

Meeting Notes

WA Statewide Public Transportation Plan

Tuesday, February 18, 2014

10:00 a.m. – 1:00 p.m.

Large Conference Room

Department of Enterprise Services

1500 Jefferson Street SE

Olympia, WA 98501

In attendance: Geri Beardsley, Dennis Bloom, Matt Hansen, Kathy McMullen, Brent Meldrum, E. Susan Meyer, Karl Otterstrom, Karen Parkhurst, Scott Patterson, Lennea Wolfe

WSDOT Employees: Stephen Abernathy, Robin Hartsell, Kathy Johnston, Brian Lagerberg, Cathy Silins, Stan Suchan, Matt Kunic

On the Phone: Renee Biles, Kevin Futrell, Maggie McGehee, Rod Thornton, Elaine Wells, Bob Wilson; Consultants: Anne Fennessey, Paul Bergman

Cathy called the meeting to order at 10:05. She reviewed safety measures. The participants introduced themselves.

Purpose of the Meeting: WA Statewide Public Transportation Plan

Brian began the meeting with a presentation that posed the following questions:

1. Why are we doing a statewide plan now?
2. Does WSDOT have a goal for the plan?
3. Why this approach for the plan?
4. What challenges/opportunities does the plan present?
5. How do the plans all fit together?
6. What can our partners do to help us have a successful plan and planning process?

Brian pointed out that there is executive support for an integrated planning process. Public Transportation is the first to try this. It is important for us to define the state's interest in public transportation, and use that to define future discussion on funding and enabling our partners.

Historically, WSDOT has done things without follow-through or has proceeded with no buy-in from our partners. The WA SPTP process is attempting to understand issues from the perspective of local public transportation and to further understand how the state can create an integrated plan in collaboration with our partners. The Public Transportation Division is trying to get out in front in planning. We have no model, no blueprint to follow.

The challenges to the SPTP are also our opportunities:

- a) Integration has not been done before
- b) Organizations are not set up to support integration
 - a. Funding
 - b. No system performance
 - c. Organizational goals constrain
 - d. Project lists, if made, are by mode

Although, at this time there seems to be momentum to create an integrated, multimodal system. We have new leadership. New direction.

WSDOT needs partners to engage. To challenge the process, the products, the policies; to keep the focus on integration.

Cocker Fennessey Report

Cathy then went through the PowerPoint and the responses that WSDOT has planned. (see documents attached)

Planning partners were allowed to ask clarifying questions to WSDOT and the consultants.

Cathy announced that the following changes will be made to the process:

- a) The Planning Council and the Working Group will be meeting as one group from now on. This new group is called the Planning Partners.
- b) WSDOT is currently soliciting additional information from a short list of consultants for a firm that will provide facilitation and communication support to the planning process.
- c) WSDOT will make more of an effort to do outreach to public transportation agencies.
 - a. The Public Transportation Director is encouraged to meet with CEOs more frequently
 - b. The PTD Director will invite members of the WSDOT Executives to the meetings. Modal planners may also be invited.
 - c. The web site for the Statewide Public Transportation Plan will become more robust

Role of Planning Partners

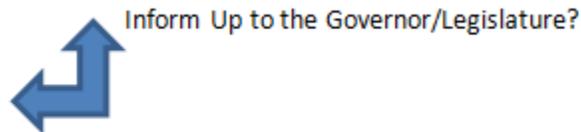
Cathy posed the questions to the participants:

- a) By merging the Planning Council and the Work Group, do we have the right people?
- b) What are the responsibilities of the new Planning Partners?
- c) If this a WSDOT Plan, should WSODT be asking for approval? Should that be re-considered?

Discussion

Are Planning Partners expected to react or co-generate the plan? Is this plan trying to be something that it can't be yet?

Will the plan be expected to:



Inform out to our other community partners and the public?

There was a discussion about the Transportation Demand Management Plan in the Puget Sound that had been developed with a proactive framework. Another example was the planning integration that is supported by Spokane Transit Authority.

Other comments:

- a) It is important to take into consideration geography when developing the plan.
- b) We continue to ask the question: What is the message we are telling? Who are we telling it to? Who are we trying to influence?
- c) This document should consider both urban and rural public transportation needs. This may appeal most to the legislators and locals throughout all of WA (rather than just the Seattle area).
- d) Shouldn't this group also consider bike/pedestrian improvements to the system? Maybe a person that is responsible for those plans can join this group.
- e) What are the vision statements from the other modal plans?
- f) There was discussion about the plan serving the dual role of a legislative 'project' list as well as an advocacy piece for the importance of public transportation in community development and economic contribution.
- g) WSDOT/the State places regulations on local/regional planning organizations

The Planning Partners took a short break.

Structure & Use of the Plan/Schedule

Robin Hartsell presented the Draft Contents document and the January 2014 – January 2015 schedule for the WA Statewide Public Transportation Plan. He explained that to keep the plan current, relevant and useful, he proposes to incorporate a series of folios that address the public transportation plan topics. Robin had brought several copies of folios that had been produced by WSDOT in the past 18 months as examples. This idea had positive endorsement from the Planning Partners. Robin pointed out that the topics which are included in the DRAFT Table of Contents came from the discussions of the Planning Partners. The following comments were made:

- a) Should the plan follow the framework that is outlined by the Legislature. Address these topics within the policy goals:
- b) We should add more topics such as Corridor Planning and Transportation Demand Management.
- c) The plan should be powerfully compelling to take an action (focused at the Legislature)
- d) We have an opportunity to introduce a different way of measuring performance in the Public Transportation Plan. Should we consider Multimodal Level of Service (LOS)?
- e) The topic areas seem to be answering WHY do the plan? WHAT is the role/definition? HOW do we achieve an integrated system?
- f) Should the plan use language that is common the Department such as "preservation"?
- g) It is important to include a section in the plan that deals with the changing demographics. People getting older. Fewer drivers in the 16-25 year range?
- h) Other documents have used anecdotal stories to illustrate the point. This could be a strategy for the Public Transportation Plan.
- i) Without creating a comprehensive project list for the state which may not be current after a few months of publication, the plan could give examples of projects. "If you agree with these goals, here is what a project list would look like in"

The Planning Partners were thanked for their participation in today's meeting. There was a reminder that there will be an opportunity for a follow-up conference call to ask further questions, pose additional suggestions regarding this meeting, a future meeting, and/or the WA Statewide Public Transportation Plan on Wednesday, February 27th at 9:30 a.m. A reminder will be sent out.

The next Planning Partners meeting will be Thursday, March 15th. From 10:00 a.m. to 1:00 p.m. in the Department of Enterprise Services Building, 1500 Jefferson Street.