems to think we can build our way out of congestion. Attention to rail/transit/bike/pedestrian and HOV lanes seems like a better direction. Particularly when muscle power for local (3 miles) trips can impact our health issues as well. Some of our routes in Spokane make crossing the street (multi-lanes) perilous, and making more lanes will not improve this for the pedestrian.

Speaking of improvements, please ensure language is not from a vehicle-centric perspective. In our areas when 'improvement' is used the pedestrian, local users wonder 'for whom' and would like to see a more fair representation of projects, particularly when they destroy neighborhoods or make walking/bicycling more difficult by integrating these modes with streets.

Increasing attention has been paid to promoting Complete Streets, and this should be addressed at the local level as appropriate to each community, but supported throughout the Transportation policy.

I look forward to seeing the implementation strategies of the plan and anticipate state funding for projects will be closely related to the goals and strategies.

Thank you for your work.

Lunell Haught PhD, CMC, Haught Strategies

Joseph Hayes

Thank you for your work to update the Washington Transportation Plan 2030.

In many ways the plan is good and I support it. However, the draft still primarily advocates for general lane highway expansion, increasing our reliance on single occupancy vehicles, rather than addressing congestion systematically. We need more concrete strategies and actions to reduce greenhouse gas emission (GHG) and vehicle miles traveled (VMT), to implement Complete Streets policies, to improve land use linkages, and to improve the structure and effectiveness of the plan overall.

Now is your opportunity to shape our future by making sure we plan for more than just automobile infrastructure.

In particular, I support that it:

- including a fix it first approach to transportation investments that prioritizes safety and preservation investments. Currently the draft still seems to primarily advocate for general highway capacity expansion as a first response to congestion relief, this should be fixed.
- advocating for state funding of public transit as a way to provide Washingtonians with real choices.

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- clarifying that the plan itself should meet the state's greenhouse gas emission reduction requirements.
- supports public transportation & non-motorized modes of transportation like Complete Streets and Safe Routes to School;
- identifies pricing strategies as a means to fund preservation and maintenance, reduce vehicle miles traveled (VMT) and congestion; and
- aims to strengthen the integration of transportation and land use decisions.

Please improve the WTP by:

- strengthening the Complete Streets and Safe Routes to School program with these three additions: (1) provide authority to local municipalities to reduce speed limit wherever needed; (2) create a new program called "Safe Routes to Parks" to ensure safe access to parks for pedestrians and bicyclists and extend geographical boundaries of the existing Safe Routes to School program; and (3) establish a fund to assist local municipalities in implementing traffic calming.

Thank you again for your efforts.

Joseph Hayes

Note: Along with Mr. Hayes, 11 additional emails were received from Washington residents, presumably members or supporters of Futurewise, espousing the same points and using the same language found in the Futurewise Letter. These residents include:

- Stephen Antupit
- Will Brandt
- Michael Chappell
- Melanie Coerver
- Derrick Hansen
- Nathan Harber
- Mariah McKay
- Zandra Saez
- Stephanie Smith
- Louise Stonington
- Mark Thompson