

Washington State Public Transportation Plan

August Stakeholder Review Comments

Introduction Comments

Page	Topic	Date submitted	Organization	Comment
5	Letter from Lynn	8/19/2015	Public Transportation	bullet point: Offering rural community members access to urban areas
		8/19/2015	Public Transportation	third paragraph: add tribes (federal agencies, tribes and the Washington State...)
		8/27/2015	WSDOT - OSAPA	For the third bullet in the draft letter on p. 5, I suggest adding that transit also provides access to jobs for those who are unable to drive. The way that it is currently stated makes it sound like those who cannot drive do not have jobs.
		8/28/2015	Pierce County Transit	2nd bullet: creating jobs --> how?
		8/27/2015	WSDOT - OSAPA	The sentence prior to the first bullet on p. 5, and throughout the document, the author refers to public transportation as a social safety net. I understand their reasoning but calling it a "public service" I think delivers a similar message but is more politically palatable.
		9/8/2015	Federal Transit Administration	If you're going to speak to social safety nets, then it would be good to reference people and the benefits our transportation system is bringing to them. It might be a good idea to talk about the civil rights or environmental justice aspect of transportation as well.
		9/8/2015	Federal Transit Administration	Second bullet: Creating jobs that support people's livelihoods
		9/8/2015	Federal Transit Administration	Third bullet: replace "those" with "people"
		9/8/2015	Federal Transit Administration	Fourth bullet: Increasing community connectivity/accessibility for people who rent and own homes
		9/8/2015	Federal Transit Administration	Fifth bullet: I would suggest rewording: "Increasing the number of people who can use our roadways efficiently." / "Increasing the number of people our roadways can efficiently and safely serve." / "Allowing our roadways to serve more people safely and efficiently."
		9/8/2015	Federal Transit Administration	Sixth bullet: Keeping our air cleaner and our planet healthier for all people.
		10/13/2015	People for People	Fourth bullet: "Adding to homeowner equity" - Is this a direct result of transportation...?
		10/13/2015	People for People	Second to last paragraph: Non-profits are a sector that provides community transportation options along with other community services.

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7	Title VI	N/A	N/A	None received.
	ADA	8/28/2015	King County Metro	Before the Intro – Americans with Disabilities Act (ADA) should be expanded, similar to the Title VI Notice in stating a commitment to equal rights for persons with disabilities. Alternative Format language can be placed separately.
8	Image/Quote	N/A	N/A	None received.
9	Intro	8/20/2015	WSDOT	On page 9 of the introduction, could a sidebar containing the six adopted transportation system goals be dropped in? Or at least put a note that it's discussed on page 11, that would be helpful.
		8/27/2015	WSDOT	Change RCW 47.66.010 to RCW 47.04.280 and include how this plan meets RCW 47.06.110 (requirements for a public transportation plan)
		8/28/2015	Transportation Commission	The transportation policy goals are at RCW 47.04.280(1) -- not RCW 47.66.010.
		8/28/2015	King County Metro	It would be helpful to clarify if WSDOT is including TNC's like Uber or Lyft. Seems like they should based on their definition, but "Private shuttle services" is not the same thing generally and "Emerging social network services" is too vague.
		8/28/2015	Spokane Transit	2015 is 15% into the 21st Century. I wouldn't call it the "Dawn." If thought of as a person, the century would be a teenager. Maybe, "Now in its teenage years, the 21st Century clearly is pointing us to a future fundamentally different than our recent past." Different analogy but more accurate. Otherwise, it would be "After breakfast of the 21st Century..."
		8/28/2015	Transportation Commission	I don't think it's accurate to say the state population will grow by >25% during the next 20 years. It's more like 20%.
10	Intro (cont.)	N/A	N/A	None received.
	Four key public transportation challenges in Washington state	8/27/2015	Cowlitz Wahkiakum Council of Governments	The State's four key public transportation challenges have also been identified as key challenges to public transportation systems in southwest Washington. Specifically, improving access to public transportation and enhancing connectivity between systems have been identified as major needs in the region, and are addressed in multiple policies included in the RTPO's 2015-2035 Regional Transportation Plan (RTP). Congestion issues, unsustainable funding methods, and enhancing the system through technology are also addressed by policies included in the RTP.
		8/27/2015	WSDOT	RCW 47.66.010 was adopted in 1993 and RCW 47.01.330 was adopted in 2005

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10	Four key public transportation challenges in Washington state	8/27/2015	WSDOT - OSAPA	In the green box on p. 10, the second bullet states “congestion is hurting our economy.” While this may be true, it is overly simplified. Congestion is a symptom of a growing economy, so worsening congestion is often a sign that the economy is improving (congestion levels were really low during the Great Recession).
	The State's interest in public transportation	N/A	N/A	None received.
11	6 transportation policy goals	8/21/2015	WSDOT	More discussion is needed in how this plan relates directly to each of the six goals identified in Results WSDOT.
		8/28/2015	Transportation Choices	Work to include health and equity as additional statewide policy goals. Good public transportation policy can decrease rates of disease, injury and death, and is a key determinant in economic mobility, especially for traditionally underserved populations. Large highway expansion projects, on the other hand, can often disrupt and displace low-income or minority populations. By embedding health and equity analyses into decision-making around transportation investments,, the state not only draws attention to these connections, but can more easily measure progress towards these goals and evaluate projects based on their ability to help the state achieve them
		8/27/2015	WSDOT	The mobility goal was changed in 2015. Use this: Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
	The State's interest in public transportation (cont.)	8/28/2015	Transportation Commission	360+ direct public transportation providers?
		8/27/2015	WSDOT	Add the "Washington Aviation System Plan" to the list of plans in the 2nd paragraph
		8/27/2015	WSDOT	The WTP was adopted in January 2015 and not December 2014
12	Images/quote	N/A	N/A	None received.
13	The State's interest in public transportation (cont.)	N/A	N/A	None received.
	A public transportation system to meet our state's & residents' diverse needs	8/27/2015	Cowlitz Wahkiakum Council of Governments	Pg. 13 of the plan specifies that “better data gathering capabilities [...] will allow for accountability and continuous improvement” to ensure those with special needs are being served. The U.S. Census and American Community Survey are at risk, due to proposed budget cuts at the federal level. Many members of congress have proposed making the ACS a voluntary form, which will significantly impact our ability to obtain the necessary data to plan for special needs populations. What other methods of data gathering are being proposed at the state level to address these issues and to assist the state, planning organizations, and stakeholders to make more informed investment decisions?

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13	A public transportation system to meet our state's & residents' diverse needs	8/27/2015	Cowlitz Wahkiakum Council of Governments	Pg. 13 also specifies that "transportation solutions from private providers, particularly those that use technology and shared transportation will create additional choices." CWCOG staff agrees with this statement; however, we recognize that these options are currently limited to very urban areas. Does the state support or propose future public/private partnerships to encourage private transportation sharing providers to extend service into smaller urban areas or even rural areas?
		8/28/2015	Spokane Transit	Third paragraph: The second part of this sentence does not quite explain why integration cannot happen overnight.
		8/28/2015	Pierce County Transit	1st paragraph: performance measures are key, plus meet MAP - 21 compliance (as further described on page 47)
		8/28/2015	Pierce County Transit	3rd paragraph: Why no mention of TNCs? While private, shouldn't they be included in the discussion
		8/27/2015	WSDOT - OSAPA	Page 13, second paragraph: Suggest revising text as follows – "At the state level, Results Washington, the Governor's data-driven continuous improvement plan, calls for sustainable transportation and reliable infrastructure to help state agencies meet and deliver on the goal of a prosperous economy."
14	A public transportation system to meet our state's & residents' diverse needs (cont.)	8/20/2015	WSDOT	Page 14 dangles "intriguing new public transportation models" in front of the reader. Does this plan discuss this? Hard to tell from the introduction.

Chapter 1 Comments

Page	Topic	Date submitted	Organization	Comment
15	Intro	8/28/2015	Transportation Commission	And, public transportation can and should be essential to developing the state's tourism sector.
		8/28/2015	King County Metro	In the Poverty section, WSDOT may want to make the linkage between housing and transportation costs as another impact of lower income families moving to the suburbs (i.e., housing is cheaper, but transportation is more expensive). The plan engages it a little bit, but it's an important point that should be made more explicitly.
	How public transportation is defined in this document	8/27/2015	Cowlitz Wahkiakum Council of Governments	CWCOG staff supports the broad definition of "public transportation" in order to effectively capture and plan for a more integrated and comprehensive system of transportation resources available to public.
		8/28/2015	Transportation Commission	To the extent that the definition includes bicycling and walking, it is too broad. This plan cannot, and should not, be the state multi-modal plan, nor should it assume to take on bicycling or walking which both deserve separate planning efforts. I also question whether demand management is properly within the scope of this plan. This plan can embrace the need for an integrated transportation system without bringing separate, distinct modes and approaches within that embrace.
		8/28/2015	SDOT	To what extent does this statement anticipate if/how the state will (re)define funding, legal standing or policy support for a broad variety of services, such as driverless ride share, private transit (e.g., BoltBus, company shuttles), special needs services and TDM? Comment: Implications need to be explored more thoroughly before the plan is finalized
		8/28/2015	Yakima Transit	Typo: "public" in 2nd paragraph
		8/27/2015	WSDOT - OSAPA	In the third sentence, I suggest saying that "it is an efficient and generally cost effective way to convey people to their destination."
16	Examples of public transportation services/programs	8/19/2015	Public Transportation	add street car in Transit bullets, first bullet line
		8/19/2015	WSDOT	Are DEMAND MANAGEMENT and NON-MOTORIZED really PT service programs? Doesn't seem like it.
		8/19/2015	WSDOT	Should programs such as Uber/Lyft be included?
		8/28/2015	King County Metro	Employer Programs, not subsidies
		8/28/2015	King County Metro	In Examples of Public Transportation Services/Programs, the list of Demand Management programs should include information, technology, and engagement. These are growing areas in the demand management field that work in complement with system changes providing increased options.
		8/29/2015	Kitsap Transit	should include passenger-only ferries in "Transit" example
17	Intro	8/20/2015	WSDOT	Page 17, is it fair to state "during the next 20 years the state will invest billions of dollars"? The state works on the biennium system so I would be more comfortable with a statement that Connecting Washington asks that the state invest billions of dollars but to state it as a done deal seems to far reaching to me.
		8/28/2015	King County Metro	The plan should call out WSDOT's role in promoting/using transit to meet Land-use and Safety goals. There was little reference to safety even though the state's safety strategic plan calls out transit (see below). This could be a subsection of "Thriving Communities Goal"

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17	Intro	8/21/2015	WSDOT	In the opening, it would be helpful for the plan to highlight the roles and responsibilities for the systems and be clear about WSDOT's role, including funding (e.g., 5307, 5311, coordination).
		8/28/2015	WSDOT - Rail Division	par. 4: Consider including Amtrak Cascades information e.g., operates 300 miles in Washington state
		8/28/2015	King County Metro	In the Technology or Environment sections, WSDOT might want to touch on the shifts that KCM and other transit providers in the region towards hybrid buses, our trolley bus fleet, etc. – it's not just light rail. This region has been forward thinking on the subject and it's important to note.
		8/27/2015	WSDOT	Define who the state is in the 4th paragraph and change RCW 47.610 to RCW 47.66.100
18	Intro (cont.)	8/25/2015	Snohomish County Public Works Transportation Environmental Service department	With the Washington State legislature's recent passage of the statewide transportation plan, the information in this paragraph (and corresponding 12 reference on page 84) should be reviewed and adjusted accordingly as the maximum tax rate limits for at least some transit agencies have changed. Community Transit and Sound Transit are two transit agencies that operate in Snohomish County and both now have new tax rate limits with the passage of the new statewide transportation plan.
		8/27/2015	Cowlitz Wahkiakum Council of Governments	Public transportation providers in southwest Washington have struggled to afford maintaining existing services, while still seeing increases in ridership. This issue speaks to the unsustainable funding methods tied to local sales tax revenues, which are lower during economic downturns when people become the most dependent on public transportation. We appreciate the state acknowledging this issue in the plan, and hope to see proposed solutions to address the issue.
		8/27/2015	Cowlitz Wahkiakum Council of Governments	Paratransit costs have become unmanageable for multiple providers in our region.
		8/27/2015	Cowlitz Wahkiakum Council of Governments	Our region's providers are often able to receive consolidated grants from WSDOT/FTA to fund operations; however, their applications for capital projects are often not funded, even though fleet replacements are sorely needed. Our providers have also expressed frustration with being able to receive federal funds to obtain certain sized busses, which they feel are more appropriate in size for their ridership levels. Small and mid-size busses are eligible for funding under the state's 5311 consolidated grant program. In the past providers could apply for funding big busses under the 5311 grant program (federal and state funds). This is no longer the case. Now providers must apply for 5339 grants for large capital purchases. 5339 grants are federal funds administered under the federal MAP 21 program. It appears the state is no longer allocating funds for big busses.
		8/27/2015	Cowlitz Wahkiakum Council of Governments	There isn't a good funding source to pay for agency office facility upgrades. Multiple public transportation agencies in our region require additional office space to accommodate a growing staff; however, they have difficulty finding an eligible source to fund these kinds of projects.
		8/28/2015	Transportation Commission	The last paragraph does not reflect 2015 legislation. CT and ST are no longer at their maximum tax rates.
		8/28/2015	Transportation Commission	The second full paragraph appears to ignore farebox revenue. System users provide significant funding.
		8/27/2015	WSDOT	Can the discussion on local, state, and federal funds be expanded to explain the sources and limitations of each fund? There are a lot of misconceptions on this

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19	Image/vehicles miles traveled per capita	8/19/2015	WSDOT	<p>Watch significant figures throughout the table. The “73%” drive alone rate for 2010 does not have the same significant figures as the others in that row.</p> <p>As a related comment, most of the numbers have two decimal places displayed, with the hundredth decimal place always being zero. The inclusion of the hundredth place zero implies a precision to the hundredth place. If there is that precision, include it. If there is not that precision, do not display the hundredth place.</p>
		8/28/2015	WSDOT - Rail Division	table: Consider including Amtrak Cascades ridership data
		8/28/2015	Pierce County Transit	Delete 2009 column
		8/28/2015	Pierce County Transit	Define VMT in footnote
		8/20/2015	WSDOT	Public transit commuting rate seems very stable over the five year span shown on page 19th. To what extent to we project a change in that behavior? To what extent can we project a larger usage of public transportation when the rate of actual usage doesn't appear to match population growth?
		8/28/2015	King County Metro	The decline in carpool trips should be defined.
		8/28/2015	King County Metro	Why is that table there? What's it supposed to tell me? What point are the numbers trying to convey? Things are changing but slowly and in very small increments?
20	Images			None received.
21	Intro (cont.)			None received.
	Demographic trends	8/21/2015	WSDOT	More maps would be helpful in describing the core demographics of ridership of the systems.
		8/28/2015	Transportation Commission	New population numbers are out from OFM, as of July 1. State population now over 7 million.
	Washington's urban areas are growing/implications	8/28/2015	King County Metro	Could add that Metro vanpools provided over 3.5M trips
8/29/2015		Kitsap Transit	para 5, line 3 - ... transit options TO ensure transit ...	
22	Where does this leave us among millennials?	8/19/2015	WSDOT	<p>The top bar chart unceremoniously has 0% floating in the middle of the chart. Bold (or otherwise draw attention) the zero line, such that it is immediately apparent to the reader that 0% is floating in space.</p> <p>Also, why are the bars different colors? They should be the same color.</p> <p>And the lines are displayed every 5%, why? The actual values are included, this could easily be cut to 10%. The format of these two charts should be cleaned up. Given that the percentages are called out, I would be tempted to only label the zero (x) axis.</p>
		8/19/2015	WSDOT	The bottom bar chart vertical axis is mislabeled as “Percentage for whom community type is ‘city’”. It should be “Percentage for whom ideal community type is ‘city’”. When read, the current label felt either wrong or misleading, which made me check the source. When looking at the source (Figure 8) it became apparent that the label is wrong in the draft WSPTP.
		8/28/2015	King County Metro	under Millennials – change to a positive question. How will transit agencies embrace emerging technologies to increase service beyond traditional fixed route service?

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23	Senior population is increasing/implications	8/27/2015	Cowlitz Wahkiakum Council of Governments	Senior populations will exceed 30% of the population in Wahkiakum and Pacific counties by 2035, according to OFM. CWCOG staff strongly supports the state's efforts to address the transportation needs of our growing senior population.
		8/27/2015	WSDOT	change senior population to 65 and older to be consistent with other chapters
		8/27/2015	WSDOT	Spell out C-Tran and PSRC
	Millennial population in the workforce is growing	8/20/2015	WSDOT	I've often wondered what age range is 'millennial'. Is it fair to assume everyone knows what that means?
		8/28/2015	King County Metro	Define "Millennial" demographic (age range, years born, etc.)
		8/29/2015	Kitsap Transit	para 4, line 6 - reword to read "saw an increase in passenger trips of nearly 100,000."
		9/8/2015	Federal Transit Administration	Implications box, title: Implications for public transportation of a growing and increasingly diverse, millennial population
		9/8/2015	Federal Transit Administration	Implications box, third bullet: Is there another way to write this in a positive way. For example, "help alleviate the challenges of poverty" or "provide ladders of opportunity to help lift people out of poverty."
		10/13/2015	People for People	Third bullet: Is this for the millennial population...or is it for all populations? Perhaps it would fit better with Implications for Public Transportation of an increasingly diverse population????
	24	Image/Washington state and national demographics data	8/28/2015	Pierce County Transit
25	Washington's population is becoming more diverse/implications	9/8/2015	Federal Transit Administration	Implications box, second bullet: replace "are there" with "how do we address"
		9/8/2015	Federal Transit Administration	Implications box, second bullet: replace "that need to be addressed?" with "in collaboration with affected communities?"
		9/8/2015	Federal Transit Administration	Implications box, second bullet: I think we're past the point of asking whether there are geographical and social equity issues in our transportation system. We know these issues exist and now it's about addressing them. Much like the third question for service to people with special needs below, we know the needs and challenges exist and need to work on solutions.
	The numbers of people with special needs is growing throughout WA state/implications	8/28/2015	King County Metro	Excellent snapshot. Suggest rewording with less focus on dependency. For example, "As a result of the ADA, more people with disabilities are actively participating in the community, using public transportation to contribute economically and socially to the health of our community."
		8/28/2015	Transportation Choices	Refine "special needs" as a category of users. Currently the special needs users include seniors as well as low-income populations. While both communities, in addition to people with disabilities, tend to be more transit dependent, their transit needs and the policies and programs that serve them best may be very different, and should be considered separately.
		8/27/2015	WSDOT	The definition for "Special needs" is in state law but that state law says it can only be applied to determining hunting licenses. The plan can state it will use this as a working definition - but lose the reference to state law.

Page	Topic	Date submitted	Organization	Comment
26-27	Areas of poverty map	8/19/2015	WSDOT	There is an asterisk following the "Over 30% of Population Earns Less than Federal Poverty Rate*", however there is no reference to that asterisk. Either some clarifying text is missing or this asterisk needs to be removed.
		8/19/2015	WSDOT	In each of the items in the legend, there is a reference to the "less than the Federal Poverty Rate". In the statistical information section the reference is "Federal Poverty Level for a Household of Three People". The legend referring to a "rate" is incorrect. It should be referencing "less than federal poverty level", to be consistent with the verbiage in the statistical information section.
		8/19/2015	WSDOT	After the "Federal Poverty Level for a Household of Three People" in the statistical information section, the statement is made "WA average household = 2.5". As a numbers person, the obvious question that comes to mind is, is the Washington poverty level defined as a household earning less than \$20,900, or is that dollar figure adjusted to reflect the fact that our average household size is less than the federal average household level? Assuming that the \$20,900 is not adjusted for household size, I would get rid of the statistic that an average WA household size varies from the federal household average.
		8/28/2015	Pierce County Transit	Call out cities or towns or county names for context
28	Poverty is growing throughout WA state/implications	8/27/2015	WSDOT - OSAPA	first paragraph: last sentence they use a figure about 94% of welfare recipients don't own a car. I think given their earlier text a better measure might be car access for households below the "near poverty" threshold, which could be found in the American Community Survey (ACS).
		8/28/2015	Transportation Choices	Consider using 200% FPL as the threshold for defining "low-income". This is the definition used by King County Metro and Sound Transit, who jointly operate ORCA LIFT, one of the largest low-income transit fare programs in the nation. By making this definition consistent with how some of the state's largest agencies consider low-income riders, the plan can better address the needs of these transit riders.
		8/28/2015	Spokane Transit	Third paragraph: "spinal of"- dangling metaphor
		8/27/2015	WSDOT - OSAPA	third paragraph: The first sentence of this paragraph states "as housing prices increase in urban areas, many lower income families are moving to suburban and rural areas, where housing is considered more affordable." Is there data to support this statement that lower income people are moving to rural areas? Rural areas tend to have higher levels of poverty, but this is mainly due to the existing population rather than lower income people moving into these areas. It seems that lower income families are generally moving to the outer-lying urban and suburban areas.
		8/28/2015	Transportation Commission	Commuting time is the single strongest factor in the odds of escaping poverty... This deserves a call-out box, at the very least.
		8/28/2015	Pierce County Transit	First paragraph: replace "kids" with "children"
		8/27/2015	WSDOT - OSAPA	third paragraph: Quote about sprawl needs a statement leading into it about how the state will still need to help meet these needs or something. Right now a bit of a non-sequitur
		9/8/2015	Federal Transit Administration	Third paragraph: delete "a spiral of" in the last sentence.
		9/8/2015	Federal Transit Administration	Fourth paragraph: "longitudinal study" - Please explain this term for people who don't know what it means (i.e. plain language needed).

Page	Topic	Date submitted	Organization	Comment
28	Poverty is growing throughout WA state/implications	9/8/2015	Federal Transit Administration	Implications box, second bullet: This makes it sound as if affordable housing is being built or is increasing in suburban and rural areas, but in many cases the cost of housing is increasing in urban areas as demand increases and housing stock remains relatively static. Relative to this the cost of housing is more affordable in outlying areas. I would clarify this in this question.
		10/13/2015	People for People	First paragraph: This sounds like you are identifying the statistic for Washington state...I don't believe this is accurate for Washington residents. You should be able to get an accurate percentage from DSHS for TANF - welfare recipients.
		10/13/2015	People for People	Second to last paragraph: "...percentage of two-parent facilities" - should be families
		10/13/2015	People for People	Last paragraph - "...are working to better connect communities with transit options ensure transit planning is incorporated into housing..." - ??
29	Images	8/28/2015	King County Metro	Cite/source the studies in the Economic Benefits section.
30	Public transportation and the economy	8/28/2015	King County Metro	There seems to be too much emphasis on increasing home prices. While that is a general outcome in an unrestricted market (and a good point that people value transit with dollars), it shouldn't be our goal to increase the value of residences adjacent to rail stations.
		8/28/2015	Transportation Choices	Identify new and flexible sources of revenue to support public transportation projects. Recent court actions have loosened restrictions on gas tax revenue. New sources of revenue, such as tolls and the Road Usage Charge, if structured carefully, could provide new ways to pay not only for transit infrastructure, but operations and other costs.
		8/28/2015	Transportation Choices	Identify legislative and administrative barriers to funding public transportation and meeting goals. Transit ridership continues to grow statewide. Yet state funding for transit lags behind. There are many barriers that impede transit funding. For example, funding decisions for multimodal projects and road expansion projects should not be siloed. Rather these projects should be evaluated side by side for cost and benefits, and have access to the same large pool of funds. Be sure to articulate the dismantling of these barriers as a goal and the steps needed to address these barriers head on.
		9/8/2015	Federal Transit Administration	First paragraph, first sentence: "economic downturn or connect people to job opportunities, public transportation..."
	Public transportation and the environment	8/28/2015	Pierce County Transit	I'd suggest something addressing highway capacity where regional express buses still sit in traffic. If there's little to no time savings by using transit instead of driving alone, commuters are likely to just switch back to SOVs. In other words, transit must continue to be able to compete with the real times, on demand, door to door service provided by the private automobile. An example of this challenge is noted in the case study (#3) on page 44.

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30	Public transportation and the environment	8/28/2015	Transportation Choices	Clarify two additional health impacts of transportation. The plan refers to transportation's impact on greenhouse gas emissions and water quality, but should also note that increased use of public transit is correlated with an increase in physical activity and that the subsequent decrease in particle pollutants from reduced VMTs can lower cases of respiratory diseases. Performance metrics should measure changes to these health outcomes.
31	Images			None received.
32	Images			None received.
33	Public transportation and the environment (cont.)			None received.
	Trends in technology & public transportation	8/28/2015	King County Metro	In Trends in Technology & Public Transportation, include discussion that technology is inclusive, giving riders with vision and hearing disabilities the same opportunities to access information.
		8/28/2015	King County Metro	last paragraph – replace standard example with – using a smartphone carpooling app drivers can offer rides that are on demand and not prearranged.
		8/28/2015	King County Metro	Emerging Trends – Might want to acknowledge those that can afford (and choose) to live in affordable in urban areas because they are able to depend on transit.
		8/28/2015	King County Metro	Trends in Technology & Public Transportation - the first paragraph includes the term "Big Data" a number of times. It seems like other terms or phrases could be used in this paragraph.
		8/28/2015	Pierce County Transit	Change "cell" to "mobile"
		8/28/2015	WSDOT - Rail Division	following graph: Consider including Charger locomotives compliant with Tier IV emission standards (8 new locomotives will be delivered to WSDOT by 2017)
		8/27/2015	WSDOT	Define Big Data
34	Images			None received.
35	Trends in technology & public transportation (cont.)	8/28/2015	Pierce County Transit	insert "(subway train" next to "Tube"
	Rural communities need continued support	8/27/2015	Cowlitz Wahkiakum Council of Governments	It is unfortunate that only three paragraphs in the plan are dedicated specifically to rural communities' need for continued support. Many rural communities, especially in southwest Washington, experience a disproportionate percentage of residents (compared to urban areas) who are in poverty, elderly, or disabled. These individuals are the most dependent on public transportation, and experience the most difficulty accessing service. Projections show that these issues will continue to increase at a disproportionate rate more so in rural Washington than in urban areas. A more concerted effort should be made by the state to specifically address rural public transportation issues, which are often considered less of a priority compared to urban projects, despite having fewer resources.

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35	Rural communities need continued support	8/28/2015	Pierce County Transit	first paragraph: replace "access" with "get to"
		8/27/2015	WSDOT - OSAPA	third paragraph: The third sentence states "it is ironic that the somewhat affordable housing that draws people to rural areas forces them to rely on more expensive personal vehicles, often to jobs that are located long distances from their homes." I'm not sure that "ironic" is the right word here - the housing is more affordable because it is farther from key employment centers (therefore having lower demand). The cost of housing in urban areas is increasing because it is close to jobs and therefore is in high demand.
		10/13/2015	People for People	Second paragraph: Anecdotaly, we saw a decrease in new car purchases...people were still driving but were using older less reliable cars.
	Conclusion	8/28/2015	WSDOT - Rail Division	last par.: Should the plan address Commute and Tourism topics? If so, how?

Chapter 2 Comments

Page	Topic	Date submitted	Organization	Comment
36	Image			None received.
37	Intro	8/28/2015	King County Metro	Highlight accessibility analysis as a helpful lens to consider the integration of transit systems. This type of analysis measures the number of destinations people have access to in 30 minutes using transit. Metro would be happy to discuss this more and its applicability if there is interest.
		8/28/2015	King County Metro	The plan should elevate WSDOT's responsibility in supporting transit supportive capital and service where transit capacity is critical to the operation of state routes and facilities. Possibly suggesting these areas/corridors are identified as "Transit services/facilities of regional/state-wide significance." This designation could be used to help guide performance measurement and prioritization of vehicle movements, potentially establishing a statewide use of person-throughput over vehicular throughput.
		8/28/2015	Transportation Choices	Specify whether and how existing and new programs are being implemented. For example, the draft plan points out that "supports consideration of demand management and operational improvements as a more cost effective and sustainable way to address mobility needs before moving to capacity expansion." However, the document doesn't address how prioritizing demand management over capacity expansion would happen. If it is not actually operationalized, detail the steps needed to do so. The document mentions that "WSDOT is focusing its initial application of Corridor Sketch Planning on highway corridors in the regions of the state that were funded in the Connecting Washington transportation package. Corridor Sketch Planning subsequently will be applied everywhere," but does not specify the outcomes of affected corridors and when or how the program will be expanded.
		8/28/2015	King County Metro	The plan should include more specific language about what WSDOT could do to support transit on congested corridors beyond HOV lanes to include bus only transit facilities. These should be classified as "system enhancements which improve capacity"
38	Intro (cont.)			None received.
	The state role in public transportation	8/28/2015	Spokane Transit	State also has a role in implementing the Growth Management Act. "Encourage efficient multimodal transportation systems" is one goal of the GMA. The State guidance and leadership on land use and transportation could be better integrated.
		8/28/2015	Pierce County Transit	Change sub-heading to "The State's Role in Public Transportation"
		8/28/2015	Pierce County Transit	Insert "By" before "Building on policies..."
		8/28/2015	Pierce County Transit	Add "of surface transportation infrastructure" to end of the 4th bullet under #2
		8/28/2015	Pierce County Transit	Provide examples for the 2nd bullet under #1
		8/28/2015	King County Metro	As with state interest in public transportation, the definition of the state's role needs to be more clear and compelling

Page	Topic	Date submitted	Organization	Comment
39	The state role in public transportation (cont.)	8/28/2015	King County Metro	"Practical Solutions" approach should be briefly defined in the introduction, rather than later in this section—inserting the hyperlink only is insufficient.
	Moving toward an integrated system	8/29/2015	Kitsap Transit	para 2 in "Moving Toward an Integrated System", line 2 - dele duplicate "a"
40	Moving toward an integrated system (cont.)	8/28/2015	Transportation Commission	The quote from the Executive Order should be in a footnote, not the text.
		8/28/2015	Pierce County Transit	first paragraph: change "traditional" to "new"
		8/29/2015	Kitsap Transit	para 4, line 1 - Capitalize "cost" and "planning" in Least Cost Planning
41	Moving toward an integrated system (cont.)			None received.
41	Case studies	8/20/2015	WSDOT	Good job on the case studies.
		8/28/2015	Transportation Choices	Shorten and clarify case studies Keep case studies short and to the point (currently they sound like marketing materials). Tie each case study explicitly to the policy, procedure, or plan it exemplifies, and explain not only how each project was selected for WSDOT involvement, but also how each is an example of something that is or will be happening on a larger scale.
		8/28/2015	SDOT	"WSDOT is focused on a project management approach called Practical Solutions....WSDOT is focusing its initial application of Corridor Sketch Planning on highway corridors in the regions of the state that were funded in the Connecting Washington transportation package. Corridor Sketch Planning subsequently will be applied everywhere." This statement suggests that projects will be subject to specific project development requirements – maybe creating a new step "to state-ize", similar to how we now "federalize" projects. Comment: Ask WSDOT whether local projects receiving 2015 state transportation package funding are subject to this approach Comment: Ask WSDOT whether the State intends that this approach will be required for all future projects to receive state funding
		8/28/2015	Transportation Commission	I like the case studies. But while Spokane's High Drive illustrates integration, I don't see it as relevant to the Public Transportation plan.
42	Case studies (cont.)	8/19/2015	Public Transportation	second to last paragraph, consider adding the length is this project (I looked it up and its a 1.89 mile stretch, which is significant) - helps reader visualize more than just costs.
		8/28/2015	King County Metro	Did the case study mentioned here also align with an adopted pedestrian/transportation plan for the City of Spokane? (i.e. meet goals or needs already identified by the community)
		8/28/2015	Spokane Transit	Case study #1: While this is great case study of integration, the link to lessons learned for public transportation could be made stronger.

Page	Topic	Date submitted	Organization	Comment
42	Case studies (cont.)	8/28/2015	SDOT	The section, "What Does System Performance Mean?" describes the difficulties in defining performance measures that have comparable influence among data-based phenomena (e.g., operations) and policy/community values objectives. It provides draft recommendations for system performance measures. This conversation should include substantial participation from the City of Seattle, both from a values perspective and from the potential impacts to outcomes for the largest city in the state. Comment: Urge Seattle's participation in developing the final performance criteria
		8/28/2015	Pierce County Transit	Case study #1: 15 min drive service by Spokane transit as well?
		8/28/2015	King County Metro	Good stuff
43	Case studies (cont.)	8/27/2015	Cowlitz Wahkiakum Council of Governments	Case Study #2 seems like an excellent resource to better assist special needs populations in rural Washington. CWCOG staff hopes the state will support similar projects in other areas of the state, including southwest Washington.
		8/29/2015	Kitsap Transit	para 2, line 1- split common sense into two words
		9/8/2015	Federal Transit Administration	Case study #1, last sentence: delete this sentence
44	Case studies (cont.)	8/28/2015	Pierce County Transit	Move all reports cited in parenthesis to footnotes
		9/8/2015	Federal Transit Administration	Bullet point at the bottom of the page: replace "accommodate" with "shorten travel times and make schedules more reliable"
45	Case studies (cont.)	8/28/2015	Pierce County Transit	"bypass lanes" --> add (aka "hard shoulder running")
	Developing performance measures for public transportation	8/21/2015	WSDOT	A few performance measures to consider: (a) GHG caused by each transit system - to promote cleaner, more efficient systems. (b) Fleet condition - to assess financial needs. (c) Fare box recovery - to determine which systems to focus least-cost planning solutions on.
		8/28/2015	King County Metro	Bullet point at top of page mentions a work team that includes Spokane Transit, but the example is about I-5. Was this a statewide work team? Or is Spokane Transit included by mistake?
46	Developing performance measures for public transportation (cont.)	8/27/2015	WSDOT	1st Paragraph: Change the sentence on MAP-21 to this: "The Washington Transportation Plan 2035 recommends going beyond the performance areas in MAP-21, which include safety, infrastructure conditions, traffic congestion, freight movement, environmental protection and project delivery, to demonstrate that funds are being wisely applied and are returning measurable benefits to individuals and the state as a whole." This is because MAP-21 didn't set standards - it requires them - and we should remove the word voters because this isn't a stated objective in MAP-21.
	Current reporting includes:	8/27/2015	WSDOT	Last bullet change "prepared by the Office of Financial Management" to "WSDOT" because RCW 47.04.280 was amended in 2015 to change this from OFM responsibility to WSDOT's.
47	Current reporting includes: (cont.)	8/27/2015	WSDOT - OSAPA	second bullet point: Suggested revised text for bullet point: "The quarterly Gray Notebook provides performance data on WSDOT's projects and programs. The Gray Notebook focuses on performance in areas such as highways, aviation, ferries, and rail, and also includes data on vanpool and transit usage."
	What does system performance mean?			None received.

Page	Topic	Date submitted	Organization	Comment
48	What does system performance mean? (cont.)	8/27/2015	WSDOT - OSAPA	second paragraph: This paragraph starts out "performance measures reflect the operation of the transportation system, and not the value communities derive from the services." I suggest revising to say "traditional performance measures." New performance measures could be developed that account for the value communities derive from the services. The problem is not performance measures themselves, but how the measures are framed. Measures that incorporate accessibility (to jobs, health care, goods) are an important start.
		8/28/2015	Pierce County Transit	add "and contextual" after "performance measures must be appropriate"
		8/28/2015	Pierce County Transit	3rd paragraph: other factors include aging human capital (e.g. transit operators, journeyman mechanics, etc.) plus aging vehicles that are often in service well beyond their useful life.
		8/27/2015	WSDOT	1st Sentence in 2nd Paragraph - recommend clarifying that performance measures will reflect the operation... because they have not been set yet.
49	Early actions	8/27/2015	WSDOT	Early Actions - identify "who" will take this early actions
		8/28/2015	WSDOT - Rail Division	Early Actions section: Should the plan address Open Data? If so, how?
		8/28/2015	King County Metro	Services for Transit Dependent Groups. Change to "Services for Groups who don't have access to personal vehicles." It is time we moved away from this industry terminology.
		10/13/2015	People for People	Second bullet: I would also add the ROI for transportation - healthcare access - as well as living independently versus institutional care.
	Next steps for public transportation			None received.

Chapter 3 Comments

Page	Section	Topic	Date submitted	Organization	Comment
50	Intro	Big ideas	8/28/2015	King County Metro	The Big Ideas are great
51		Intro			None received.
		What will it take to get from here to there?	8/27/2015	WSDOT	Last Paragraph - add the Aviation System Plan to the list of plans
			8/28/2015	Spokane Transit	A table summarizing.. - This paragraph is redundant to the last paragraph on the following page
52		What will it take to get from here to there? (cont.)	8/28/2015	Spokane Transit	Last paragraph: This paragraph is redundant to the 2nd to last paragraph on the previous page.
53		Images	8/19/2015	WSDOT	Page 53 has a photo of someone loading onto a bus, showing three frames in different stages of stepping onto the bus. Page 83 has a photo someone walking up steps, with a similar look/feel to it. I am not a fan of the style, but recognize that it may appeal to some readers. Moreover, since that style/theme was used on an earlier page, when I run across it a second time, my reaction is "why are they using this again?" I would recommend something different for page 83.
			8/28/2015	King County Metro	There is a large picture that looks like it has an interesting purpose, but there doesn't seem to be any information about it on the page before, nor is there a comment above or below it to provide context.
54-55	General table feedback	8/20/2015	WSDOT	The table on Page 55 shows most of the 'early actions' have no lead identified. Can all of these reasonably be implemented by Dec. 31, 2016 if in Aug 2015 they don't have a lead?	
		8/21/2015	WSDOT	All of the 'Early Actions' should have an identified role for WSDOT. Additionally, a role should be identified for local partners, federal partners, and state partners, as needed.	
		8/28/2015	King County Metro	Matrix needs some discussion	

Page	Section	Topic	Date submitted	Organization	Comment
54-55	Intro	General table feedback	8/18/2015	WSDOT	The goals and action strategies table reads like it is for a public transportation/TDM plan. There has clearly been some work to address other modes but it is heavily weighted towards public transportation. Unchanged the current goals and action strategies do not adequately address bicycle and pedestrian networks, safety needs, infrastructure, and operations.
			8/28/2015	Transportation Commission	I suggest the "Strategies" and "Early Actions" include the strategies and recommendations in WTP 2035 that relate to public transportation.
			8/27/2015	Cowlitz Wahkiakum Council of Governments	Regarding early actions on page 55, it is a bit concerning how many project leads still need to be identified. Will these leads be identified by the time the plan is ready for adoption?
			8/28/2015	Transportation Choices	Use these and other performance measures to develop a performance-based, mode neutral, project selection process, that considers right sizing, climate pollution models and full life cycle cost benefit analysis.
			8/28/2015	Transportation Choices	Identify near, mid, and long term actions needed. With the passage of the state transportation funding package, there are new opportunities to leverage this funding to support the achievement of these goals.
			8/28/2015	Transportation Choices	Specify methods and targets for expanding successful programs. For example, one of the state's most successful programs to reduce single-occupancy travel, Commute Trip Reduction, could be expanded to smaller companies or large residential buildings, and could be strengthened with more ambitious targets, better enforcement and increased incentives for companies and jurisdictions. Another opportunity could be the expansion of the oversubscribed Regional Mobility grant program to support transit capital investments.
			8/28/2015	Transportation Choices	In evaluation matrix under each goal, be sure to visually associate each measure with its associated outcomes.
			8/28/2015	Transportation Choices	Add concrete targets or benchmarks and a timeline for each measure.
			8/28/2015	Spokane Transit	Another early action that could go under Goal 1 or 5 (I prefer 5): Initiate an effort to systematically improve the state planning requirements for public transportation to more effectively relate to local/regional GMA, WTP/MPO plans and federal requirements.
			8/27/2015	WSDOT - OSAPA	Will there be leads assigned to the strategies? It is not clear for which strategies WSDOT is responsible.
		8/29/2015	Kitsap Transit	early actions, bullet 3 - add apostrophe after communities	
		8/29/2015	Kitsap Transit	early actions, bullet 1 - lead should be "Partner with University of Washington" (per page 61)	
				Thriving communities	

Page	Section	Topic	Date submitted	Organization	Comment
54-55	Intro	Thriving communities	8/29/2015	Kitsap Transit	early actions, bullet 3 - add apostrophe after communities
			8/29/2015	Kitsap Transit	early actions, bullet 1 - lead should be "Partner with University of Washington" (per page 61)
			9/3/2015	Feet First	add implement to the first strategy under Thriving Communities
			9/3/2015	Feet First	add health to the second strategy under Thriving Communities
			9/3/2015	Feet First	incorporate pedestrian access and first/last mile connectivity to last strategy under Thriving Communities -- broaden this item
		Access	8/29/2015	Kitsap Transit	strategies bullet 2 - add comma between funding and to
			9/3/2015	Feet First	add schools to Access goal statement
		Adaptive transportation capacity	8/29/2015	Kitsap Transit	early actions, bullet 1 - lead reference should be aligned farther left, as it is in other references
		Customer experience	8/29/2015	Kitsap Transit	early actions - no reference to a lead
		Transportation system stewardship	8/29/2015	Kitsap Transit	early actions, bullet 2 - lead should be "Washington State Transit Association" (per page 81)
			8/28/2015	SDOT	The "Transportation System Stewardship" goal recommends a study of public transportation funding mechanisms and future strategies. This work is being amply addressed by many entities and doesn't require new effort for this plan. A study that does need to take place would be to "normalize" the net effect of a range of capital and service options for robust project-level performance assessment. Comment: Emphasize early tasks that contribute new information with demonstrable benefit.
			8/27/2015	WSDOT	Please replace the goal with the goal already in RCW for Stewardship which is " To continuously improve the quality, effectiveness, and efficiency of the transportation system". 1) We don't have authority to change the law; and 2) Its confusing to have two goals for system stewardship
56		Images			None received.
57	Goal 1	Intro	8/19/2015	Public Transportation	extra space in first paragraph, first sentence between Plan/and
			8/19/2015	Public Transportation	extra space in second paragraph, second sentence after transportation, /and
			8/28/2015	King County Metro	This is an opportunity to explicitly recognize the broad nature of our travel challenges, and the importance of developing systems and solutions that address that full spectrum of travel needs. While we know that over 75% of travel is not work related, many of our regulatory and funding resources are still focused on commute travel needs. Statements that address providing options and programs for both work and non-work travel, and for large and small employers, would be beneficial.

Page	Section	Topic	Date submitted	Organization	Comment
57	Goal 1	Intro	8/27/2015	WSDOT	Please reference location of the commission's Livable Communities Policy - maybe in a resources appendix or a footnote?
			9/8/2015	Federal Transit Administration	Second paragraph, replace "property values due to proximity to high-frequency public" with "access to affordable housing near transit"
		Economic benefits	8/27/2015	Cowlitz Wahkiakum Council of Governments	Quantifying and communicating the economic and community benefits of public transportation will be immensely important in order to obtain additional support from the public and elected officials for increasing investments in public transportation.
			8/27/2015	WSDOT	3rd Paragraph - Change "the state and its partners" to "WSDOT"
58		Infographics	8/19/2015	WSDOT	The colors of the upper graph are a light green and kind of a medium green, with the background being a darker green. The medium green is difficult to read, provided the background color. If the background color were darker, the colors in the graph would be easier to read.
59		Economic benefits (cont.)			None received.
		Increased property values	8/19/2015	Puyallup Watershed Initiative Active Transportation COI	It would be nice to note that jurisdictions should work proactively to ensure that rising property values near trails and public transportation don't price out lower-income families (p59). Perhaps the measure of "numbers and types of housing units" could include information on the affordability of those units.
			8/28/2015	King County Metro	Under increased property values, also several statistics that do not include enough context; last sentence says property near Burke-Gilman Trail sells for 6% more—more than what? How close to the trail?
			8/28/2015	Pierce County Transit	"Data" are plural of "Datum"
			8/28/2015	WSDOT - Rail Division	Dialogue on land use relationship to public transportation is severely lacking - context to RCW 47.01.330 (intent of state role in public transportation) and RCW 47.66.010 (state interest in public transportation)
			8/28/2015	King County Metro	Second paragraph mentions several studies, but many of the statistics cited are vague. Transit Center study found employed people more likely to use transit—more likely than unemployed? Full-time? Part-time? Students more likely than others in "similar situations"—too vague.
		Making communities work better	8/19/2015	Public Transportation	last word in last sentence of last paragraph should not be capital (in rather than In)
			8/28/2015	Pierce County Transit	change "down the road" to "on"
			8/27/2015	WSDOT	Consistency issue - change "Senior citizens" to 65 years and older

Page	Section	Topic	Date submitted	Organization	Comment
60		Making communities work better (cont.)			None received.
		Strategies	8/28/2015	SDOT	<ul style="list-style-type: none"> Expand best practices research and promotion to include national and international examples. Develop series of principles for sustainable public transportation.
61	Goal 1	Strategies (cont.)	8/28/2015	Spokane Transit	Add a strategy regarding encouraging transit oriented communities
		Early actions	8/20/2015	WSDOT	Page 61, who's partnering with UW on the early action?
			8/29/2015	Kitsap Transit	early actions, bullet 3 - add apostrophe after communities
		Evaluating thriving communities	8/19/2015	Puyallup Watershed Initiative Active Transportation COI	It would be great if health benefits (physical activity and safety/injury prevention) could also be measured.
			9/8/2015	Federal Transit Administration	Measures currently available: What about low-income populations or populations below X% of median income within .5 mile of transit, bike, and ped infrastructure? Can be done at a block group level for state or a parcel level for counties.
62	Goal 2	Images			None received.
63		Intro	8/28/2015	Transportation Commission	The Access Goal falls short. It fails to confront the situations in our state where local communities have not created a public transportation system, leaving the poorest in the community stuck in poverty with no way out. The State must play a larger role in Public Transportation than this Plan envisions.
			8/28/2015	King County Metro	The plan could be stronger on access to transit. The section dedicated to access, seems to focus on what people can get to using transit, which would inherently include getting to transit in the first place but it's fairly silent on ideas to improve connections to transit. There is no reference to park and rides, since the state owns many of them, WSDOT should acknowledge some agency guidance on park and rides going forward – are they considering management, expansion? Other strategies as alternatives to park and ride access?
			8/28/2015	Transportation Choices	Add access to human services, hospitals and other health care facilities, and educational institutions as an equity performance measure.
			8/28/2015	King County Metro	Strategies here include removing barriers to better system integration – this could be expanded to include removing barriers to better system management. Specifically, there has been recent movement to more aggressively manage overcrowded park-and-ride lots. Currently, there are barriers to implementation on state owned or funded lots. Clear supportive policy direction would help transit agencies move forward with permitting or pricing programs that can maximize effectiveness of those lots.

Page	Section	Topic	Date submitted	Organization	Comment	
63	Goal 2	Increased demand for public transportation			None received.	
64		Increased demand for public transportation (cont.)				None received.
		Emerging trends	8/27/2015	WSDOT - OSAPA	I suggest saying that there are lower rates of car ownership among millennials (rather than that they are rejecting car ownership).	
			8/27/2015	WSDOT	Consistency issue - change "aging population" to 65 years and older	
					3rd paragraph - Key! If the surrounding land uses don't support it transit won't work	
		8/29/2015	Kitsap Transit	para 5, line 7 - uncapitalize Law		
		8/28/2015	Pierce County Transit	add "more" before "affordable housing" - 1st paragraph		
		8/27/2015	WSDOT - OSAPA	The third sentence states "the trend is likely to increase in rural regions as more low-income families are priced out of the urban housing market and move to these areas for affordable housing." Is it accurate to say that they are moving to rural areas? It seems more accurate that the trend would be more low income families moving to suburban and outer-lying urban areas.		
		Strategies	8/28/2015	WSDOT - Public Transportation Division	Remove "improve the ways to" from the first strategy	
			8/28/2015	SDOT	Promote partnerships between State and local and regional transit providers to improve capital facilities and infrastructure to enhance universal access to stations and stops.	
		65	Strategies (cont.)	8/27/2015	WSDOT	2nd bullet - can this be more specific what type of barriers these are? Federal ? State? Law? Policy? etc
Early actions			8/28/2015	WSDOT - Rail Division	table: Measure should also include quality of first/last mile connectivity	
			8/28/2015	King County Metro	Change third Early Action to: "Identify key barriers, such as insufficient funding sources, to special needs service delivery and expansion and begin pilot projects to address highest priority barriers." Fits in with strategy listed above.	
Evaluating access			8/19/2015	Public Transportation	in Evaluating access, second box - extra space between and/Washington	
	8/19/2015		Puyallup Watershed Initiative Active Transportation COI	typo under "Measures to be developed": Access to jobs by through alternative transportation		
	8/27/2015		Cowlitz Wahkiakum Council of Governments	A public transportation connectivity dashboard would be a tremendous tool to assist agencies and planning organizations to coordinate and plan for a more integrated system.		

Page	Section	Topic	Date submitted	Organization	Comment
65	Goal 2	Evaluating access	8/28/2015	King County Metro	These sections use the same table. Is this deliberate? Is the intent that all the desired outcomes and proposed metrics are the same for both Access and Adaptive Transportation Capacity?
			8/28/2015	King County Metro	Evaluating access. How do you measure whether people got to do what they wanted to do? How well did it (the travel part) go?
			8/28/2015	King County Metro	Change last bullet on measures to develop to, "Access to public transportation by race, income and disability." Like Title IV, ADA is federal civil rights legislation that needs to be called out from Special Needs.
66	Goal 3	Images			None received.
67		intro	8/28/2015	King County Metro	The definition of goal 3 does not convey what it means. It is explained in the chapter but is unclear in the goal's definition.
			8/28/2015	King County Metro	last paragraph – this implies vanpools will have reserved parking at P&R. Not the case! Something wrong with this example. Not clear to me what this is supposed to be.
			8/28/2015	King County Metro	This section should also address innovation to continue to provide a competitive advantage to non-drive alone modes. An example would be the ability to adapt lane management strategies to ensure advantage to HOV lanes such as, and removing barriers to or providing incentives for HOV formation
			8/28/2015	King County Metro	Piece on adaptive capacity is great. Really well done and much more developed.
			8/28/2015	King County Metro	We are excited to see the focus on fostering innovation. Strategies should explicitly address innovation in demand management programs in addition to infrastructure and technology. Strategies should also identify creating a culture of 'pilot and/or demonstration' projects in public transportation and funding is provided to test new ideas.
68		Intro (cont.)	8/28/2015	King County Metro	instead of Chicago or in addition let's talk about TripPool and what Metro will be demonstrating.
			8/28/2015	King County Metro	Cont'd Adaptive Capacity – technology reaches public sector much later only when proven – then public sector needs to support demonstrations/pilots.
			8/28/2015	King County Metro	second paragraph – why are we talking about Colorado? Why not a statement about our successful last mile connection from train stations and ferry terminals? Let's talk about first mile connections with TripPool demonstration.
69		How adaptive capacity works: dome examples			None received.

Page	Section	Topic	Date submitted	Organization	Comment
70		Table x	8/28/2015	Transportation Commission	Table X is interesting, but again, I question its relevance in this Plan.
		Strategies	8/28/2015	King County Metro	Strategies – How about adding – develop and implement integrated multimodal strategies that increase the passenger capacity of parking stalls at multimodal facilities like P&R.
		Early actions			None received.
71	Goal 3	Early actions (cont.)			None received.
		Evaluating adaptive transportation capacity	8/28/2015	King County Metro	Table of information titled: Evaluating Adaptive Transportation Capacity, has same chart that is on page 65 titled: Evaluating Access. It seems as though the wrong table got inserted on page 71.
			8/28/2015	Transportation Choices	Clarify measures for adaptive capacity. Adaptive capacity could be construed as very broad, and the measures listed could easily fall under other goals. Therefore, measures should be more connected to data reliability, funds spent on innovation, etc.
			8/28/2015	WSDOT - Rail Division	table: Should Goal 3 table be identical to Goal 2?
			8/27/2015	WSDOT	In the box on the bottom of the page - change "Washington sponsored Amtrak train service" to "Amtrak Cascades intercity passenger service" This service is funded through WSDOT, ODOT, and fares - not just Washington.
72	Goal 4	Images			
73		Intro	8/19/2015	Public Transportation	first paragraph, last sentence, consider adding light rail and street car along side all the other mentioned modalities
			8/28/2015	Pierce County Transit	5th buller: change "cheaper" to "less expensive/more economical"
			8/28/2015	King County Metro	It is really great that WSDOT dedicated a whole goal to the customer experience. Noticed and appreciated!
74		Intro (cont.)	8/27/2015	WSDOT	3rd paragraph - Does passenger rail program mean commuter, intercity, and long-distance? If not, please specify which ones
		Strategies	8/28/2015	SDOT	Customer-focused solutions should include promotion of a wide range of transit customer-specific amenities from active spaces and leisure activities at rail stations to technology improvements that would allow vehicle drivers to verify identity of passengers who had forgotten their fare cards.
			8/28/2015	SDOT	To increase the use of multi-modal options wayfinding systems should receive greater attention.
			8/28/2015	SDOT	Develop strategies, tools and techniques to involve customers in the process of “value creation”, in other words, citizen participation or co-production in the delivery of services. An example would be the opportunity for transit customers to engage in real-time and open-risk dialogue with transit agency customer service staff, similar to computer-support services.
			8/28/2015	SDOT	Customer-focused solutions should include promotion of full fare and schedule integration at the regional level.

Page	Section	Topic	Date submitted	Organization	Comment
75		Strategies (cont.)	8/28/2015	SDOT	Best practice research in the areas of transit safety and security should consider gender equity.
		Early actions	8/6/2015	WSDOT	Proposed revised: Improve access and knowledge of multimodal safety data to better support integrated reporting, analysis, education and prevention. Lead: WSDOT.
		Evaluating customer experience	8/28/2015	WSDOT - Public Transportation Division	3rd bullet: what type of "information"
			8/28/2015	WSDOT - Public Transportation Division	Mike's group for lead of 4th early action
			8/28/2015	WSDOT - Rail Division	table: Consider "value" as a desired outcome and consider use of "cleanliness" and "reduced travel time" measures
8/27/2015	WSDOT	box on bottom. We don't have the fatalities and injuries by all modes in all locations. Check with WSDOT Crash Data office for specifics			
76	Goal 5	Images			None received.
		Intro	8/28/2015	King County Metro	The need for funding is acknowledged in the report, but specific strategies could be identified for moving this discussion forward. Specific funding options could be identified, along with strategic opportunities for exploring or advancing these opportunities. The plan identifies a list of near term action items, but without funding, these items will move forward.
					3rd paragraph: add "regional" to "intercity bus service"
77				8/27/2015	WSDOT
78		Intro (cont.)	8/19/2015	Public Transportation	last paragraph, second sentence - extra space between first- /and
			8/28/2015	King County Metro	The two stats about ridership (KCM and Vancouver area) are confusing when put next to each other. Make the units the same or explain the difference.
79		Quote			None received.
		Intro	8/27/2015	WSDOT	Last Paragraph: Can the sources of the funding be discussed - such as gas tax, sales tax, etc?
80		Intro (cont.)			None received.
81		Strategies	8/28/2015	SDOT	Examine and explore various models for public transit systems' governance, i.e. regional public transit network systems that integrate and coordinate service delivery among all modes within a given geography
		Early actions	8/28/2015	Spokane Transit	First bullet: Current taxing authority provided to local transit agencies under state law should be reviewed to determine if they are the most financially sustainable and equitable funding mechanisms that could be used to fund local transit.
			8/28/2015	Pierce County Transit	Where will the dashbord be visible? On WSDOT's website?
			8/28/2015	WSDOT - Rail Division	Early Actions section: Early actions don't seem to support the first strategy

Page	Section	Topic	Date submitted	Organization	Comment
81	Goal 5	Early actions	8/28/2015	Pierce County Transit	First bullet: great idea! Anything that can demonstrate to policy makers and elected officials that transit is underfunded would help our cause
			8/28/2015	Transportation Choices	Under transportation stewardship, include a measure of cost per passenger miles travelled. This could be a good measure of ridership and cost-efficiency when comparing projects.
		Evaluating transportation stewardship	8/28/2015	Transportation Choices	Measure percentage of statewide transit network using exclusive right-of-way.
			8/28/2015	WSDOT - Transportation Division	First bullet: maintenance of infrastructure? Vehicle?
			8/27/2015	WSDOT	box on bottom of page - Please clarify that these measures are for the entire system and not just the transit system and that performance measures for the entire system as required per MAP-21 are being developed.

Conclusion Comments

Page	Date submitted	Organization	Comment
82	8/19/2015	Public Transportation	first paragraph, first sentence - I believe "comment" should be "commerce"