

**Statewide Public Transportation Plan**  
**Partner's Meeting Notes**  
PSRC Board Room  
Seattle, WA  
July 30, 2014

Attendees

In Person: Colleen Kuhn/Human Services Council, E. Susan Meyers Spokane Transit, Geri Beardsley/WSTA, Gil Cerise/PSRC, Renee Biles/People for People, Matt Hanson/King County, Kevin Futrell/Yakima Transit, Celeste Gilman/University of Washington, Karl Otterstrom/Spokane Transit, Brent Meldrum/ Coastal Transport, Keith Cotton/WSDOT, Kathy Johnston/WSDOT, Tom Hanson/WSDOT, Robin Hartsell/WSDOT, Matthew Kunic/WSDOT Planning, Brian Lagerberg/WSDOT, Stan Suchan/WSDOT, Stephanie Postier/WSDOT, Rita Brogan/PRR, Jeanne Acutanza/PRR, Chris Tomey/PRR.

Call-In: Gordon Nielson/Skokomish Tribe, Karen Parkhurst/TRPC, Melanie Smith/Sound Transit

After introductions, **Stephanie Postier** and **Stan Suchan** opened the meeting to review the Agenda, June 23<sup>rd</sup> meeting summary, and safety/room logistics.

**FEEDBACK**

**Keith Cotton** and **Stan** reviewed feedback received from this group through one-on-one conversations with the project team related to the goals and overall progress. Feedback was very helpful and partners generally indicated this type of outreach was welcome.

Comments from conversations with partners are summarized below:

**Overall**

- The outline is a good first draft that helps align our thinking as a written agenda
- We need to help people understand how it all fits together
- Need to better link goals and strategies, recommendations and measures
- Goals need to be measurable

**What is missing?**

- Should this document align with MAP 21 – transit asset mgmt. and transit safety plans, performance measures
- Describe public transportation's role in system decisions
- Discuss integrating a multimodal transportation system – it must happen on many different levels, local, regional, state, tribal, etc.
- Where is climate change?
- Funding needs to be called out explicitly
- School transportation should be part of the discussion
- Health and the built environment is missing
- Consider using incubators/accelerators/labs to drive innovation
- Not much mention of special needs – needs to be addressed properly

- Partnerships are very important and need their own part of the plan

### **Ideas for changes**

- Noted that tribes are part of “community, connected”; they don’t need to be called out separately
- Use performance measurement instead of monitoring
- Need baselines as a topic

### **PURPOSE**

**Brian Lagerberg** presented a perspective on the *purpose of the plan*. Brian discussed the context, purpose and implications

The purpose of the plan has to show us where to go and what does it mean for us over time.

The context: We must have an integrated multimodal plan. Washington Transportation Plan - Phase 2 will be an integrated plan

### **Questions**

**Matt Hansen:** Who owns the plan?

Plan will respond to Executive order

**Brian:** How does Map-21 fit into this?

The performance measures, come in the context of the multimodal plan.

Performance measures tie to the plan, investments as they relate

The performance measures come up with will be integrated into the plan

**Geri Beardsley:** There is currently an RCW that requires a multimodal plan; a plan that guides these investments should be a goal

**Brian:** The King County Metro investments are being coordinated and aligned with Sound Transit. Governor has directed a multimodal plan that requires alignment and integration. State has elevated the need for plan.

### **Gordon Nielson**

“Very helpful, seems to align with Secretary’s multimodal alignment”

Glad to be working with alignment goals rather than silo goals

Glad to not be reinventing whole plan

**Brian:**

- Entering phase of greater system integration by 2017

- Governors Exec order breathed fresh air into public transportation process

**Geri** Concern: Exec order is very narrowly focused, some of the things we want to accomplish may not be accomplished through a plan that meets the exec order. There are other purposes other than what aligns with that exec order.

**Brian** It may be a climate and energy order, but WSDOT message was step back and reassess our planning

**Matt K** What is the feedback we are receiving from MPOs or RTPOs? Map 21 states MPOs will not have to update and have their plans meet the performance of MAP 21 until later. MPOs should be very aware and involved in the forum because it's incredibly important to them

**Gil Cerise** PSRC was involved and looking at this now

**Gordon** Which RTPOs were involved

**Matt K** Several, will follow up

### **VISION, PRINCIPLES, AND GOALS**

**Stan** reviewed feedback on working Vision, Principles and Goals

One of the main changes to these goals from last meeting, "they are all positive, something that we are trying to reach towards as a group"

Questions?

**Geri** Regarding the working vision: it's not talking about other partners, just what public transportation people are doing together leaves a big gap. Does the community understand it is a partner? Anyone who touches the state wide transportation system should be considered a partner – when reading the vision, wording does not come off as inclusive

**Matt H.** Plan seems insular

**Gordon** An example of transportation partners, [echho](#), that moves ¼ of 65 and older population, nonprofit, volunteer org. They may not see themselves as public transportation but they are

Glad working vision is brief. Longer visions go on for paragraphs and say nothing. Maybe change how we socialize to see the broader picture.

**Stan** regarding the working goals, what's missing? What is the pathway moving forward? Where are we going specifically? Have to have a baseline.

**Brian L** – in response to Gordon

This is a working vision. We need to have a strategy to bring all the public transportation partners together with perspective that "In order to achieve this vision we have to..."

- We want a complete system that allows people to make the choices that are appropriate to them so they can thrive and the public can thrive.
- Help us figure out what the recommendations or strategies are to achieve that vision

## PLAN OUTLINE **Jeanne**

We've sent an outline of the entire plan so you may gain a perspective of the entire plan. There is a section on goals, vision and principles. Another foundational section that outlines the state interest and role is in "Washington's current situation?" including challenges and issues, the state's interest which aligns around these goals and ties to future determination of action strategies. This section also begins to outline the State Role as a number of elements including facilitator, funder, convener etc.

The action strategies will be part of our breakout session.

**Geri B** - Still not understanding how action strategies tie back to goals. Understands there will be overlap. If there are Folios they should align around the goals, we have 5 goals, and here are the action strategies to achieve those goals

**Stan** It is not a 1 to 1 strategy and we are not locked into this outline. We want to learn more about the action strategies, and who is responsible for them

**Brian L** These are not action strategies listed but rather areas that need to be addressed in the plan that may have action strategies associated with them. These are some of the areas we want to work through with you, and have an opportunity to work through with you

**Colleen Q** Special needs transportation is an area to pay attention to, correct?

**Brian L** Yes, this is not a table of contents, but instead a list of areas that need to be addressed

**Matt H** It would be great if WSDOT could for each of these issues areas try and get from the owners or stakeholders from these various issues areas the current state of their planning and goals. How do we reconcile with those who are perhaps headed in a different direction? Also we need community outreach.

**Jeanne** How do we get these items accommodated and aligned with goals? Let's start into our breakout sessions.

**Geri B** Working goals are the states interest?

**Jeanne** – for the time being, yes.

**E. Susan Meyer** I don't understand how goals have become the states interest with such a long history of the state trying to identify their interest. How do the goals tie to the states interest?

**Brian L** Last meeting covered states interests. Would encourage to break from the work in the past.

What we're trying to do here is provide a framework for public transportation in the state of Washington. The goals and the interests are very similar if not the same thing.

**E. Susan** How does "make the most of existing assets, take advantage of emerging businesses" work in

**Brian L** Previously, need was established by number of people that use facility

**E. Susan** Where is the financial sustainability goal? Where is the funding?

**Rita** Calls attention to working principles and financial sustainability is critical

**E. Susan** I would suggest it be a goal.

**Celeste** Parks and outdoor rec are never on any elected leader’s shortlist. What can we do to tie them to items that are on the shortlist of priorities?

**Matt K** One of things I was thinking...Key issues and challenges. Local goals are different from local funding levels. Perhaps should be added to challenges

**Geri B** There is a difference between state goals and state role. Should perhaps relate goals back to elected officials goals...that’s the language we should be working on. When dealing with defensive attitudes, should change language

**Brian L** Strategy to achieve access and mobility is sustainable funding

- We do better or worse by the services provided and the accessibility of services to the people in need
- We have to be able to enable public transportation with sustainable funding

**Kathy Johnson** Make connection with key issues and challenges. Can’t ignore decision making if we intend to integrate.

Lunch

**Rita** Introduced the Group assignments and purpose

*Break out session – Creating Strategic Actions <these are the raw notes from the meeting> Please also see the summarized and cleaned up Action Strategies>*

Strategic Actions	State Role	Partner Roles	What else needs to happen?
<b>Access and Mobility (Team Keith Cotton, Chris Toomey, E. Susan Meyers, Kevin Futrell)</b>			
More state funding	Just do it – Susan Put it out there and start funding it more; RE: special needs part of it, we are required to do it. Special needs services take up a lot of our funds. – Kevin Special needs is one way to focus operational funding. State should establish its interest in public transportation - Susan	To support with customers who will actually go to Olympia or talk with our local legislatures about public transportation, that they need it, and they can't get it without more funding. Provide legislature with information needed to make decisions. – Susan State needs to pitch in more – Kevin Total share of operating funding from state, (because of their interest) should be more than 2%. Susan	
Balance how funding is shared	State needs to review match policies, should be substantially higher – Kevin Rural grants should be reviewed – Kevin	WSTA as an advocate	Want more equitable participation amongst agencies that are involved
Legislative authorization	State can give additional authority to enable additional local options – Susan	Making the case for why additional options are necessary. We have sales tax. 70% of funding is sales tax which makes us vulnerable due to volatile tax source. - Susan	

Identify/create vision of state and its facilities and how they can be met by transit. – Statewide system	Karl O. can explain - Susan Create integrated connectivity throughout state, system to system without big disruption. – Kevin	Work with other states to make this connection happen. – Kevin	
Performance standards	When reviewing grants, use ridership and population density as performance standards	Nonprofits and tribal will need additional info to apply for grants and meet standards. Identify who will help.	Rural to rural, urban to urban comparisons
<b>Customer Experience: Stan Suchan, Coleen Kuhn</b>			
Remove barriers for riders, urban	Technical assistance Funding Advocate Provide clear expectations to regions and locals Interagency coordination Performance monitoring and reporting Transparency and accountability Spur local and private investment	plan, design, construct, operate and maintain Interagency coordination Transparency and accountability Funding Service coordination Advocate Interagency collaboration and advocacy Share resources Travel training Mobility management Education, marketing Bicycle and pedestrian access	
Remove barriers for riders, rural	Technical assistance Funding Advocacy Clear expectations to regions and locals Interagency coordination Performance monitoring and reporting Transparency and accountability Spur local and private investment Support efforts to remove institutional barriers to collaboration, e.g. funding restrictions Surplus vehicles Streamline processes Expand intercity bus service, region to region connections	collaborate Share resources Support public private partnerships Advocate Educate Plan, design, construct, operate and maintain Transparency and accountability Funding Service coordination Interagency collaboration Develop new services, encourage development, reduce need for travel Land use Provide service Travel training Mobility management Education, marketing Bicycle and pedestrian access	insurance
Remove barriers for providers, fixed route	Streamline processes Engage providers Encourage or support collaboration Policy flexibility Funding Funding Funding Allocation of funding	Collaborate Share resources Support public private partnerships Advocate Educate Plan, design, construct, operate and maintain Transparency and accountability Funding	

	<ul style="list-style-type: none"> <li>Technical assistance</li> <li>Planning, modal integration</li> <li>Technology</li> <li>Performance monitoring</li> <li>Research and development</li> <li>Share info about best practices</li> <li>Transit supportive infrastructure</li> <li>Land use</li> <li>Set wayfinding standards</li> </ul>	<ul style="list-style-type: none"> <li>Service coordination</li> <li>Interagency collaboration</li> <li>Develop new services, encourage development, reduce need for travel</li> <li>Land use</li> <li>Provide service</li> <li>Community engagement, public involvement in planning and service</li> <li>Engage people with special needs, get their input</li> <li>Signage and stops</li> <li>Convene work groups and committees that include riders with special needs</li> </ul>	
Remove barriers for providers, special needs	<ul style="list-style-type: none"> <li>Land use</li> <li>Streamline processes</li> <li>Engage providers</li> <li>Encourage or support collaboration</li> <li>Policy flexibility</li> <li>Funding</li> <li>Funding</li> <li>Funding</li> <li>Allocation of funding</li> <li>Technical assistance</li> <li>Planning, modal integration</li> <li>Technology</li> <li>Performance monitoring</li> <li>Research and development</li> <li>Share info about best practices</li> <li>Transit supportive infrastructure</li> <li>Land use</li> <li>Set wayfinding standards</li> <li>Convene work groups and committees that include riders with special needs</li> </ul>	<ul style="list-style-type: none"> <li>Land use</li> <li>See above</li> </ul>	
Safety	<ul style="list-style-type: none"> <li>funding, set aside funding in areas where there are transit or lots of potential for ridesharing for travel training and mobility management</li> <li>Research and development and recommendations of best practices</li> <li>Funding for facilities</li> <li>Set standards for facilities</li> <li>Consider transit in state facility design</li> </ul>	<ul style="list-style-type: none"> <li>ditto – see above</li> <li>Public education and engagement, training</li> </ul>	
Remove barriers for riders, urban	<ul style="list-style-type: none"> <li>technical assistance</li> <li>Funding</li> <li>Advocate</li> <li>Provide clear expectations to regions and locals</li> <li>Interagency coordination</li> </ul>	<ul style="list-style-type: none"> <li>plan, design, construct, operate and maintain</li> <li>Interagency coordination</li> <li>Transparency and accountability</li> <li>Funding</li> <li>Service coordination</li> <li>Advocate</li> </ul>	

	<ul style="list-style-type: none"> <li>Performance monitoring and reporting</li> <li>Transparency and accountability</li> <li>Spur local and private investment</li> </ul>	<ul style="list-style-type: none"> <li>Interagency collaboration and advocacy</li> <li>Share resources</li> <li>Travel training</li> <li>Mobility management</li> <li>Education, marketing</li> <li>Bicycle and pedestrian access</li> </ul>	
Remove barriers for riders, rural	<ul style="list-style-type: none"> <li>tech assistance</li> <li>Funding</li> <li>Advocacy</li> <li>Clear expectations to regions and locals</li> <li>Interagency coordination</li> <li>Performance monitoring and reporting</li> <li>Transparency and accountability</li> <li>Spur local and private investment</li> <li>Support efforts to remove institutional barriers to collaboration, e.g. funding restrictions</li> <li>Surplus vehicles</li> <li>Streamline processes</li> <li>Expand intercity bus service, region to region connections</li> </ul>	<ul style="list-style-type: none"> <li>collaborate</li> <li>Share resources</li> <li>Support public private partnerships</li> <li>Advocate</li> <li>Educate</li> <li>Plan, design, construct, operate and maintain</li> <li>Transparency and accountability</li> <li>Funding</li> <li>Service coordination</li> <li>Interagency collaboration</li> <li>Develop new services, encourage development, reduce need for travel</li> <li>Land use</li> <li>Provide service</li> <li>Travel training</li> <li>Mobility management</li> <li>Education, marketing</li> <li>Bicycle and pedestrian access</li> </ul>	insurance
<b>Adaptive Capacity: Brian Lagerberg, Kathy Johnston, Geri Beardsley, Matt Hansen</b>			
market-based capacity management (real time seat fulfillment/vp/bus/para/c p/p&r	enable through partnership or technology	adapt systems	Comprehensive needs assessment/ID constraints and opportunities
Fund and facilitate partnerships – private and public	Fund think tank/adapt procedures to recognize value/connect partners	Connect partners/work towards common goals	request/fund tangible solutions/understanding demographics
Encourage and incent innovation/solutions to problems	funding/leveraging	Funding/leveraging	Education/anticipating future changes or needs
Better information and education for traveling public/social media			
Leadership – Id problem or goal/drive solution/bring in partners/be accountable for success	Build partnerships/secure champions		
Be accountable for whole			Comprehensive needs assessment

**Stewardship: Robin Hartsell, Renee Biles, Karen Parkhurst**

<p>To provide an efficient and optimized transportation system that we manage and care for. Includes users, state, partners (shared role).</p>	<p>Transit supportive infrastructure. All potential roles listed</p>	<p>Advocacy, support, planning, decision making, policies, transit supportive infrastructure, application of technology, operations, interagency coordination</p>	<p>Partners need to be supportive of transportation system "statewide" instead of their own area.</p>
<p>To provide education of roles of partnerships and the state</p>	<p>Developing the statewide vision, educates decision makers vision and goals of WSPTP</p>	<p>Support the state role and incorporate benefits of PT into all related education platforms, e.g., health, environment</p>	<p>Easily accessible statements, such as what is found in e.g., folios, power point presentations, etc., make it accessible, who needs info and how do we best provide it?, what is the messaging? Help people get the information. Environmental justice – (including fair and just investments in multiple languages)</p>
<p>Facilitate engaging partnerships, both state to state, state to region, state to local and they need to be multi-directional</p>	<p>To be leaders. Facilitators, believe the vision, provide support,</p>	<p>To be leaders, advocates, facilitators – believe the vision, provide support</p>	<p>Identify true partners</p>
<p>Focus on inter-regional corridors, that includes:</p> <ul style="list-style-type: none"> <li>• Support for each other</li> <li>• Operational support</li> <li>• Individual support</li> </ul>	<p>Planning, development and support. Again, be a leader, facilitator, policy maker and enabler.</p>	<p>Advocate, supporter, interagency coordination and planning.</p>	<p>Lots and lots (planning)</p>
<p>Encourage optimal use of TDM options using Moving Washington Principles</p>			
<p>Align funding with decisions to optimize and sustain transportation system</p>	<p>Be a leader, facilitator and planner/</p>		

that includes least cost planning, and increases benefits investments including, marketing CTR, RSO, P&R Lots (supportive strategies)			
Working through regulatory issues (don't let regs get in the way), includes: <ul style="list-style-type: none"> <li>• Grounded partnerships</li> <li>• State shares responsibilities with others</li> </ul>	Policy development and review (from beginning),	Guidance on policies that don't support goals and cause issues.	
<b>Effective Decision Making: Matt Kunic, Stephanie Postier, Brent Meldrum, Gil Cerise (X= Takes the lead on this topic)</b>			
STATE: Funding (Grant Process & additional funds)	X: Needs to foster new grant funding opportunities /coordination of state and local funding	Effective uses of funds Display outcomes of funds Knowledge and input of representation from local governments.	
STATE: Providing Data Tools (ie: <a href="#">Alpaca</a> /GIS)	X: Data is included in the planning process. State data/ training opportunities. One united data resources site.	Upload information to the data base and participate in training opportunities provided by the state.	
LOCAL: Coordinating with MPS' & RTPO's Transit/Tribes on grant process	Foster relationships with local MPO's and RTPO's and local governments.	X: coordination on timing and grant processes. (reduce confusion	
LOCAL: Urban- more \$\$\$/Rural less \$ (difficult for decision maker)	State should set high level policy and guidelines to determine distribution of available funds.	X: (Action needs to happen on the state) thinking regionally instead of urban role.	
LOCAL: Local Government's not working well with MPO's RTPO's	Foster relationships with local MPO's and RTPO's and local governments.	X: Training/Education /Access to MPO's /RTPO's and local governments resources	
LOCAL: Providing necessary data to effect decision making fund	Data is included in the planning process. State data/ training opportunities. One united data resources site.	X: One united data resources site.	
STATE: Driving force on policy	X: standardization of policy implementation.	Developing local goals to align with regional and local goals. (MTP/RTP/Other plans)	
<b>Thriving Communities: Jeanne Acutanza , Tom Hanson, Karl Otterstrom, and Celeste Gilman</b>			
Promote/Market transit friendly recognition. Develop toolkits for planning like LEED model (before and beyond CTR)	Dept of Commerce could develop a checklist of what it means to be a transit friendly development/project. Economic development strategies should recognize public transportation. Technical assistance??	Local economic developments	
Integrating transit facilities/service with pedestrian (people	WSDOT PTD should prioritize funding for these types of projects. Other funding sources should consider integrating projects across modes.	Look for potential integration of ped and bike projects or safe routes to schools with transit projects.	Create new tools for analyzing projects.

powered) and bicycle facilities	Create a complete plan.		
Engage private development to consider access when siting and planning public facilities (hospitals, clinics, etc.)	State leased or purchased should require a recognition of available transit services. Develop a scorecard. Need to know if there is already a state process for facility siting and design.		Transit dependent type of activity centers need to have a checklist.
Comp Plan updates should explicitly call out thriving elements not just in the Transportation chapter	Make sure that all elements of a comp plan consider the issues of the elements. Re-examine GMA to create the cross-linking of comp plan elements.		Identify successful case studies. Overhaul model code.
Ensure transit investments promote compact, smart land use decisions with pedestrian places.	WSDOT PTD should prioritize when a project seeks funding. State rules on TDP and initial comp plans for PTBAs should be updated.	Local agencies	LOS definitions for transit
Promote/Market transit friendly recognition. Develop toolkits for planning like LEED model (before and beyond CTR)	Dept of Commerce could develop a checklist of what it means to be a transit friendly development/project. Economic development strategies should recognize public transportation. Technical assistance??	Local economic developments	

## Full List of Actions

### Access and Mobility

- Performance standards
  - Fund rurals? Meet standards? How?
- More state funding
  - Special needs
  - State highways
- Balance how funding is shared
  - Rural
  - Urban
- Legislative participation with understanding transit and its role
- Legislative authorization
  - Local funding
- Identify/create vision of state and its facilities; how can be met by transit
  - Statewide system

### Customer Experience

- Remove barriers for riders
  - Urban
  - Rural
- Wayfinding
- Online info/trip planning

- Statewide customer resource center
- Consistency across funded sources
  - E.g. common grant requirements, background checks
- Consistency across services
- Rural options
  - Having service!
- Reliable connections
- Traffic congestion
- Remove barriers for service providers
  - Restrictions on funding across counties, agencies,
- Funding allocation
  - Restrictions on mixing customers, Medicaid, veterans
- Funding
  - Competing for \$ limits partnership opportunities
  - Support collaboration instead
- Address “how to” fears
  - Personal safety fears
    - Transit and ridesharing
- Park and ride overcrowding
- Overcrowded buses
- Transfers
- Overcrowded HOV lanes
- Travel training
- Mobility management
- Better bike and walk access
- Better bike and walk access to transit
- Signage
  - People focused
- First and last mile transit access
- Siting of facilities that serve special needs populations

### **Adaptive Capacity**

- Encourage and incent innovation
- Address choke points in system
- Transit signal priority threshold
  - Monitor
- Fare policy as incentive
- Single fare/seamless
- Better partner private sector and other
  - More public entities
- Fund partnerships or facilitate
- Take advantage of opportunity and solve problems
- Empty seats in cars
- Better educated traveling public and information for leadership
  - ID problem, bring in partners, drive solutions
  - Connect with other initiative/goals (health, etc.)

- Be accountable for success
- Social media
- Improve public sector ability to fund solutions
- Technological think tanks
- Real time seat fulfillment
  - Market-based capacity management
    - VP
    - Buses
    - Paratransit
    - CP

### Stewardship

- Efficient system that manages and cares for optimization of entire trans system.
- Education on roles of stewardship for partners and State
- Engaging partnerships both state/regional/local (multidirectional)
- Focus on inter-regional corridors
  - Need both local roads as well as highways
    - Support each other
    - Operational support
    - Individual
- Efficient transportation system
- Find the least cost solution
- Encourage optimal use and TDM options (again Moving WA principles)
- Align funding with decisions to optimize and sustain including least cost planning sys
- Increase benefits through investments, marketing, CTR, RSO (supportive strategies), P&R lots
- Working through reactionary issues.
  - Grounded partnerships (Don't let REIs get in way)
  - Accept shared responsibilities

### Effective Decision Making

- **State**
  - Funding (Grant process and additional \$)
  - Providing GIS tools [Alpaca](#)
  - Driving force on policy (high-level policy)
  - Take direction on decision making/accountability
  - State role in Urban/Rural funding
  - Education
    - Support/outreach
- **Local**
  - Coordinating with MROB/RTPOS/transit/tribes on grant process
  - Urban
    - More \$
  - Rural
    - Less \$
  - Difficult for decision making
  - Remove boundaries for decision making

- Local governments not working well with MPOs/RTPOs
- Exploring other grant funding sources
- Providing necessary data to effect decision making/funding

### **Thriving Communities**

- Integrating Transit facilities/service with pedestrian (people power) bicycle facilities
- Comp. Plan updates should explicitly callout thriving community element (not just Transportation, Health, economy, etc.)
- Fuel sources for transit vehicles
  - Move closer to more sustainable sources
  - 100% Hybrids etc. incentivize
- Ensure transit investments promote compact smart land use decisions with pedestrian places
- Engage private development to consider access when siting and planning public facilities (hospitals)
- Promote use/ market transit
- Friendly recognition
- Develop toolkits
- Plan develop beyond and before CTR
- Engage and employ public health professionals into planning/transit
  - Planning process and vice versa
- Include prevention (walk more, bike more strategies)
- Planning process embraces emerging markets to promote prosperity (young, aging, etc.) support job access and education
- May expand technology to support prosperity

### **Schedule**

Stan presented the project schedule. There is an interest to move as fast as possible.

Actions:

Link goals/vision to state vision for WTP.