



WHATCOM TRANSPORTATION POLICY BOARD

Wednesday, July 12, 2017, 3:30-5:00 p.m.

Gordon W. Rogers Conference Room

314 East Champion Street

Bellingham, Washington

AGENDA

PAGES

- A. CALL TO ORDER
- B. PUBLIC COMMENT
Citizens may speak informally to the Board on matters pertinent to its statutory responsibilities and which are not the subject of a public hearing. *Each speaker is allowed a maximum of three minutes.*
- C. AGENDA APPROVAL (**ACTION**)
- 2-6 D. APPROVAL OF MINUTES (**ACTION**)
Meeting of June 14, 2017
- E. OLD BUSINESS
- 7 F. NEW BUSINESS
 - F.1 Surface Transportation Block Grant and Transportation Alternatives Program 2021 and 2022 Project Funding Awards – Hugh Conroy (**ACTION**)
 - F.2 Update on WSDOT’s Corridor Sketch Initiative – Todd Carlson, WSDOT
- G. PUBLIC HEARING
Amend the 2017 WCOG Transportation Improvement Program
 - G.1 Staff Presentation – Lethal Coe
 - G.2 Open Public Hearing – Citizens may address the Board on the subject of the hearing *for a maximum of three minutes.*
 - G.3 Close Public Hearing (**ACTION**)
 - G.4 Board Discussion and Vote (**ACTION**)
- 8-17 H. PLANNING DIRECTOR’S REPORT – Hugh Conroy
- I. PRESENTATION: WASHINGTON TRANSPORTATION PLAN – Paul Krueger and Kathy Murray, WSDOT
- 18 J. CORRESPONDENCE
- K. BOARD OPEN FORUM
- L. ADJOURN

WHATCOM TRANSPORTATION POLICY BOARD
MINUTES – DRAFT
JUNE 14, 2017

IN ATTENDANCE:

- MEMBERS VOTING: Bob Bromley, Sumas (Chairman); Michael McAuley, Port of Bellingham (1st Vice-Chairman); Kelli Linville, Bellingham; Terry Bornemann, Bellingham; Harry Robinson, Blaine; Timothy Ballew, Lummi Nation; Scott Korthuis, Lynden; Tom Jones, Nooksack; Jay Drye, WSDOT; Paul Greenough, WTA.
- GUESTS Stoney Bird, Bellingham resident; Tim Johnson, Cascadia Weekly; Preston Schiller, Bellingham resident; Pete Stark, WTA; Kirk Vinish, Lummi Nation.
- STAFF Bob Wilson (Secretary), Ron Cubellis, Hugh Conroy, Lethal Coe, Mary Anderson.

A. CALL TO ORDER

Chairman Bromley called the meeting to order at 3:34 p.m. with a quorum present.

B. PUBLIC COMMENT

None of the members of the public present chose to offer comments.

C. AGENDA APPROVAL

MOTION: Mr. Drye moved, Mr. Robinson seconded, to amend the agenda by removing item F.1, “Resolution No. 2017-01, Reaffirming the Whatcom Region’s Support for Reconstruction of the Interstate 5 Exit 274 Interchange.”

Mr. Drye explained that there are currently discussions underway among the Governor’s Office, WSDOT and others concerning this project, with the goal of facilitating stakeholder collaboration to develop a “practical solution” that will address the deficiencies of the current interchange. For that reason, Mr. Drye asked for the Board’s patience until this process is complete.

MOTION PASSED

D. MINUTES

MOTION: Mr. Korthuis moved, Mr. Bornemann seconded, to approve the minutes of the meeting of May 10, 2017.

MOTION PASSED

E. OLD BUSINESS

No old business was discussed.

F. NEW BUSINESS

F.2 Request for Surface Transportation Block Grant (STBG) Program Funding to Update the Regional Travel Demand Model

Mr. Conroy explained the need to overhaul the regional travel demand model in advance of the next updates to the regional long-range transportation plan and the transportation elements of local comprehensive plans. The cost is \$295,000, which includes conducting a household travel survey, acquiring socio-demographic data, and calibrating and validating the model. WCOG is requesting \$255,175 – the federal and state share (86.5 percent) of the total project cost – from the region’s allocation of STBG funds. Mr. Wilson added that such an allocation would also contribute to meeting the region’s “obligation target,” which, if not met, would likely result in the loss of certain unobligated federal funds to other regions of the state.

MOTION: Mr. Korthuis moved, Ms. Linville seconded, to approve an allocation of \$255,175 of regional STBG funds for completion of a household travel survey and other near-term activities to update the regional travel demand model.

MOTION PASSED

G. PUBLIC HEARINGS

G.1 Amendment to the 2017 WCOG Transportation Improvement Program (TIP)

Mr. Coe described proposed TIP Amendment No. 1706:

1. Add WCOG project *IMTC Performance Measures Improvements* to develop border-related performance measures that will apply to operational improvements at regional border crossings. The project will use \$80,000 or another amount awarded from the Federal Highway Administration’s Strategic Highway Research Program II implementation program.
2. Add WCOG project *Regional Transportation Model Update* to update the regional travel demand model used to develop regional and local transportation planning forecasts. Project includes a household travel survey, base year socio-demographic data, and calibration and validation of the model. The total cost of the project is \$295,000, with the STBG Program providing \$255,175.

PUBLIC HEARING OPENED AT 4:08 P.M.

None of the members of the public present chose to offer comments.

MOTION: Mr. Korthuis moved, Mr. Bornemann seconded, to close the public hearing.

MOTION PASSED

PUBLIC HEARING CLOSED AT 4:08 P.M.

MOTION: Mr. Robinson moved, Mr. Korthuis seconded, to approve Amendment No. 1706 to the Whatcom Council of Governments' 2017 Transportation Improvement Program.

MOTION PASSED

G.2 Adopt Whatcom Mobility 2040

Mr. Conroy briefly described the plan and the process WCOG staff undertook in developing it.

PUBLIC HEARING OPENED AT 4:13 P.M.

Preston Schiller, a resident of Bellingham, described his background, which includes 30 years of advocacy, research, writing and teaching in the area of sustainable transportation. He offered the following comments, which he provided to the staff in hard copy:

- 2040 HUUUGE [sic] report shows GREAT work by BEAUTIFUL Whatcom COG staff!
- Vehicle miles of travel (VMT), vehicle hours of travel and vehicle trips all increase biggily [sic] (as does population); SAD, VERY SAD! PATHETIC! NEED TO DO SOMETHING ABOUT THAT!
- Neither Build nor No-Build capacity expansion changes travel time of VMT: IS THIS FAKE NEWS? IF NOT, BETTER NOT WASTE MONEY ON EXPANSION!
- Walking and bicycling only keep pace with population growth and transit falls behind: PITIFUL. NEED TO SPEND THE CAPACITY EXPANSION MONEY ON MAKING WALKING, BICYCLING AND TRANSIT GREAT AGAIN!
- Need to develop another option for discussion: a BEAUTIFUL scenario for a future with better land use and reduced dependency on private motor vehicles. Then work backwards from that to the present through policy and planning. Need to decouple the growth of driving and fossil fuel consumption from economic and population growth. Others have done it: you can do it.

Stoney Bird, a retired corporate lawyer and resident of Bellingham, described his background in transportation, which has included membership on the Citizens' Advisory Committee of Skagit Transit, the Citizens' Advisory Panel for WTA, and the Steering Committee for the update of WTA's Strategic Plan. He offered the following comments:

- What is missing in the plan is the thing that counts the most in transportation planning – global warming – which is a catastrophe that is charging at us. The primary source of global warming is transportation, although animal agriculture may contribute just as much to the problem.
- He shared some observations from a book about global warming entitled *Don't Even Think About It*, which he said draws on research from the World Bank, the International Energy Association and the U.S. Department of Defense. The book states that a worldwide average temperature increase of four degrees is likely, although in places like North Africa, the Middle East and the continental United States, the temperature increase could be as high as six degrees, leading to:
 - Heatwaves of a magnitude not seen in 5-million years
 - A 60-80 percent reduction in the production of certain crops, resulting in mass starvation
 - Extinctions, and
 - Average sea level rise of 30 feet.
- He would like the major driver of the plan to be the need to address global warming, with measures adopted to reduce the amount of emissions – not merely a reduction in their rate of growth – by an appropriate percentage that would allow our society to continue, which the plan as presented will not facilitate.

MOTION: Mr. Korthuis moved, Mr. Bornemann seconded, to close the public hearing.

MOTION PASSED

PUBLIC HEARING CLOSED AT 4:23 P.M.

Ms. Linville asked the staff if the plan addresses global warming, and Mr. Wilson responded that the reduction of greenhouse gases is specifically cited in the description of the plan's "Environmental quality" goal. Ms. Linville then stated that she would accept the recommendation of her staff to vote to adopt the plan, but she encouraged Mr. Wilson to ensure that subsequent updates include a statement of the need to mitigate global warming.

MOTION: Mr. Korthuis moved, Mr. Bornemann seconded, to adopt Whatcom Mobility 2040, as presented, as the updated regional and metropolitan long-range transportation plan for the Whatcom Planning Area.

MOTION PASSED

H. PLANNING DIRECTOR'S REPORT

Mr. Conroy informed the Board that WCOG received seven STBG funding proposals for Federal Fiscal Years 2020 and 2021 totaling \$7.5-million, far exceeding the \$4.5-million available for those two fiscal years. There were also two Transportation

Alternatives funding requests totaling \$645,000; the amount of funding available in that program is \$570,000. The Transportation Technical Advisory Group is currently scoring projects based on the recently adopted evaluation criteria and, at their June 22nd meeting, will confirm their scores and develop a project funding recommendation to forward to the Policy Board for consideration at its meeting on July 12th.

I. BOARD OPEN FORUM

- Mr. Drye informed the Board that WSDOT is currently working on clearing Mt. Baker Highway to Artist Point.
- Mr. Wilson informed the Board that, earlier in the week, he had sent a letter to the Federal Transit Administration in support of WTA's funding request for three electric buses and charging stations. He added that he would e-mail the members a copy of that letter.

J. ADJOURNMENT

There being no further business, the meeting adjourned at 4:37 p.m.

Robert J. Bromley
Chairman

Robert H. Wilson, AICP
Secretary

Minutes approved July 12, 2017



whatcom council of governments

Memo

To: Whatcom MPO/RTPO Transportation Policy Board (WTPB)
Date: July 5, 2017
From: Hugh Conroy, Director of Planning *HC*
Subject: Allocation of FFY 2021-22 regional Surface Transportation Block Grant (STBG) Program funds and Transportation Alternatives (TA) Program funds – TTAG’s recommendation.

Background

In response to this year’s request for project funding proposals, local jurisdictions submitted seven STBG proposals and two TA proposals. Applying the updated criteria and scoring methodology adopted by the Policy Board in February, the Whatcom Transportation Technical Advisory Group (TTAG) evaluated and scored all requests. At its June 22 meeting, the TTAG reviewed the compiled scoring results and, based on those results, developed their recommended funding allocation detailed below.

Project scores, rankings, and TTAG funding recommendation

The tables below summarize the project scoring results and TTAG’s recommendation for allocating funds as available from each geographic project/funding category (rural, urban, any area).

STBG - All						FFY '21-'22 Funds Available			Rec. Award	TTAG Note
Urban / Rural	Proponent	Project	Request	Total Points	Rank	Rural	Urban	Any area		
U	Bellingham	Telegraph multi-modal	\$1,650,000	876	1		\$1,650,000		\$1,650,000	1
R	Whatcom Co.	E Smith & Hannegan	\$1,000,000	860	2	\$350,000		\$650,000	\$1,000,000	2
R	Lummi Nation	Kwina/Marine/Lummi Shore	\$850,000	845	3				\$0	3
U	Blaine	Boblett Channelization	\$545,305	782	4		\$545,305		\$545,305	1
U	Whatcom Co.	Marine Dr. (McAlpine-Alderwood)	\$1,650,000	758	5		\$1,104,695	\$200,000	\$1,304,695	4
U	Ferndale	Thornton St	\$1,095,100	754	6				\$0	
U	Lynden	7th St Reconstruction	\$736,695	691	7				\$0	

TA - All						FFY '21-'22 Funds Available			Rec. Award	TTAG Note
Urban / Rural	Proponent	Project	Request	Total Points	Rank	Rural	Urban	Any area		
R	Everson	SR544 Everson Sidewalk	\$365,000	103	1	\$85,000		\$280,000	\$365,000	5
U	Whatcom Co.	Birch Bay Park Dr. Crosswalk	Applied to above STBG listing				\$205,000		\$205,000	6

TTAG Notes:

1. Full amount available from Urban
2. Fund from remainder of Rural and partial Any Area
3. Only \$200,000 remains in Any Area. TTAG recommends applying to Marine Dr. which has more funding available to it from the Urban allocation.
4. Fund with remainder of Urban and remainder of Any Area
5. Fund with all of Rural and all of Any Area.
6. Noting that TA funds are likely eligible for the Marine Dr. project, TTAG recommends moving this \$205,000 to the Marine Drive project.

Requested motion

“Approve allocation of FFY 2021 & 2022 regional STBG and TA program funds as recommended by the Whatcom TTAG and listed in the June 7, 2017 memo to the Policy Board.



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

One Plan – Two Phases – www.WashTransPlan.com

WTP Phase 1 – Policy

- Established 20 year vision
- Highlighted emerging trends
- Developed recommendations based on your input
- Adopted by Transportation Commission
January 2015

WTP Phase 2 – Implementation

- Implements Phase 1 Vision and recommendations
- Retains Washington’s eligibility for federal funding
- Proposes policy actions but not projects
- WSDOT adopts in December 2017

Four Focus Areas – Our Keys to Success



Maintain and Preserve Assets



Manage Growth and Traffic Congestion



Enhance Multimodal Connections and Choices



Align Funding Structure with Multimodal Vision

Other important topics in the plan

- Economic Vitality
- Safety and Security
- Environment
- Freight Movement
- Technology
- Performance Programs
- Tourism
- Resiliency
- Ideas from you

How can you get involved?

- Request a briefing, submit a comment, or find a meeting on the WTP website: www.washtransplan.com
- Connect with a local transportation planning organization: www.wsdot.wa.gov/planning/TribalRegional.htm

Upcoming meetings

JULY	AUGUST	SEPTEMBER
July 11 Pomeroy	August 2: Walla Walla	September 5: Vancouver
July 12: Bellingham	August 10: Wenatchee	September 7: Bremerton
July 13: Pasco & Spokane	August 18: Vancouver	September 14: Seattle
July 17: Yakima		September 22: Port Townsend
July 19: Burlington		
July 26: Coupeville & Colville		
July 27: Kelso		



Visit our website: www.washtransplan.com for more information

- See the schedule for public meetings
- Submit your comments on WTP by email:
wtp2@wsdot.wa.gov
- Request a briefing at your meeting
- Review documents and materials

Don't have web access?

Call Richard Warren: (206) 464-1261

Persons who are hard of hearing may call Washington State Telecommunications Relay Service (TTY) at 711

Write to:

Washington State Department of Transportation
Multimodal Planning Division
401 2nd Avenue S
Suite 300
Seattle, WA 98104

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Washington Transportation Plan – Phase 2 Implementation Focus Areas and Action Items

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

Introduction: Phase 2 of the WTP meets the federal requirements for a long-range statewide transportation plan. It implements key policy recommendations from Phase 1 through four Focus Areas and eleven Action Items. While WSDOT is the lead agency for Phase 2, these draft focus areas and action items affect all publicly-funded transportation agencies located across the state. WSDOT engaged with the community, particularly with those listed as partners, since 2015. The eleven action items below are the initial list that the partners will address first. As partners accomplish action items, new ones will replace completed ones. The action items are backed by data collection and analysis, for which additional documentation is available in the plan and appendices.

For the purposes of this document, the following definitions apply to the terms below:

Multimodal: all modes of transportation the state owns or has an interest in. This includes walking, use of assistive devices, bicycling, public transportation, automobile, aviation, freight trucks, ferries, freight and passenger rail, and marine cargo.

Partners: the groups that have agreed to work on accomplishing the action items. This list may change over time.

Maintain and Preserve Assets

MP1: Maintain, preserve, and operate assets to meet desired performance on multimodal transportation systems before funding expansion projects.

Background: There is inadequate funding to both maintain and expand the transportation system.

Action Steps:

- Identify funding streams from all levels of government that feed into maintenance, preservation, operations, and capacity expansions.
- Work with all parties involved to establish desired performance for multimodal transportation systems.
- Better align funding streams with performance through practical solutions to focus on maintenance, preservation, and operations.



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

PARTNERS: regional and metropolitan transportation planning organizations, County Road Administration Board, Washington State Association of Counties, Association of Washington Cities, Washington Public Ports Association, Freight Mobility Strategic Investment Board, Transportation Improvement Board, Washington State Transit Association, Community Transportation Association of the Northwest, pedestrian organizations, bicycle organizations, Tribal governments, WSDOT

MP2: Support ways to help jurisdictions, transportation asset owners, and transportation service providers prepare for, respond to, and become resilient to emergencies and disasters.

Background: Emergency and disaster response exercises have revealed gaps to achieving a unified response.

Action Steps:

- Review how planning can support efforts to address Resilient Washington recommendations and actions.
- Ensure that resource sharing and interagency emergency coordination memorandums of understanding and agreements between local, regional, and state transportation agencies are complete and up-to-date and that key personnel are aware of their existence and potential uses.
- Assess data about potential transportation needs in the event of an emergency or disaster, identify gaps and opportunities, and recommend improvements.

PARTNERS: Governor's Office, Department of Commerce, Washington State Military Department, Federal Emergency Management Agency, Washington State Patrol, Washington State Department of Ecology, Washington State Department of Natural Resources, County Road Administration Board, Federal Highway Administration, local governments, public transportation providers, professional associations, equipment rental companies, WSDOT.

Manage Growth and Traffic Congestion

MG1: Promote transportation-efficient communities by coordinating state agency technical assistance to enhance planning's link to land use at all levels of government, the private sector, and other organizations.

Background: Past practices have led to congestion and inefficiency across the transportation network.

Action Steps:

- Explore ways to further encourage adoption of strategies that promote transportation-efficient communities.
- Implement strategies that support efficient development patterns, designs, and access to land use.
- Share data, policy briefs, training materials, best practices, and other resources.
- WSDOT will participate in Ruckelshaus Center growth management studies.



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

PARTNERS: Washington State Department of Commerce, Washington State Department of Ecology, Washington State Department of Health, Washington Clean Air Agencies, Association of Washington Cities, metropolitan and regional transportation planning organizations, Tribal Transportation Planning Organization, public transportation providers, Washington Public Ports Association, pedestrian organizations, bicycle organizations, WSDOT.

MG2: Prioritize access for people and goods instead of throughput for vehicles to improve multimodal options, livable communities, and economic vitality for people and businesses.

Background: Commonly used measurement methods for vehicle throughput ignore the number of passengers and value of goods being transported.

Action Steps:

- Identify methods, data, and tools to measure access for people and goods.
- Evaluate the application of access measures in different transportation planning and decision-making processes.
- Explore connections between established levels of service and ability for condensed growth
- Develop, disseminate, and adopt best practices for measuring access.

PARTNERS: Metropolitan and regional transportation planning organizations, local governments, Freight Mobility Strategic Investment Board, Transportation Improvement Board, Washington Public Ports Association, Washington State Department of Commerce, Washington State Department of Health, WSDOT.

MG3: Research, evaluate, adapt to, and deploy technologies and innovations in all modes; share best practices.

Background: New transportation technologies and innovations frequently affect travel more quickly than government is able to keep up.

Action Steps:

- Explore plausible and desired futures
- Research trends in emerging technologies and innovations
- Determine related transportation system needs
- Identify opportunities for technologies and innovations to address these needs
- Deploy technologies and innovations or execute pilot projects to test them; provide and circulate recommendations to interested parties



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

PARTNERS: Governor's Office, Seattle Department of Transportation, Washington State Transportation Center (TRAC), Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, , private sector companies, WSDOT.

Enhance Multimodal Connections and Choices

EC1: Work to achieve better travel time reliability and door to door multimodal connections for people of all backgrounds and abilities through continued application of practical solutions.

Background: Unreliable travel times and poor connections between different travel modes exist throughout the state and local jurisdictions.

Action Steps:

- Propose metrics to track travel time reliability and multimodal connections for all users.
- Develop case studies and best practices for applying practical solutions.
- Increase our understanding of how practical solutions can improve reliability and multimodal connections.
- Create template for reporting the effect on travel time reliability and multimodal connections.

PARTNERS: Public transportation providers, Washington Public Ports Association, Freight Mobility Strategic Improvement Board, County Road Administration Board, Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, local governments, WSDOT.

EC2: Provide transportation facilities and services to support the needs of all communities, including populations with specialized needs, those in rural areas, and those who are under-represented, under-served, or disproportionately affected.

Background: Jurisdictions and agencies are at different stages of accommodation for users with special transportation needs.

Action Steps:

- Document ongoing needs of populations with special transportation needs, those in rural areas, and those who are under-represented, under-served, or disproportionately affected.
- Determine ongoing needs of transportation service providers and asset owners to support these populations.
- Establish and document measurable strategies to improve access for these populations. For example, examine the jobs/housing balance.
- Track the implementation of strategies to provide facilities and services that support the needs of these populations; share leading practices.



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

PARTNERS: Washington State Transit Association, Community Transportation Association of the Northwest, Tribal Transportation Planning Organization, local governments, non-profit organizations, public transportation providers, transportation service providers, Federal Transit Administration, WSDOT.

EC3: Adopt metrics for all modes to align with performance objectives.

Background: Metrics for evaluating investments in multimodal transportation are evolving and have not yet been established in Washington.

Action Steps:

- Research evaluation methods, including identification of investments that affect active transportation.
- Establish metrics and evaluation programs.
- Determine steps for adopting metrics into policy documents.
- Recommend, implement, and disseminate evaluation metrics.

PARTNERS: Metropolitan and regional transportation planning organizations, local governments, Transportation Improvement Board, pedestrian organizations, bicycle organizations, Washington State Department of Health, Association of Washington Cities, WSDOT.

Align Funding Structure With Multimodal Vision

FS1: Support funding flexibility to reduce barriers to creating an integrated multimodal system that achieves performance objectives.

Background: Transportation funding is frequently divided up into silos that cause confusion for users (ex: separate payment methods for tolls, transit, ride hailing) and make investments in the transportation network challenging.

Action Steps:

- Identify common circumstances where restrictions exist that prevent use of available funds.
- Document opportunities and risks to providing flexibility in use of these funds.
- Recommend steps to improve funding flexibility that includes links to travel time reliability, performance, connections, and modal choice.

PARTNERS: Governor's Office, Washington State Association of Counties, Washington State Department of Commerce, metropolitan and regional transportation planning organizations, Association of Washington Business, Washington Public Ports Association, Western Federal Lands Highway Division, local governments, pedestrian organizations, bicycle organizations, WSDOT.



Washington Transportation Plan

YOUR PLAN FOR THE FUTURE OF TRANSPORTATION IN WASHINGTON

FS2: Work to diversify and strengthen transportation revenue sources without compromising existing indebtedness.

Background: Gas tax revenues are predicted to decrease in the future due to increased fuel efficiency and vehicles powered by alternative fuels.

Action Steps:

- Explore alternative transportation funding strategies.
- Assess how different funding methods impact users, potential transportation revenues, and existing indebtedness.
- Propose funding options that can strengthen and diversify our transportation funding structure.

PARTNERS: Washington State Office of Financial Management, Washington State Transportation Commission, National Association of Aviation Officials, County Road Administration Board, Association of Washington Cities, Federal Highway Administration, metropolitan and regional transportation planning organizations, private sector companies, public transportation providers, WSDOT.

FS3: Address the constraints and opportunities for public-private partnership programs.

Background: Public agencies and private sector companies indicate interest in public-private partnerships generally, but few of them currently move forward.

Action Steps:

- Determine common constraints and opportunities for public-private partnerships.
- Explore options for value capture. Develop strategies to overcome or address these constraints to public-private partnerships.
- Identify areas of opportunity where public-private partnerships can address transportation needs.

PARTNERS: Washington State Transportation Commission, Association of Washington Business, local governments, private sector companies, professional associations, Washington State Office of Financial Management, Washington Roundtable, FHWA, WSDOT.

Washington State Freight System Plan

2017 UPDATE

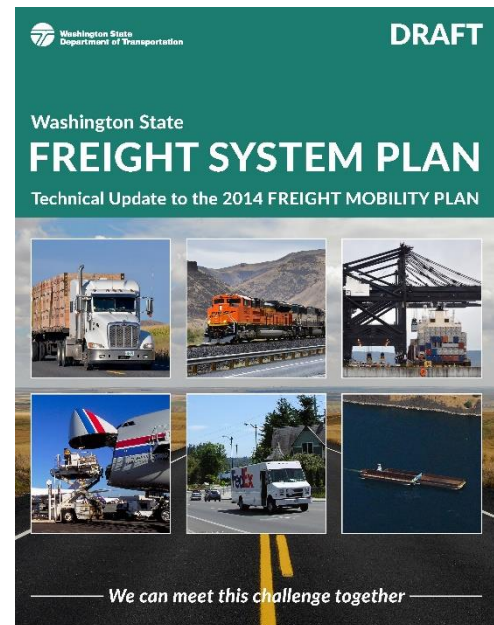
OBJECTIVE

Update the 2014 Freight Mobility Plan to meet federal and state requirements no later than December 4, 2017.

FAST ACT REQUIREMENTS

New components of the FAST Act to meet modal and planning requirements include:

- Identification of multimodal freight corridors and facilities
- Identification of congestion or delay caused by freight
- Development of Freight Investment Plan
- Consultation with Washington State Freight Advisory Committee



KEY TASKS

Develop Freight Investment Plan

- Validate 2016 Prioritized Freight Project List
- Review funding programs per FAST Act

Develop Marine Ports and Navigation Plan

- Describe marine and port systems, trends and issues per state requirements
- Identify recommendations, strategies, and next steps

Update Emerging Issues and Trends

- Review trends and issues
- Further explore cross cutting topics e.g., climate resiliency, road-rail crossings

Refresh Data

- Incorporate new data not previously available in the 2014 Plan
- Review economic and freight system conditions
- Update needs
- Evaluate performance measures

2014 Implementation Update

- Status update of implementation of the 2014 plan strategies
- Review of activities since 2014

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OUTREACH

Conduct continuous outreach to the Washington State Freight Advisory Committee, Metropolitan Planning and Regional Transportation Planning Organizations, freight stakeholders and communities.

February – March 2017: Initial scoping to solicit input and information, focusing on our scope and approach for the 2017 Plan update, and present the issues and trends identified in 2014.

April – June 2017: In-progress update to present our preliminary analysis of issues and trends for 2017, and present the recommendations and strategies identified in 2014.

July – August 2017: Review of findings, and sharing the final draft of the plan and soliciting feedback on recommendations and strategies.

Ad hoc meetings and presentations will be scheduled to facilitate information sharing, including data collection and input into the plan update process.

PROPOSED PLAN OUTLINE

- Chapter 1: Introduction
- Chapter 2: Economic context
- Chapter 3: Freight transportation system
- Chapter 4: System condition and performance
- Chapter 5: Freight volumes and forecast
- Chapter 6: Trends, issues, and needs
- Chapter 7: Funding
- Chapter 8: Recommendations, strategies, and next steps
- Appendix A: Freight Investment Plan
- Appendix B: Marine Ports and Navigation Plan
- Appendix C: Statutory requirements and policy
- Appendix D: Freight institutions and roles
- Appendix E: Plan development
- Appendix F: Maps

SCHEDULE

2017 Freight Mobility Plan Schedule	2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Document Development													
Draft Plan Preparation													
Draft Plan Review													
Final Plan Preparation													
FHWA Review													
Plan Complete													
Outreach													
Phase I - Scope													
Phase 2 - Update													
Phase 3 - Review													
Ad Hoc Meetings													

CONTACT INFORMATION: Rail, Freight, and Ports Division

Matthew Pahs • Project Manager
PahsM@wsdot.wa.gov • 360-705-7139

Jason Beloso • Planning Manager
BelosoJ@wsdot.wa.gov • 206-464-1259



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
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June 16, 2017

Kevin Murphy, Executive Director
Skagit Council of Governments
204 West Montgomery Street
Mount Vernon, WA 98273-3843

Andrea Weckmueller-Behringer, Executive Director
Walla Walla Valley Metropolitan Planning Organization
107 South Third Avenue
Walla Walla, WA 99362

Dear Andrea and Kevin:

Thank you for your letter dated May 30, 2017, outlining your position for WSDOT to include a request for an increase in funding for the RTPOs, effective for State Fiscal Year (SFY) 2019.

I truly understand the role of the RTPOs in maintaining and improving Washington's transportation system. It is my goal to ensure the success of the RTPO program. Please be assured that I will work with my staff to evaluate options to help meet RTPO funding needs.

Staff from the Multimodal Planning Division will be in touch with you as we work to address your concerns. In the meantime, do not hesitate to get in touch if you have additional ideas or questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar', written over a horizontal line.

Roger Millar, PE, AICP
Secretary of Transportation

RM:mk

cc: Kathleen Davis, WSDOT
Kerri Woehler, WSDOT
Matt Kunic, WSDOT
RTPO Directors