

WASHINGTON TRANSPORTATION PLAN 2035  
ELECTRONIC DATABASE OF COMMENTS ON THE DRAFT WTP 2035

Summary of Contents

This file contains all formal comments received by the Washington State Transportation Commission on the Draft WTP 2035. It excludes those comments provided to the Commission directly by the Washington State Department of Transportation. It also excludes comments submitted via letter to the Commission; those letters appear in a separate file on the WTP 2035 website, "WTP 2035 Comment Letters."

The section "All Public Forums" (pages 2-7) includes approximately 100 comments received at five public open houses held in Vancouver, Spokane, Bremerton, Bellevue, and the Tri-Cities. These comments also appear in each individual open house section, i.e., Vancouver, Spokane, etc. (pages 23-30)

In addition, the section "Funding Board Vote" (page 8) shows the results of an informal voting process held at each of the five public open houses, in which attendees were encouraged to indicate their preference for one or more of nine alternative strategies to generate funding for transportation system maintenance and improvement.

Finally, the section "Electronic Comments" (pages 9-22) includes comments that were received at the Transportation Commission's e-mail address.

Comment	Board Name	Location	MainDescription	SubDescriptions
More funding is going towards bicycle (paths, stripes, etc.) However, they don't follow the laws, ie. No helmets, wrong side of the road, run through stop signs, weaving across the whole street. If a driver doesn't wear a seat belt - they get a ticket, have to have insurance, follow the road rules, or they are fined. Bicycle riders have no enforcement.	Funding	Spokane	bicycle	bike infrastructure, bike safety bike infrastructure, pedestrian infrastructure
More investment in complete streets, sidewalks and bike trails	Community Needs	Tri-Cities	bike and pedestrian concerns	ADA services
Need funding for ADA services outside of federally mandated guidelines	Frequently Heard Concerns	Tri-Cities		bike infrastructure, pedestrian infrastructure
When you provide opportunities to walk and bike to school, shopping, work, you improve population health!	Frequently Heard Concerns	Tri-Cities	concerns	bike infrastructure, public health
Cities need help in becoming bicycle friendly! Transportation and public health would be great partners!	Frequently Heard Concerns	Tri-Cities	concerns	
Yes! Transportation access to health services is a big concern for rural communities!	Frequently Heard Concerns	Tri-Cities	concerns	health access, rural
How about contract with Uber for more communities?	Frequently Heard Concerns	Tri-Cities	concerns	rideshare services
Yes to all!	Frequently Heard Concerns	Vancouver	concerns	
Issues other than I-5 corridor must gain importance in WTP 2035	Frequently Heard Concerns	Tri-Cities	concerns	
No more idling of trucks, trains and boats. No fumes.	Goals-Environment	Vancouver	environment	air quality
Give eco-friendly car owners similar privileges to HOV riders!	Goals-Environment	Bellevue	environment	eco-friendly vehicles environment, coal
I have concerns about the transportation of oil and coal. And about the creation of "liveable" neighborhoods-safe pedestrian and bikeways	Emerging Themes	Bellevue	environment	trains, bike, pedestrian, safety
With unsafe rail freight cars with oil that could cause very expensive damage to the environment, we are not sufficiently prepared. And, coal dust is harmful to people, plants, birds. The coal company and oil producer should be responsible for all environmental damage.	Why WTP?	Vancouver	environment	freight, coal trains
Make HOV lanes require more people (3-4)	Goals-Environment	Bellevue	environment	HOV
[Policy and Investment Priorities]- Yes, I agree. AND I'm concerned about rail freight cars of coal and oil, doing damage to our extremely valuable and priceless environment.	What is WTP? Policy and Investment Priorities	Vancouver	environment	local issues

Comment	Board Name	Location	MainDescription	SubDescriptions
Reduce sprawl inducing transportation investments by focusing improvements/expansions in UGAs where applicable	Goals-Environment	Bremerton	environment	sprawl, TOD
Bicycle tabs or user fees	Funding	Bremerton	funding	bike, user fee
Were we able to refinance the bonds at a lower rate?	Funding	Vancouver	funding	bonds
Strongly against privatization, per mile charge, fractionalizing funding stream by increasing authority of cities. Expanding tolling is hard on the poor.	Funding	Bellevue	funding	equity
Have fares on ferries cover more than 70% of the costs. Much closer to 100%	Funding	Vancouver	funding	ferries
Ferries need to be fare box supported (FALSE)	Community Needs	Bremerton	funding	ferries
Increase fares on ferries by length of vehicles-reduced for more riders, like vanpools	Funding	Tri-Cities	funding	ferries
I don't like this option	Funding	Spokane	funding	license/permit fees
More local options for jurisdictions to raise funds, state income tax, fix existing funding first	Funding	Spokane	funding	local funding
Stop buying transportation on a credit card- pay as you go!	Funding	Vancouver	funding	pay-as-you-go
The per mile charge should be on an odometer check instead of a trace key device.	Funding	Vancouver	funding	road usage charge
Mostly on right track. Mostly agree. Please avoid pay-per-mile and GPS odometer tracking. Please increase fees, taxes and cash tolls to raise revenue	Thank You	Bellevue	funding	road usage charge tracking
Increase gas tax, annual registration fees, toll and ferry tolls. Please maintain anonymity allow for cash payment. Please no per-mile GPS or other odometer tracking. State needs the money, not our IDS or whereabouts	Funding	Bellevue	funding	road usage charge tracking
Concern for anonymity of roadway users: State should not be collecting personal data in revenue raising efforts	Emerging Themes	Bellevue	funding	road usage charge tracking
Remove sales tax from projects (?)	Funding	Spokane	funding	sales tax
Why not dedicate sales tax generated by vehicle sales completely towards maintenance of roads and streets? (clearly not the case if \$12 B is generated)	Funding	Tri-Cities	funding	sales tax, road maintenance
Would support tolling if it is a lower rate/daily rate (iTunes song rate as example)	Funding	Bellevue	funding	tolling

Comment	Board Name	Location	MainDescription	SubDescriptions
We must raise fule taxes and licensing fees to reflect inflationary pressures! NO privatization or tolling! Hurts the poor the most!	Funding	Bellevue	funding	tolling, equity
Tax reduction- fee waiver if 60-75% non-car commuter	Goals-Economic Vitality	Vancouver	funding	transit tax reduction
Washington residents need to be looked at as other than a funding source. Especially for any new tax or fee. Get control of your own financial house and do not look to me for any additional funding.	Thank you	Vancouver	funding	
I think that the people are definitely the source of funding! Who else is going to pay for transportation that everyone uses?	Thank you	Vancouver	funding	
Project specific funding (?) ei. Local tax, fuel tax, tolling authority.	Funding	Spokane	funding	
Washington products first	Community Needs	Vancouver	goals	agriculture
WA ag priority over coal and oil, wheat and apples first	Goals-Economic Vitality	Vancouver	goals	agriculture, coal trains
Invest in regional airports	Goals-Mobility	Tri-Cities	goals	airports
Reducing trip times and relieving traffic congestion should be a goal	Goals-Economic Vitality	Vancouver	goals	congestion
Need reliable redundancy of ferry system	Goals-Mobility	Bremerton	goals	ferries
Reduce vehicle congestion and improve freight mobility- #1 goal for transportation money	Goals-Mobility	Vancouver	goals	mobility, congestion
"Increasing the number of realistic travel choices seems to be a relatively ineffective goal." It only increases costs.	Goals-Mobility	Vancouver	goals	multimodal telecommute, alternative transportation
Offer more incentives to businesses for allowing employees to telecommute and take alternative transportation.	Goals-Economic Vitality	Vancouver	goals	transportation
Promote tourism to have transportation	Goals-Economic Vitality	Bremerton	goals	tourism
Good goal/strategic notions. Particularly with respect to the first bullet.				
Accountability and measurement are important. Will support appropriate shifts in investments	Goals-Stewardship	Vancouver	goals	
All-weather roads	Goals-Mobility	Tri-Cities	goals	
Senior population growth requires light rail options. Also Portland population growth will spill over to Clark. Light rail is really needed.	Community Needs	Vancouver	local issues	aging population, light rail
Working with local agriculture to facilitate farm to fork processes to reduce distance food has to travel. Also, to improve local farm revenues	Community Needs	Bremerton	local issues	agriculture
Access to food is also needed. Aging in place (at home) is most cost-effective and healthiest, but needs transit support.	Community Needs	Bremerton	local issues	agriculture, aging in place, transit

Comment	Board Name	Location	MainDescription	SubDescriptions
Vancouver's budget does not allow for enough funding for adequate maintenance of existing infrastructure, much less new construction	Community Needs	Vancouver	local issues	bridge maintenance
Agate Pass Bridge is functionally obsolete and needs to be replaced.	Community Needs	Bremerton	local issues	bridge maintenance
Columbia River and Yakima River crossings	Community Needs	Tri-Cities	local issues	Columbia River bridge, Yakima River bridge
Need to make intermodal transport (plane to train to ferry, etc) more seamless for both tourists/visitors as well as commuters	Community Needs	Bremerton	local issues	connectivity
Peninsular (Kitsap and Olympic) Regional Tourism and seamless transportation around the peninsula	Community Needs	Bremerton	local issues	connectivity connectivity, regional train
West Coast bullet train Seattle to San Francisco. Easy connections to other modes!	Community Needs	Bremerton	local issues	design, community context
What priority is given to design aesthetics and community context in major infrastructure projects/	Community Needs	Bellevue	local issues	employer transportation
Convince bigger corporations like Microsoft to expand their shuttle services for more employees!	Community Needs	Bellevue	local issues	environment, coal trains
I feel strongly against coal trains because of their environmental effects upon the air, water, soil, and families!	Community Needs	Bellevue	local issues	environment, green house gas
Actually attain GHG reduction goals	Community Needs	Spokane	local issues	freight, mobility
Freight mobility should be a big focus for business.	Community Needs	Vancouver	local issues	
Better land use/transportation planning & integration. Priority for local especially agricultural freight on rail lines over non perishable "long unit" freight.	Community Needs	Spokane	local issues	freight, agriculture, land use
How would concurrency work? (per the plan's suggestion) As a car owner/user I would support some form of user fee levy.	Community Needs	Spokane	local issues	funding
High speed rail?	Community Needs	Vancouver	local issues	high speed rail
Commuters going to and from Oregon is a key concern. We need to replace the I-5 bridge, add light rail, replace the railroad bridge and look at future additional bridge construction over the Columbia River. Improved bike access to Oregon is also important!	Community Needs	Vancouver	local issues	I-5 bridge, light rail, bike
Put light rail on the I-205 bridge as it was built for light rail. Build light rail north to Vancouver Mall and east and west along NE 18th St.	Community Needs	Vancouver	local issues	light rail

Comment	Board Name	Location	MainDescription	SubDescriptions
Regional light rail connecting all western counties- YES!	Community Needs	Bremerton	local issues	light rail
Light rail across Columbia River in Vancouver (short-sighted legislature)	Thank You	Tri-Cities	local issues	light rail
The Puget Sound area gets the largest share of attention from the legislature relative to transportation needs. The southwest's regional needs must also be given a high level of importance. Particularly the new CRC MUST be built.	Community Needs	Vancouver	local issues	new bridge
Freight mobility was not addressed in the CRC. It must be part of a new, 3rd bridge across the Columbia.	Community Needs	Vancouver	local issues	new bridge
With 125,560 residents and 91,200 jobs coming, how will they all fit across the 2 existing bridges already near capacity, without an East County Bridge at 192nd Ave? A new 192nd Ave bridge will do what the I-205 bridge has done for growth in East Clark County- jobs, jobs, jobs.	Community Needs	Vancouver	local issues	new bridge
We've wasted too much money on studies for the I-5 bridge. Preserve the existing structure. Build 2 more from lower roaver road from the 192. 167 to part of Tacoma for relief of the worst congestion in the state. Stop wasting money on feasibility studies for bridge types	Community Needs	Vancouver	local issues	new bridges, I-5 bridge
We need a 3rd and ultimately a 4th bridge across the Columbia. Portland has 12 across the Willamette. We do not have the population density to support light rail. Maybe in 50-100 years.	Community Needs	Vancouver	local issues	new bridges, light rail
As an investment in the future for Clark County, we need a new bridge and light rail.	Community Needs	Vancouver	local issues	new bridges, light rail
As a Seattle city resident, I am sympathetic to the Port of Seattle users and their easy acces to the rail and roads	Community Needs	Bellevue	local issues	port access
Regional planning is non-existent in Tri-Cities area, need coordination, master plans, travel demands, etc.	Community Needs	Tri-Cities	local issues	regional planning safety, pedestrian, complete streets
Safer big/ped infrastructure, safe routes to school, complete streets	Community Needs	Spokane	local issues	complete streets
Green Lake in Seattle- Woodlawn Ave and rest of Green Lake Way need re-paving/re-building. Kudos to Seattle for doing what they have. It needs to be completed	Community Needs	Bellevue	local issues	Seattle, road maintenance
Housing chioces near improved non-motorized facilities. Aging population.	Community Needs	Bremerton	local issues	TOD, aging population

Comment	Board Name	Location	MainDescription	SubDescriptions
More regular fixed route, some express, less paratransit (in order of generalized to specialized)	Emerging Themes	Spokane	local issues	transit
More frequent/better transit service	Community Needs	Spokane	local issues	transit
Persuade new immigrant families to depend on public transportation	Community Needs	Bellevue	local issues	transit
Mason County needs increased commuter, early AM, express, and Sunday transit service	Community Needs	Bremerton	local issues	transit service transit, multimodal connectivity
Public transit connections at train stations	Community Needs	Bellevue	local issues	connectivity
We need to figure out how to develop and maintain a sense of community in people so that they will be willing to give a little so all will gain.	Community Needs	Vancouver	local issues	
Need a variety of trail standards depending on implementation due to cost, etc.	Community Needs	Bremerton	local issues	
Single point of failure in Gorst!	Goals-Economic Vitality	Bremerton	local issues	
Light rail for seniors and commuters badly needed	Goals-Mobility	Vancouver	mobility	local issues, light rail
Improve multimodal transport (plane to ferry or ferry to work centers)	Goals-Mobility	Bremerton	multimodal	connectivity
Permitting processes are taking too long for projects. . Methods must be developed to facilitate the myriad processes. Existing processes must continually be evaluated as to their validity and usefulness	Goals-Environment	Vancouver	other	permit process
I agree with the order of these priorities as listed here.	What is WTP? Policy and Investment Priorities	Vancouver	priorities	
In general, public transportation is provided to low-income families. It does help people get to jobs and reduces the number of cars on the highway	Funding	Vancouver	public transportation	equity
Safe bike lanes and increased bike transportation routes	Goals-Mobility	Vancouver	safety	bike infrastructure
More red light cameras in pedestrian heavy areas	Goals-Safety	Bellevue	safety	pedestrian
Changing demographics, age wave	Emerging Themes	Bremerton	themes	aging population
Aging population - the "silver tsunami"	Emerging Themes	Bremerton	themes	aging population
Growth in tourism - number of visitors to the region	Emerging Themes	Bremerton	themes	tourism
We need to support the transportation infrastructure, at all levels.	Emerging Themes	Vancouver	themes	
Washington is not just routes it's places to connect	Emerging Themes	Spokane	themes	

Ideas	Vancouver Votes	Spokane Votes	Bremerton Votes	Bellevue Votes	Tri-Cities Votes	TOTAL
Reprioritize how we spend existing transportation dollars	6	3	3	6	1	19
Increase state motor vehicle fuel tax	4	2	1	4	4	15
Adjust the state motor vehicle fuel tax each year to keep pace with inflation	12	1	3	5	3	24
Expand tolling to other roads and bridges	5	2	2	3	1	13
Increase licenses, permits and fees and/or index to inflation	6	2	1	4	0	13
Increase ferry fares to reflect the cost of operations	1	0	0	1	1	3
Implement a per mile charge for road usage rather than a per gallon fuel charge	7	1	1	2	3	14
Increase the authority of cities and counties to raise local transportation revenue	8	2	4	5	0	19
Shift responsibility for publicly funded transportation services to private providers or private solutions	2	0	0	2	1	5
<b>TOTAL</b>	<b>51</b>	<b>13</b>	<b>15</b>	<b>32</b>	<b>14</b>	

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I believe strongly in multimodal transportation with infrastructure designed for pedestrians and bicyclists that invites people to safely move from place to place seamlessly. Time-tested European transportation design for pedestrians and bicyclists should be improved upon and implemented into our statewide system that allows Washington residents the ability to move around easily and inexpensively.	TransC	Greg Barret, SCR Design Project Engineering	8/5/2014			1 of 1
There are so many holes in the WTP 2035 picture and data, it's embarrassing. What a failure. It couldn't be any more obvious that @wsdot is in denial about the need for a true multimodal plan and tossing out the old ways of doing business. The 1950s model of transportation is dead, guys. Fix your damn report, and be honest. For instance, the report shows additional drivers license by age groups by time, but that's a fallacious metric. Population growth occurred led to new registered drivers. A better metric is a comparison by percentage of actual cohorts. Such a chart would show an actual decline in the percentage by cohort over the same time period. The same would be the registered ratio of cars to population over the same time periods. The data is surface level, misrepresentative. Basically, the reports ties total licensed drivers to each cohort. What it should measure is % of licenesed drivers of each cohort In the summary, there is no mention of the impacts of Peak Oil on Vehicle Miles Traveled or projected fuel consumption. This makes all of the capacity and funding forecasts unrealistic. In the 2020's the cost of fuel will increase rapidly when worldwide petroleum liquids production starts to decline and available exports plunge. The US Energy Information Agency has made it clear that this coming. A plan, extending through 2035, needs to take in to consideration this severe impact to transportation modes in Washington State.	WSDOT Twitter	Stephen Fesler	8/6/2014			1 of 1
Rail is critical to freight and passenger movement, yet there is no mention of increasing capacity by state expenditures, only platitudes regarding maintaining current capacity. Cross state and I-5 corridor freight rail expansion is desperately needed.	TransC	James Smyth	8/6/2014		Executive Summary	1 of 30
User fees should be based on vehicle miles traveled (VMT). Equitable spending should be based on productivity of the VMT, e.g., long commutes are inefficient and should not be rewarded with spending.	TransC	James Smyth	8/6/2014		Executive Summary	2 of 30
The VMT long term is NOT trending up. The only increase is short term recovery from 2008. WDOT projected VMT has been excessively high for a decade and the model not adjusted appropriately.	TransC	James Smyth	8/6/2014		Executive Summary	3 of 30
Current expansion projects are not supported by the actual trends. Expansion should focus on critical infrastructure, i.e., cross state rail capacity, rail grade separation and exclusive transit pathways that are supported by data.	TransC	James Smyth	8/6/2014		Trends	4 of 30
No mention of rail capacity expansion in this section.	TransC	James Smyth	8/6/2014		Trends	5 of 30
The state needs to stop designing for speed. 15 ft lanes encourage high speeds and have negative impact on safety. Should we rehabilitate roads with decreasing VMT later in this decade? The plan should be to remove unneeded infrastructure as it reaches its end of service life, not rebuild over capacity systems	TransC	James Smyth	8/6/2014		Economic Vitality	6 of 30
Redundant routes need to include the rail system over the Cascades. The critical high volume freight travels by rail not highway.	TransC	James Smyth	8/6/2014		Safety	7 of 30
The VISION statement fails to recognize that peak oil in the early 2020's and the huge increase in the cost of fuel will drive down single occupancy vehicle (SOV) miles and fuel consumption.	TransC	James Smyth	8/6/2014		Preservation	8 of 30
	TransC	James Smyth	8/6/2014		Mobility	9 of 30
	TransC	James Smyth	8/6/2014		Mobility	10 of 30

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There needs to be recognition of the vast subsidies to SOV operation. Why should Public Transportation be singled out as needing subsidies when there is no similar mention regarding highways? This appears to be institutional bias.	TransC	James Smyth	8/6/2014		Priorities	11 of 30
Where is the investment in rail capacity particularly cross state and along the I-5 corridor? Rail is critical to the economy. Highways and truck freight are inefficient and unreliable particularly in winter.	TransC	James Smyth	8/6/2014		Priorities	12 of 30
Where is the investment in rail capacity particularly cross state and along the I-5 corridor? Rail is critical to the economy. Highways and truck freight are inefficient and unreliable particularly in winter.	TransC	James Smyth	8/6/2014		Priorities	13 of 30
Highway capacity should not be determined by Loss of Service criteria. This is a 20th century failed strategy. Velocity does not equal capacity.	TransC	James Smyth	8/6/2014		Priorities	14 of 30
Set speed limits based on safety, not on the 85th percentile criteria. This is 20th century design. Design roads to reduce speed, e.g., no 15 ft lanes. Move freight on to rail to reduce the number of truck reducing highway damage and the number of speed differential incidents.	TransC	James Smyth	8/6/2014		Safety	15 of 30
There is no mention of building more rail capacity. This is far more important than highway connectivity. This is a serious omission in the big picture.	TransC	James Smyth	8/6/2014		Mobility	16 of 30
WDOT needs to stop using the antiquated Level of Service criteria. The speed of vehicles at peak is NOT important; rather the capacity on average over the full day is a much better measure and should include all transportation modes.	TransC	James Smyth	8/6/2014		Mobility	17 of 30
Mobility would be greatly enhanced by implementing a carbon tax. This will provide significant incentive to use energy more efficiently. This has been a highly successful strategy in other regions. It can be revenue neutral by reducing the state sales tax for instance.	TransC	James Smyth	8/6/2014		Mobility	18 of 30
There is no mention in the needs for an aging population regarding driver competency testing.	TransC	James Smyth	8/6/2014		Mobility	19 of 30
Carbon taxes are the most efficient way to reduce GHG and improve fuel efficiency.	TransC	James Smyth	8/6/2014		Environment	20 of 30
Local zoning impedes the effective implementation of growth management, e.g., Seattle housing policies.	TransC	James Smyth	8/6/2014		Transportation and Land Use	21 of 30
Highways are significant barrier to Urban Growth Management severely impacting economic viability by physically blocking cross-city mobility, but also taking hundreds of thousands of develop-able acres off the property tax rolls.	TransC	James Smyth	8/6/2014		Transportation and Land Use	22 of 30
Level of Service must be measured for all transportation mode capacities and not velocities and be averaged over the work day, not cherry picked during rush hour. As LOS is currently used now, transit improvements should always be prohibited because they always impact the LOS for single occupancy vehicles.	TransC	James Smyth	8/6/2014		Transportation and Land Use	23 of 30
There is no discussion of Peak Oil and its drastic impact on VMT and fuel consumption. This head-in-the-sand approach is inappropriate. Conventional crude oil production peaked almost ten years ago. Unconventional sources of petroleum liquids (not the same energy content as crude oil and two to three times more expensive to produce) are expected to peak in the early 2020's according to the US Energy Information Agency. Forecasting fuel consumption to rise over the next twenty years is wildly optimistic. Fuel tax revenues will continue to shrink at an ever faster rate.	TransC	James Smyth	8/6/2014		Trends in System Use	24 of 30
Eliminating unneeded capacity as roads wear out and eliminating obsolete facilities will reduce maintenance requirements, e.g., the over designed, underutilized Interstate 82 between Ellensburg and Yakima or the old 520 floating bridge.	TransC	James Smyth	8/6/2014		Maintenance and Preservation	25 of 30

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Why are the total subsidies for maintaining a “state of good repair” for different modes calculated using different time frames: 30 years for Puget Sound public transportation including ferries, 8-20 years for airports and 10 years for every other mode? This makes Puget Sound public transportation look terrible. Is this a deliberate institutional bias or just an oversight? Why not thirty years for all modes?	TransC	James Smyth	8/6/2014		Maintenance and Preservation	26 of 30
Why is the time frame for this section only 10 years for a 20 year Report (WTP 2035) and up to thirty years for public transportation? Obfuscation?	TransC	James Smyth	8/6/2014		System Expansion and Retrofit	27 of 30
There is no reason to expect growing highway demand. The trend has been flat or declining since 2005. The rapid increase in fuel costs in the 2020’s will slash demand significantly. And significant freight traffic will shift to rail.	TransC	James Smyth	8/6/2014		System Expansion and Retrofit	28 of 30
Table 9 is unrealistic. Fuel costs are expected to go up dramatically in the 2020’s and consumption will plunge, not stay level or increase.	TransC	James Smyth	8/6/2014		System Expansion and Retrofit	29 of 30
Again fuel tax scenarios fall apart in the 2020’s due to the rapid increase of fuel.	TransC	James Smyth	8/6/2014		Funding	30 of 30
The REAL shortfall problem is that, while population increases, we continue to flog obsolete technology beyond its carrying capacity. Despite safety and convenience refinements, today's automobile remains 120 year old technology, just like airliners are no faster since 1958. Perhaps earlier forecasts exaggerated our projected progress that had us out to Jupiter, by year 2000, as well as flying cars and supersonic airliners, etc, but, by now, ALL cars should be self-driving, at least, and the resulting efficiency would save society lots of public revenue in improved safety and traffic control, alone. If we MUST continue to build paved highways, too, they should be of more durable material, like concrete, instead of asphalt which ruts in summer as well as in winter. I'm infoing transc@wstc.wa.gov but they only listened to me when I nagged them to include guidance for driving roundabouts in the state driver's manual. Think of how much revenue would be saved, too, if all traffic lights were replaced by roundabouts and I should know, having lived 2.5 years in Britain and 16 years in British colonies.	TransC; Mike Prager	Philip Mulligan	8/11/2014		Funding, Maintenance	1 of 1
The title of this plan includes “2035.” Is the 2035 year horizon essential for this plan? If not, I suggest removing “2035” from the title.	TransC	Lei Wu, Principal at CSL Consulting	8/18/2014			1 of 3
Regarding concurrency, the draft plan points out major flaws in current implementations of the concurrency system. Furthermore, the plan recommends that “ [t]he Legislature should evaluate and reconsider the concurrency requirement to clarify the roles and responsibilities of the state and local governments and expand it to include highways of statewide significance.” While this recommendation addresses two most significant flaws in the current concurrency implementations, integrating accountability into the concurrency system with performance goals would greatly strengthen concurrency implementation. And the right performance goals should reflect the Plan’s emphasis on users of all traveling modes.	TransC	Lei Wu, Principal at CSL Consulting	8/19/2014		Concurrency	2 of 3
Is concurrency an appropriate tool for addressing partly the long-term preservation needs? For example, a brand new street will need to be repaved in about 15 to 30 years. By building or overlaying a street, a predictable future need, i.e., project, has been created. It seems to fit in the concurrency system.	TransC	Lei Wu, Principal at CSL Consulting	8/20/2014		Concurrency	3 of 3

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As a sitting member of the PRTPO TAC and Executive Board, I am concerned with the attention to Rural Transit within the Draft 2035 Report. When the struggle for funding and service provision increase in Public Transit is a major concern in Metropolitan areas and well noted in the document, it does not seem to address Rural areas. In fact I believe I only viewed the word Rural once. We all know about the trickle down effect in rural areas and I am concerned that the document does not address this in a constructive manor or at least in a manor that is easily understood. Appreciate the opportunity to comment and thanks for the hard work. I do appreciate the link noted in document between tribal and other agencies.	TransC	Mike Oliver	8/27/2014		Rural issues	1 of 1
For less than a million dollars, this portion of the Fennel Creek Trail (running E-W) has helped the school district reduce 8-10 school bus routes more than paying for itself. Helping to reduce the \$600 million annual expenditure for school bussing in Washington is a clear part of the education funding solution.	TransC	Paula Reeves	9/5/2014		local issues	1 of 1
Clark County citizens have REJECTED bringing Portland's financially ailing light rail into our county, multiple times. This occurred in a vote of the people, most recently in 2013. Yet your 2035 Plan map still shows light rail coming across the Columbia River and into downtown Vancouver. Please remove any and all light rail projects from your "wish list" in the 2035 plan. We don't want it, and won't pay for it. Finally -- a question. Your staff at the Vancouver presentation (9-8-14) said there were \$175 Billion in needed projects for transportation from today thru 2035. Was any of that \$175 Billion for bringing light rail into Clark County? If so, how much was allocated for that purpose? I would be interested in a list of the projects that make up the \$175 Billion. If possible, send me a link to the list from your web site, or if there is a document you can email me, that would be great. Thank you. John Ley, Camas	TransC	John Ley	9/10/2014		local issues	1 of 1
Maintain the infrastructure we have. Invest most \$ in roads for all vs. costly transit for a very few. Roads are the lifeblood of our communities, for business, and all other travel. Insure a vote required for costly transit options like light rail and bus rapid transit. ( The CTRAN board in Clark County is forging ahead with light rail and bus rapid transit in spite of 2 public votes AGAINST, in 2012, and 2013). Insist on realistic projections for future growth, not the inflated rosy predictions used to foist unnecessary transit projects on communities. No Lexus lanes. Roads for all, paid by all.	TransC	unknown	9/11/2014	Vancouver	Maintenance and Preservation	1 of 1
Amongst the presentation panels and PowerPoint, the only significant item that I found missing was the recognition of our aging population, the "silver tsunami", that is having an ever-increasing impact on the provision of transit services. I would like to urge you to what you can to make bicycling in Washington State as safe as possible by making the right decisions on all things bicycle. I urge you to pass this bill and to continue the updating of the plan as needed. Thank you for your time and keep on biking.	Paul Parker	Brad Patterson		Bremerton	Emerging Trends	1 of 1
	TransC	Chris Voges	9/15/2014		Safety	1 of 1
I support the recommendations put forth by Washington Bikes for the State Transportation Plan.	TransC	Joseph Rinehart	9/14/2014			1 of 1
1. Recognize and plan for reduction in use of vehicles by today's youth;	TransC	Steve Tubbs	9/12/2014		Emerging Trends	1 of 7
2. Improve 'walkability' in urban areas to benefit young and old a. Promote electric-powered mass transit; b. Reduce road widths in urban areas; c. Promote mixed use zoning in public transit locales	TransC	Steve Tubbs	9/13/2014		Emerging Trends	2 of 7
3. Revise road funding a. Reduce gas tax, but retain it as a negative incentive for use of hydrocarbon powered vehicles; b. Use annual mileage as the primary means for funding road maintenance and improvements.	TransC	Steve Tubbs	9/14/2014		Funding	3 of 7

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
4. Significantly increase availability of rapid charge E/V power sources.	TransC	Steve Tubbs	9/15/2014		Emerging Trends; Environment	4 of 7
5. Create incentives for use of E/V's, such as reduced parking rates; exemption from metered parking fees; allow single occupant E/V use of HOV lanes.	TransC	Steve Tubbs	9/16/2014		Emerging Trends; Environment	5 of 7
6. Promote high-speed rail between interstate principalities.	TransC	Steve Tubbs	9/17/2014		Emerging Trends	6 of 7
7. Work to establish 'commonality' of high-capacity charging outlets, so that a uniform adapter will work for all E/V's along the West Coast Electric Highway.	TransC	Steve Tubbs	9/18/2014		Emerging Trends; Environment	7 of 7
Please know that I think it is vital to the health and well being of the citizens of Washington to have a comprehensive plan that includes equally the safety needs of cyclists and pedestrians along with motor vehicles on our highways, streets and trails that intersect with those highways and streets. Cyclists are part of traffic. Most cyclists also have cars, and help pay for and use the infrastructure for transportation with both. Please represent us too.	TransC	Mary Rosner	9/15/2014		Bicycle and Pedestrian Safety	1 of 1
I am a professional and I walk and bike for almost all my trips. My daughter was recently hit by a car and my engineering colleague as well. Both are okay but both should have been safer on the streets. I am educated, influential and I vote. Please take active transportation into consideration as a legitimate form of transportation because it is. I protect the environment, don't use up parking spaces and am physically fit. Don't you want more of this? Or more greenhouse gas emissions and obesity?	TransC	Diane Wiatr	9/15/2014		Bicycle and Pedestrian Safety	1 of 1
I want my family and I to be able to ride our bikes with the security of being in protected lanes. Please step up and make bike lanes, paths and trails a priority.	TransC	Anita Johnston	9/15/2014		Bicycle Safety	1 of 1
...Enable us to walk and ride our bikes for pollution, congestion, and cellulite mitigation. Put together a transportation plan that models Dutch, German, and other programs that take back our infrastructure for PEOPLE from CARS. That plan will not make PEOPLE walking and cycling fear CARS. It will give right of way to PEOPLE, not cars, and it will be designed such that PEOPLE move in the most expeditious manner, not cars, and PEOPLE will not fear for their lives or those of their loved ones who are walking or cycling. The only fear PEOPLE should feel is losing their right to drive a car because they did not give right of way while behind the wheel of a lethal weapon. Let's get better plans to move PEOPLE expeditiously and the economics will follow.	TransC	BJ Hedahl	9/15/2014		Bicycle and Pedestrian Transportation	1 of 1
...Spokane has so many beautiful areas to ride for recreation but it seems the commute to work is not well thought out for bikes.	TransC	Gerri Lockwood Sonny Putter (Former Mayor of City of Newcastle)	9/17/2014	Spokane	Bicycle Transportation	1 of 1
The policies and actions steps outlined in the draft WTP are so numerous and represent the interests of so many stakeholder interests that they need clear prioritization in order for the plan to be implementable. Not every policy and action should have the same weight and importance.	TransC	Sonny Putter (Former Mayor of City of Newcastle)	9/18/2014	King County	Priorities	1 of 2
Besides a clear priority of actions, the plan should have persons or organizations that are accountable for each action stated in the plan and a timeframe for implementing the action should be specified. Expecting the actions to occur without anyone being designated as responsible means that no one is responsible. And no one can be held accountable for the action. Similarly, 20 years is a long time to expect any action to take place; putting realistic time frames on the action steps means that accountability for the actions can occur in less than the 20-year end point of the plan.	TransC	Sonny Putter (Former Mayor of City of Newcastle)	9/18/2014	King County	Implementation	2 of 2

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
I was pleased to see the wide array of funding strategies and support all of these strategies.	TransC	Claudia Hirschey	9/23/2014		Funding	1 of 1
Due to the increase in income equality and poverty, I will vote down any gas tax increase and vehicle registration fees until these issues are addressed first!!! If the State can give \$8 billion in tax credits to Boeing, you can go after them!!@	TransC	Laurie Fleming	9/25/2014		Funding	1 of 1
The plan should include a diagram, or at least more narrative, that depicts/speaks more clearly to the relationship of this WSTC Plan, as a policy document, to WSDOT's State Freight Plan and State Rail Plan.	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		1 of 8
We think it would be appropriate for there to be a port photo on the cover of the transportation plan, as we have the largest port system in the nation.	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		2 of 8
On pg 18 it says to prioritize improvements on I-5 and I-90, but we think it should also include I-405 our trucks have to use 405 to get to I-90. On pg 18, we request the following bullet be added to be consistent with the PRSC Regional Economic Strategy. "Prioritize transportation investments that supports the movement of goods and people to the state's major employment sectors and military installations."	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		3 of 8
On pg 19 it says to direct airport taxes collected back into airport infrastructure investments. What about doing the same for ports?	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		4 of 8
On pg. 20, we would request that ports be added to the encroachment bullet on facilities that are hard to site	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		5 of 8
On pg 29, first bullet. It should be qualified to ensure it doesn't hurt competitiveness. We appreciate the reference to mitigation credits.	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		6 of 8
On pg 53, the Port of Everett would appreciate some acknowledgement of the strategic and significant value bulk and break bulk ports have on the economy. The plan should also address a commitment to superloads.	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		7 of 8
On pg 58, there is no reference to Puget sound ports... We would ask that the transportation plan take a more balanced approach on addressing diverse ports and specialties in cargo movement	TransC	Lisa Lefeber (Port of Everett)	9/25/2014	Everett		8 of 8

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
<p>The WTP 2035 Update suffers, fatally, from the same fundamental defect, constitutionally, as the plan to be updated: namely, either casual disregard for or else intentional defiance toward both the state constitutional trust yielded, legally, by the 18th Amendment to the Washington State Constitution and also the state’s fiduciary duties therefore owed to the more-than-4.4 million licensed drivers who provide most of our state’s transportation funding and who are the direct beneficiaries of our state’s by-far-largest and by-far-most-valuable state constitutional trust (all notwithstanding the Washington State Supreme Court’s powerful and explicit statements of highly demanding fiduciary duties that legally devolve upon a mandatory basis with respect to state constitutional trusts, over 30 years ago now, in County of Skamania v. State, 102 Wn.2d 127 (1984). This legally fatal defect pervades virtually every substantive element of the WTP 2035 Update and therefore requires a total reworking of a thus constitutionally flawed document from no later than its first notice of so-called “Aging infrastructure” – bolding in the original – onward thereafter and throughout. For example, notwithstanding our state’s explicit fiduciary duties to ensure the fiscal-and-physical integrity of the corpus of its preeminent state constitutional trust with a full and fair market value today of hundreds of billions of dollars – and, perhaps, in excess of a trillion dollars – the state acknowledges squarely both that “Washington’s roadways experienced moderate declines in condition since WTP 2030” and also that there is “a growing backlog of past-due paving and bridge rehabilitation, as well as equipment repair and replacement needs,” each admission being contrary to those demanding fiduciary duties owed by our state to more than 4.4 million state citizens, as trust beneficiaries, as licensed drivers of our state representing in turn over 91.5 percent of all state residents of lawful driving age.</p>	TransC	Will Knedlik	9/25/2014			1 of 1
<p>Since the last time the legislature approved a transportation revenue package ten years ago, transportation revenues have increased 47%, but transportation project costs have increased 67%. We've lost 20% of our spending power in just ten years. A lot of that is due to more fuel-efficient vehicles and electric vehicles. While it is good that they help us reduce our dependence on fossil fuels, these cars still take up road capacity and cause wear and tear on our existing roads. This idea, called a VMT Tax or a vehicle miles traveled user fee, I believe has merit to fairly charge road users for their share of capacity and maintenance. Yes, it needs study and we need to test it like Oregon is doing now. It also should be a consideration for the new Washington Transportation Plan. So are reforms at WSDOT and streamlining of projects. We cannot simply go with the status quo and continue to lose our ability to build or maintain the system, nor can we just continue to raise the gas tax every ten years and call it good. This will be one of my focus areas should the wise voters in the 18th District send me to Olympia.</p>	TransC	Mike Briggs (WA State House Candidate)	9/23/2014		Funding	1 of 1

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
<p>WTP 2035 should include proposals more robust planning and data collection for non- motorized transportation. Washington Bikes recommends (1) updating the state bike/ped plan; and (2) creating a robust data collection framework for biking and walking to better understand and assess relative safety in Washington's transportation system. Washington's Transportation Plan needs to plan for all trips, not just commute trips. Washington Bike recommends expanding the concept of what trips matter and evaluating the potential to support and plan for non-commute trips in transportation planning. Biking and walking occurs statewide. Washington Bikes Recommends ensuring that biking and walking planning and resources are considered viable transportation solutions statewide and not just limited to large urban metropolitan areas. Safety for those that bike and walk needs to be prioritized in Washington state. Washington Bikes Recommends that state transportation planning and the Washington Traffic Safety Commission's Target Zero plan need to reprioritize bicycle and pedestrian safety to effectively implement Governor Inslee's Results Washington goal of achieving zero pedestrian and bicycle deaths by 2030.</p>	TransC	Washington Bikes	9/23/2014		Bicycle Transportation and Safety	1 of 1
<p>(1) The WTP should plant for safe ways for students to walk and bike to school. My oldest son started kindergarten when we lived in Canberra, Australia for six months. It was wonderful - they have paths so everyone can safely get to their neighborhood elementary school. Lots of kids and parents walked or biked. Kids get some good exercise, and there are fewer cars on the road; you didn't get the crush of traffic you get at elementary schools here. I keep reading about the importance of exercise for kids to do well in school. This is one way.</p>	TransC	Tim Hesterberg	9/23/2014		Bicycle Transportation and Safety	1 of 4
<p>(2) Safe bicycling. A lot more people would bike for errands, school, and commuting, if it were safe. The threat of dying really keeps people away. With more safe ways to bike, we'll have less traffic, healthier people, cleaner air, less noise, fewer accidents, and spend less on gas and medical bills. That helps our economy, and cuts down on the support we indirectly provide to middle east terrorists. People who can make do without a car save a huge amount of money.</p>	TransC	Tim Hesterberg	9/23/2014		Bicycle Transportation and Safety	2 of 4
<p>(3) Good data. We need to collect better data on accidents for bicycling. This should be comparable to vehicle data - deaths and injuries per mile traveled. We also need better data on how many more people would bike or walk if there were safer and more pleasant ways to do that for school, errands, and commuting. This should be local data, not just statewide, so it can be used to prioritize the most needed bike and pedestrian improvements.</p>	TransC	Tim Hesterberg	9/23/2014		Bicycle Transportation and Safety	3 of 4
<p>(4) Consider global warming impact. Transportation is a major contributor in this state to climate change, with all the negative impacts that has on our state - dying oysters from acidification, dying trees from pine bark beetles, less hydroelectric power, and less water in summer when we need it. A personal note - bicycle safety projects really matter. They affect people's lives. I commute by bicycle. I had a serious accident on Nickerson St - knocked out, broken collarbone, dizzy for six months. I still have pain and restricted motion in my shoulder. Since then a trail has opened up parallel to Nickerson; had it opened earlier, I would not have had that accident. Two people have been killed on Westlake Ave N in bicycle accidents, where I also ride.</p>	TransC	Tim Hesterberg	9/23/2014		Bicycle Transportation and Safety	4 of 4

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
1. Diversion of county road funds amounts to \$53 – \$54 million annually.	Paul Parker	County Road Administration Board	10/1/2014			
2. In discussing Environment and Stewardship, be sure to reference the federal court order in the Culverts Case, U.S. v. Washington (Phase II).	Paul Parker	County Road Administration Board	10/1/2014			
3. On page 15, options for local road and bridge preservation and maintenance include: expanding the County Arterial Preservation program (CAPP); adding cities to the CAPP philosophy (the funding goes for improvements through annual planning and programming	Paul Parker	County Road Administration Board	10/1/2014			
4. On page 65, change “WSDOT” to “State” – counties receive a share of state MVFT, not money from WSDOT.	Paul Parker	County Road Administration Board	10/1/2014			
5. On pages 66 and 67, the same tables are reprinted for city and county. Correct this.	Paul Parker	County Road Administration Board	10/1/2014			
1. On page 2, Exec Summary, incorporate traffic safety into Critical Messages; infrastructure improvements and increases in population and vehicles will require additional safety enhancements.	Paul Parker	Traffic Safety Commission	10/1/2014			
2. On page 9, Emerging Themes, clarify the second bullet and explain how building a redundant and resilient system increases safety.	Paul Parker	Traffic Safety Commission	10/1/2014			
3. On page 23, revise the 4th strategy to read: “Periodically review ....” Who will do this?	Paul Parker	Traffic Safety Commission	10/1/2014			
4. On page 46, revise last sentence to read, “Washington is addressing the traffic fatality rate for Native Americans, ... with the Tribal Traffic Safety Advisory Board.”	Paul Parker	Traffic Safety Commission	10/1/2014			
1. Pursue demand management before adding capacity.	Paul Parker	Secretary Lynn Peterson	10/1/2014			
2. Getting people who bike and walk to transit stops is where we kill people.	Paul Parker	Secretary Lynn Peterson	10/1/2014			
Add info on cost and impacts of studded tires. Include Commission recommendation to phase out use of studded tires.	Paul Parker	WSTC Commissioner Joe Tortorelli	10/1/2014			
WTP should tee up and align all state investment in transportation, including school transportation, special needs transportation, economic development investment in transportation, etc.	Paul Parker	WSTC Commissioner Anne Haley	10/1/2014			
1. How does Washington stack up against other trade-dependent states for investment in freight mobility?	Paul Parker	Washington Public Ports Association T & I Conference	10/1/2014			

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
2. Prioritize freight funding.	Paul Parker	Washington Public Ports Association T & I Conference	10/1/2014			
3. Shift transportation funding from user fees (e.g. gas tax, road usage charge) to general tax dollars, reflecting the reality that everyone depends on the transportation system.	Paul Parker	Washington Public Ports Association T & I Conference	10/1/2014			
4. Review and include relevant info from PSRC coal train/grade crossing study.	Paul Parker	Washington Public Ports Association T & I Conference	10/1/2014			
1. Autonomous vehicles are evolving through redundancies in automotive systems. Will reduce congestion and distracted driving safety problems. Retrofit systems are in development.	Paul Parker	Center for Advanced Transportation and Energy Solutions	10/1/2014			
2. Leverage government fleets to assess new technologies, e.g. outfit State Patrol vehicles with new technology.	Paul Parker	Center for Advanced Transportation and Energy Solutions	10/1/2014			
3. Leverage expertise of Washington companies such as Inrix and Microsoft.	Paul Parker	Center for Advanced Transportation and Energy Solutions	10/1/2014			
1. Comment on trends, page 5. When developing WTP 2030 in the year 2010, WSDOT was at the peak of record-setting highway investments as a result of the 2003 and 2005 revenue packages. Five years later, those investments are drawing to a close, but the debt service remains and it will be a decade since the last major transportation revenue increase. As we look toward the next 20 years, we can anticipate one or two major revenue initiatives. WTP 2035 builds on and is a blueprint for the next 20 years.	Paul Parker	FMSIB	10/1/2014			
In the third bullet, we say there is "too large a percentage of authorized funding streams are committed..." Is there a recommended mix of bonds and cash? Should bonds be issued only for structures that are equal to or exceed the life of the bond? (PMP note: State Treasurer suggests future bonds be reserved for megaprojects.)	Paul Parker	FMSIB	10/1/2014			

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
On page 6, add a bullet "The anticipated doubling of freight rail shipments will result in more rail and road conflicts, causing roadside delay for commerce, citizens, and emergency services."						
	Paul Parker	FMSIB	10/1/2014			
3. On page 14, in the first bullet, the Connecting Washington Report not only observed, but concluded that ...." At the close of that bullet add that "Preservation is more cost-effective than reconstruction."	Paul Parker	FMSIB	10/1/2014			
4. On page 14, third bullet, replace "essentially stagnant" with "... caught in the same congested highways as passenger vehicles."	Paul Parker	FMSIB	10/1/2014			
5. On page 15, second bullet, add "enhanced local transportation revenue options"	Paul Parker	FMSIB	10/1/2014			
6. Include an investment strategy for: first/last mile connectors; elimination of at-grade crossings on strategic corridors	Paul Parker	FMSIB	10/1/2014			
7. On page 35, second bullet, add the responsibility "to protect industrial lands that support ports, logistics activity, and economic development."	Paul Parker	FMSIB	10/1/2014			
8. On page 37, first bullet, replace "leads to" with "allows"	Paul Parker	FMSIB	10/1/2014			
9. On page 37, fifth bullet, follow sentence with "This concurrency extension should begin with state routes that are not fully controlled access highways."	Paul Parker	FMSIB	10/1/2014			
10. On page 53, first bullet, "the State can help manage demand on these strategic freight corridors..."	Paul Parker	FMSIB	10/1/2014			
11. On page 53, add to Ports section language acknowledging that all of Washington's 75 ports contribute to the state's economy and depend on an effective road, rail and maritime shipping system.	Paul Parker	FMSIB	10/1/2014			
12. On page 54, in the Systemwide paragraph clarify that the \$50 billion estimate applies to state, county and city improvements.	Paul Parker	FMSIB	10/1/2014			
13. On page 54, in the Roadways paragraph, use "highways" when referring to WSDOT system. Clarify whether "unfunded" means "no money" or "programmed but not funded"?	Paul Parker	FMSIB	10/1/2014			
14. On page 66, "municipalities invested \$1.54 billion on city streets." Also add "These revenue sources are considered general fund revenues and annually compete with other city responsibilities such as police and fire protection, and other capital needs."	Paul Parker	FMSIB	10/1/2014			
Overall the concept of automated vehicles is not mentioned. This could be a huge change in the next 5 to 10 years.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
There should be a discussion about the importance in near term need for seismic retrofit investments.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 6, under Preservation, there is no mention of city owned facilities.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 8, under Environment, there should be acknowledgement of the significant use of hydropower in Washington State.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 8, under Stewardship, it would be helpful to explain how these funds are programmed.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 44, Inaccurate interpretation of Figure 3. shows that drivers under 40 are still going up.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
Page 48, under System Maintenance and Preservation Needs, explain why existing revenue sources are inadequate.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 50, clarify that State of Good Repair means maintaining existing services and rolling stock capital preservation.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 51, clarify that the vessel replacements are for the statewide system, not just those in the PSRC region.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 52, in the call-out box, add note of the potential street congestion impact from a growing number of commodity trains.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 56, Correction needed - Passenger only ferry routes are included in the T2040 financial strategy as "Other", not under ferry needs.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 62, clarify that other "driver-related fees" and toll revenues make up the difference for the decrease in motor vehicle fuel tax.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 72, the last paragraph on this page is confusing and inaccurate. You might want to mention the vehicle license fee as an example. And Sound Transit does not receive revenues from property taxes.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 74, under innovative finance, mention that while these approaches can help pay for needed repairs, innovative finance also makes projects substantially more expensive and can limit future revenues to debt service.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 74, another example is TIFIA.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 77, while there are some differences in the WTP 2030 funding recommendations (should this be 2035?), the spirit is consistent with the financial strategy in Transportation 2040.	Paul Parker	Robin Mayhew (PSRC)	9/4/2014			
Page 3, first bullet: Need to reflect that due to the recession, fixed route bus service reductions have been a factor in these ridership changes.	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 3, Environment section should mention the mandate related to culverts	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 4, Emerging issues section should include health	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 6, Public transportation section should mention the plan of transit operators to catch up and grow now that the impacts of the recession are behind us.	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 8, Make sure that safety actions are consistent with those outlined in the State Strategic Highway Safety Plan ("Target Zero")	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 10, More emphasis on the identification of new funding opportunities.	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 15, again mentions reductions in public transit trips but does not explain that this is due to the recessionary impacts – service reductions	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			
Page 20, reference significant issues addressed in update of the Washington State Ferry long range plan	Paul Parker	Robin Mayhew (PSRC)	7/11/2014			

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
Define "active transportation". It is used elsewhere without definition.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
There is another issue surrounding local entities bearing a larger share of transportation infrastructure cost. By expending exclusively local funds, there are no mechanisms to require local entities to conform to this or any other plan. TIB and CRAB have no monitoring or enforcement authorities. As the transportation system expands and deepens multi modally, this becomes an increasingly important impediment.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
Public transportation connections should be improved not only between regions of WA but with other modes of transportation, i.e. ferries.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
Do we anticipate incorporating Action 7 on page 19 in the next WSTC ferry fare process?	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
Where does the plan talk about debt? The advantage, the cost, the role, the amount as compared nationally. State debt and local debt for financing facilities are different and somewhere should be discussed. Are there recommendations? Glossing over it on page 74 is not adequate.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
Does Action 8 on page 21 contemplate an expanded role for the WSTC? Will this require legislation? Should we examine this proposed action before including it in the WTP?	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
There should be references to replacing the ferries' antiquated payment software based a single customer account system in conjunction with the Good to Go payment method.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
In some very rural counties, on-demand call-respond public transportation service is provided in lieu of posted scheduled routes. That operational structure has unique problems and characteristics.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
A \$10 billion need represents a ___% increase in current maintenance and preservation needs. A critical question in using this SWAG is whether the system as a whole could efficiently and effectively accommodate an increase of \$10 billion, even if over 10 years. This question applies to state roadways, county roads and city streets.	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			

Comment	Recipient	Commenter/ Sender	Date Received	Location (if applicable)	Topic	Series # (multiple points)
Will the plan include discussion about intercity and intertransit linkages?	Paul Parker; WSTC Commissioner	WSTC Commissioner	9/12/2014			
This documents cites PSRC regarding ferries. Doesn't WSF have a 20-year plan of its expected financial needs? WSF should be the source for this discussion.	Jerry Litt Paul Parker; WSTC Commissioner	Anne Haley WSTC Commissioner	9/12/2014			
Counties would be better position to meet their road needs if county road funds could not be diverted to increase a county's current expense fund.	Jerry Litt Paul Parker; WSTC Commissioner	Anne Haley WSTC Commissioner	9/12/2014			

Comment	Board Name	Location
Stop buying transportation on a credit card- pay as you go!	Funding	Vancouver
Have fares on ferries cover more than 70% of the costs. Much closer to 100%	Funding	Vancouver
Were we able to refinance the bonds at a lower rate?	Funding	Vancouver
In general, public transportation is provided to low-income families. It does help people get to jobs and reduces the number of cars on the highway	Funding	Vancouver
The per mile charge should be on an odometer check instead of a trace key device.	Funding	Vancouver
WA ag priority over coal and oil, wheat and apples first	Goals-Economic Vitality	Vancouver
Offer more incentives to businesses for allowing employees to telecommute and take alternative transportation.	Goals-Economic Vitality	Vancouver
Tax reduction- fee waiver if 60-75% non-car commuter	Goals-Economic Vitality	Vancouver
Reducing trip times and relieving traffic congestion should be a goal	Goals-Economic Vitality	Vancouver
Reduce vehicle congestion and improve freight mobility- #1 goal for transportation money	Goals-Mobility	Vancouver
Light rail for seniors and commuters badly needed	Goals-Mobility	Vancouver
Safe bike lanes and increased bike transportation routes	Goals-Mobility	Vancouver
"Increasing the number of realistic travel choices seems to be a relatively ineffective goal." It only increases costs.	Goals-Mobility	Vancouver
Permitting processes are taking too long for projects. . Methods must be developed to facilitate the myriad processes. Existing processes must continually be evaluated as to their validity and usefulness	Goals-Environment	Vancouver
No more idling of trucks, trains and boats. No fumes.	Goals-Environment	Vancouver
Good goal/strategic notions. Particularly with respect to the first bullet.		
Accountability and measurement are important. Will support appropriate shifts in investments	Goals-Stewardship	Vancouver
Washington products first	Community Needs	Vancouver
Senior population growth requires light rail options. Also Portland population growth will spill over to Clark. Light rail is really needed.	Community Needs	Vancouver

Comment	Board Name	Location
Commuters going to and from Oregon is a key concern. We need to replace the I-5 bridge, add light rail, replace the railroad bridge and look at future additional bridge construction over the Columbia River. Improved bike access to Oregon is also important!	Community Needs	Vancouver
We need a 3rd and ultimately a 4th bridge across the Columbia. Portland has 12 across the Willamette. We do not have the population density to support light rail. Maybe in 50-100 years.	Community Needs	Vancouver
As an investment in the future for Clark County, we need a new bridge and light rail. We've wasted too much money on studies for the I-5 bridge. Preserve the existing structure. Build 2 more from lower roaver road from the 192. 167 to part of Tacoma for relief of the worst congestion in the state. Stop wasting money on feasibility studies for bridge types High speed rail? Freight mobility should be a big focus for business.	Community Needs	Vancouver
	Community Needs	Vancouver
	Community Needs	Vancouver
The Puget Sound area gets the largest share of attention from the legislature relative to transportation needs. The southwest's regional needs must also be given a high level of importance. Particularly the new CRC MUST be built.	Community Needs	Vancouver
Freight mobility was not addressed in the CRC. It must be part of a new, 3rd bridge across the Columbia.	Community Needs	Vancouver
Vancouver's budget does not allow for enough funding for adequate maintenance of existing infrastructure, much less new construction	Community Needs	Vancouver
We need to figure out how to develop and maintain a sense of community in people so that they will be willing to give a little so all will gain.	Community Needs	Vancouver
With 125,560 residents and 91,200 jobs coming, how will they all fit across the 2 existing bridges already near capacity, without an East County Bridge at 192nd Ave?		
A new 192nd Ave bridge will do what the I-205 bridge has done for growth in East Clark County- jobs, jobs, jobs.	Community Needs	Vancouver
Put light rail on the I-205 bridge as it was built for light rail. Build light rail north to Vancouver Mall and east and west along NE 18th St.	Community Needs	Vancouver

Comment	Board Name	Location
Washington residents need to be looked at as other than a funding source. Especially for any new tax or fee. Get control of your own financial house and do not look to me for any additional funding.	Thank you	Vancouver
I think that the people are definitely the source of funding! Who else is going to pay for transportation that everyone uses?	Thank you	Vancouver
We need to support the transportation infrastructure, at all levels. Yes to all!	Emerging Themes	Vancouver
I agree with the order of these priorities as listed here.	Frequently Heard Questions	Vancouver
Yes, I agree. AND I'm concerned about rail freight cars of coal and oil, doing damage to our extremely valuable and priceless environment.	What is WTP? Policy and Investment Priorities	Vancouver
With unsafe rail freight cars with oil that could cause very expensive damage to the environment, we are not sufficiently prepared. And, coal dust is harmful to people, plants, birds. The coal company and oil producer should be responsible for all environmental damage.	Policy and Investment Priorities	Vancouver
	Why WTP?	Vancouver

Comment	Board Name	Location
Washington is not just routes it's places to connect	Emerging Themes	Spokane
More regular fixed route, some express, less paratransit (in order of generalized to specialized)	Emerging Themes	Spokane
Safer big/ped infrastructure, safe routes to school, complete streets	Community Needs	Spokane
More frequent/better transit service	Community Needs	Spokane
Better land use/transportation planning & integration. Priority for local especially agricultural freight on rail lines over non perishable "long unit" freight.	Community Needs	Spokane
Actually attain GHG reduction goals	Community Needs	Spokane
How would concurrency work? (per the plan's suggestion) As a car owner/user I would support some form of user fee levy.	Community Needs	Spokane
More funding is going towards bicycle (paths, stripes, etc.) However, they don't follow the laws, ie. No helmets, wrong side of the road, run through stop signs, weaving across the whole street. If a driver doesn't wear a seat belt - they get a ticket, have to have insurance, follow the road rules, or they are fined. Bicycle riders have no enforcement.	Funding - other	Spokane
Project specific funding (?) ei. Local tax, fuel tax, tolling authority.	Funding - Increase authority of cities and counties to raise local transpo revenue	Spokane
I don't like this option	Funding - increase licenses, permits, and fees and/or index to inflation	Spokane
Remove sales tax from projects (?)	Funding - Reprioritize how we spend existing transportation dollars	Spokane
More local options for jurisdictions to raise funds, state income tax, fix existing funding first	Funding - other	Spokane

Comment	Board Name	Location
Growth in tourism - number of visitors to the region	Emerging Themes	Bremerton
Changing demographics, age wave	Emerging Themes	Bremerton
Aging population - the "silver tsunami"	Emerging Themes	Bremerton
Mason County needs increased commuter, early AM, express, and Sunday transit service	Community Needs	Bremerton
Need to make intermodal transport (plane to train to ferry, etc) more seamless for both tourists/visitors as well as commuters	Community Needs	Bremerton
Peninsular (Kitsap and Olympic) Regional Tourism and seamless transportation around the peninsula	Community Needs	Bremerton
Working with local agriculture to facilitate farm to fork processes to reduce distance food has to travel. Also, to improve local farm revenues	Community Needs	Bremerton
Housing choices near improved non-motorized facilities. Aging population.	Community Needs	Bremerton
Access to food is also needed. Aging in place (at home) is most cost-effective and healthiest, but needs transit support.	Community Needs	Bremerton
Agate Pass Bridge is functionally obsolete and needs to be replaced.	Community Needs	Bremerton
Need a variety of trail standards depending on implementation due to cost, etc.	Community Needs	Bremerton
Ferries need to be fare box supported (FALSE)	Community Needs	Bremerton
Regional light rail connecting all western counties- YES!	Community Needs	Bremerton
West Coast bullet train Seattle to San Francisco. Easy connections to other modes!	Community Needs	Bremerton
Bicycle tabs or user fees	Funding	Bremerton
Reduce sprawl inducing transportation investments by focusing improvements/expansions in UGAs where applicable	Goals-Environment	Bremerton
Improve multimodal transport (plane to ferry or ferry to work centers)	Goals-Mobility	Bremerton
Need reliable redundancy of ferry system	Goals-Mobility	Bremerton
Promote tourism to have transportation	Goals-Economic Vitality	Bremerton
Single point of failure in Gorst!	Goals-Economic Vitality	Bremerton

Comment	Board Name	Location
Mostly on right track. Mostly agree. Please avoid pay-per-mile and GPS odometer tracking. Please increase fees, taxes and cash tolls to raise revenue	Thank You	Bellevue
Would support tolling if it is a lower rate/daily rate (iTunes song rate as example)	Funding	Bellevue
We must raise fule taxes and licensing fees to reflect inflationary pressures! NO privatization or tolling! Hurts the poor the most!	Funding	Bellevue
Strongly against privatization, per mile charge, fractionalizing funding stream by increasing authority of cities. Expanding tolling is hard on the poor.	Funding	Bellevue
Increase gas tax, annual registration fees, toll and ferry tolls. Please maintain anonymity allow for cash payment. Please no per-mile GPS or other odometer tracking. State needs the money, not our IDS or whereabouts	Funding	Bellevue
Make HOV lanes require more people (3-4)	Goals-Environment	Bellevue
More red light cameras in pedestrian heavy areas	Goals-Safety	Bellevue
Give eco-friendly car owners similar privileges to HOV riders!	Goals- Environment	Bellevue
Convince bigger corporations like Microsoft to expand their shuttle services for more employees!	Community Needs	Bellevue
I feel strongly against coal trains because of their environmental effects upon the air, water, soil, and families!	Community Needs	Bellevue
As a Seattle city resident, I am sympathetic to the Port of Seattle users and their easy acces to the rail and roads	Community Needs	Bellevue
Public transit connections at train stations	Community Needs	Bellevue

Comment	Board Name	Location
Persuade new immigrant families to depend on public transportation	Community Needs	Bellevue
What priority is given to design aesthetics and community context in major infrastructure projects/	Community Needs	Bellevue
Green Lake in Seattle- Woodlawn Ave and rest of Green Lake Way need re-paving/re-building. Kudos to Seattle for doing what they have. It needs to be completed	Community Needs	Bellevue
Concern for anonymity of roadway users: State should not be collecting personal data in revenue raising efforts	Emerging Themes	Bellevue
I have concerns about the transportation of oil and coal. And about the creation of "liveable" neighborhoods-safe pedestrian and bikeways	Emerging Themes	Bellevue

Comment	Board Name	Location
Increase fares on ferries by length of vehicles-reduced for more riders, like vanpools	Funding	Tri-Cities
Why not dedicate sales tax generated by vehicle sales completely towards maintenance of roads and streets? (clearly not the case if \$12 B is generated)	Funding	Tri-Cities
Columbia River and Yakima River crossings	Community Needs	Tri-Cities
More investment in complete streets, sidewalks and bike trails	Community Needs	Tri-Cities
Regional planning is non-existent in Tri-Cities area, need coordination, master plans, travel demands, etc.	Community Needs	Tri-Cities
Yes! Transportation access to health services is a big concern for rural communities!	Frequently Heard Concerns	Tri-Cities
Need funding for ADA services outside of federally mandated guidelines	Frequently Heard Concerns	Tri-Cities
When you provide opportunities to walk and bike to school, shopping, work, you improve population health!	Frequently Heard Concerns	Tri-Cities
How about contract with Uber for more communities?	Frequently Heard Concerns	Tri-Cities
Issues other than I-5 corridor must gain importance in WTP 2035	Frequently Heard Concerns	Tri-Cities
Cities need help in becoming bicycle friendly!		
Transportation and public health would be great partners!	Frequently Heard Concerns	Tri-Cities
Invest in regional airports	Goals-Mobility	Tri-Cities
All-weather roads	Goals-Mobility	Tri-Cities
Light rail across Columbia River in Vancouver (short-sighted legislature)	Thank You	Tri-Cities