Policy Board Meeting February 24, 2016 Materials

Island Transportation Planning Organization
Bylaws

Article I
Name of the Organization

1.1   This organization shall be known as the Island Transportation Planning Organization, herein referred to as the Transportation Planning Organization or ITPO.

Article II
Purpose and Duties

2.1   The purpose of the Transportation Planning Organization shall be to study countywide regional transportation concerns so as to make recommendations aimed at solving transportation problems of mutual interest and concern. Specific duties include, but are not limited to, the duties and functions listed in Section 3 of the ITPO Interlocal Agreement.

Article III
Membership

3.1   The Transportation Planning Organization Policy Board shall include representation from Island County, the City of Oak Harbor, Town of Coupeville, City of Langley, the Ports of Coupeville and South Whidbey, the Island County Public Transportation Benefit Area Corporation dba Island Transit, Naval Air Station Whidbey Island, and the Washington State Department of Transportation.

3.2   Voting members of the Policy Board are as follows: Island County shall be represented by the three county commissioners. The cities and towns shall be represented by the mayor of each jurisdiction. Each port commission shall select one port commissioner to represent their port district. The board of the Island County Public Transportation Benefit Area Corporation dba Island Transit shall be represented by its board chair.

Bylaws for Island Transportation Planning Organization

3.3   Non-voting members shall be represented by the community planning liaison from Naval Air Station Whidbey Island and the designated staff from the Northwest Region / Mount Baker Area office of the Washington State Department of Transportation, or their designees. Any members of the state House of Representatives or the Senate whose districts are wholly or partly within the boundaries of the Transportation Planning Organization are considered ex officio, non-voting policy board members.

3.4   Each voting member of the Policy Board may designate an alternate to act in the member's absence. The alternate designation must be in writing for voting members, signed by the member, and be on file with the Transportation Planning Organization in order for the alternate to be allowed to act on the members' behalf. The alternate must be an elected official.

Article IV
Officers

4.1   The officers of the Transportation Planning Organization Policy Board shall be a Chairperson and Vice-Chairperson. The officers shall be elected during the first meeting of each calendar year. The selection of the officers shall be effective upon a motion that passes by a majority of the voting members of the Policy Board present.

Article V
Policy Board Meetings

5.1   The chair shall preside over Policy Board meetings. In absence of the chair, the vice-chair shall preside. In absence of both officers, any other voting member may preside, after a motion to that effect is made and passed by a majority of the voting members of the Policy Board present.

5.2   Meetings will be held on the fourth Wednesday of the month at 11:00 am in the Island County Commissioner's Hearing Room. Additional meetings may also be called by the chair or by any three voting members of the Transportation Planning Organization. Notice of meetings shall be provided to each member at least one week (7 days) prior to the meeting.

5.3   Meetings of the Transportation Planning Organization shall be governed by the Open Public Meetings Act, RCW 42.30.

5.4   A quorum for conducting business shall be a majority of voting members present. All decisions must be made by a majority vote of the quorum present at a meeting.

5.5   The chair shall sign all official documents that relate to specific action taken by the Transportation Planning Organization.

Article VI
Technical Advisory Committee Meetings

6.1   The Technical Advisory Committee (TAC) shall be represented by the staff roles listed in the Interlocal Agreement. Each TAC member listed in the appendix is entitled to one vote.

6.2   A citizen from each County Commissioner District shall also be appointed by the Commissioner from the respective district to serve on the TAC. Terms for citizen representatives shall be three years and may be renewed. Terms shall be staggered with one citizen representative position available each year.

6.3   Citizen representatives may be removed for failing to attend meetings on a repeated unexcused basis.

6.4   A quorum for conducting business shall be a majority of voting members present. All recommendations to the Policy Board must be made by a majority vote of the quorum present at a meeting.

6.5   The Island County Transportation Planner shall preside over Technical Advisory Committee meetings. In absence of the Transportation Planner, any other member may preside.

Bylaws for Island Transportation Planning Organization

Article VII
Parliamentary Authority

7.1 Robert's Rules of Order shall be an advisory document pertaining to parliamentary authority for use by the Transportation Planning Organization in parliamentary situations that are not provided in law or these bylaws.

Article VIII
Amendments

8.1 These Bylaws may be amended by a unanimous vote of a quorum of voting members. Amendments approved by the Transportation Planning Organization are effective immediately.

Adopted by a unanimous motion of the Transportation Planning Organization on the ___ day of _____, 2016 and signed by the participating jurisdictions as follows:

Board of Island County Commissioners   City of Oak Harbor
Island County, Washington

_____ _____   _____ _____
Richard M. Hannold, Chair   Date   Bob Severns, Mayor   Date

City of Langley   Town of Coupeville

_____ _____   _____ _____
Tim Callision, Mayor   Date   Molly Hughes, Mayor   Date

Port of South Whidbey

Port of Coupeville

_____ _____

Curt Gordon, Commissioner   Date

_____ _____

John Mishasek, Commissioner   Date

Island County Public Transportation Benefit Area Corporation dba Island Transit

_____ _____

Jackie Henderson, Chair   Date

Bylaws for Island Transportation Planning Organization

Appendix
Technical Advisory Committee Members

Island County Public Works	Connie Bowers
Island County Planning & Community Development	Nathan Howard
Island County District 1 Citizen	Don Meehan
Island County District 2 Citizen	Vacant
Island County District 3 Citizen	Bob Monize
City of Oak Harbor Public Works	Arnie Peterschmidt
City of Oak Harbor Planning & Community Development	Cac Kamak
City of Langley	Stan Berryman
Town of Coupeville	Vacant
Port of Coupeville	Forrest Rambo
Port of South Whidbey	Angi Mozer
Island Transit	Ken Graska
Island County Economic Development Council	Ron Nelson
Naval Air Station Whidbey Island	Bryan Tyhuis
Washington State Dept. of Transportation	John Shambaugh

Bylaws for Island Transportation Planning Organization

1-27-2016

The FAST Act in Washington:
Let's fix the state's transportation mismatch

The Fixing America's Surface Transportation Act enacted late last year secures federal highway and transit programs for the next five years. State leaders now have the opportunity to decide how to divide a large share of these federal transportation funds.

The state can expect to receive almost $3.6 billion in Federal Highway Administration funds via the FAST-Act, starting with $687 million in 2016 and growing each year to $750 million by 2020 – more funding than the state had previously anticipated.

old state policy for federal funds

66% state highways	34% local transportation

today's state and local road miles

14% state	86% city streets and county roads

Decisions on how best to use these funds are likely to start within the supplemental transportation budget developed by the Governor and state legislature in 2016.

In the past, 66% of these funds have been invested in state highways, 34% have been used for local transportation: Including bridges, city streets, county roads, ferries, transit systems, bike and pedestrian improvements and trails.

This lopsided split between state highways and local transportation is an old policy designed when cities and counties could count on about 50% of the state fuel tax to cover the basics. Now cities and counties can only count on less than 30% of the state fuel tax.

Today 69% of all public road miles in the state are city streets and county roads. Cities and counties maintain nearly 55% of the state's 7,300 plus bridges. 58% of the bridges in the state rated "structurally deficient" are local bridges.

A new state policy is needed to match the realities of the state's transportation system with the federal funds designed to keep the whole system running. Decisions on how to divide funds within five major programs administered by the state can correct the current mismatch.

1. **National Highway Performance Program - $388 million in 2016**

   The largest FHWA program is focused on preserving state and local pavements and bridges on the National Highway System. In Washington state 23% of eligible roads (3,340 miles) are local, yet under the state's old policy, local roads get just 6% of these funds.

2. **Surface Transportation Block Grant Program - $177 million in 2016**

   This is the most flexible program, and includes broad eligibility for roadway, transit, freight and non-motorized investment. Providing more STP funding for local projects would help match the diversity of local needs and ensure transparent - merit based competition - to select the best projects.

3. **Highway Safety Improvement Program - $38 million in 2016**

   The HSIP requires a data-driven strategic approach to improving highway safety on all public roads and is focused on performance.

4. **Congestion Mitigation and Air Quality - $37 million in 2016**

   CMAQ funds can only be used for projects that produce an air quality benefit and provide congestion relief. In Washington State, they have been distributed through competitive processes via eligible entities like the PSRC.

5. **National Freight Program - $20 million in 2016**

   This new federal program is tailor made for Washington and is designed to improve the movement of freight on the national Highway Freight Network, which includes state and local roads and bridges, including grade crossings to speed access to ports.

Puget Sound Regional Council

Washington State Association of Counties

Next Steps

Decisions made by the Governor and state leaders will set the policy for the next five years. They need to hear from people across the state to better understand the opportunity to correct the current mismatch. The door is open for a better local share.

AWC ASSOCIATION OF WASHINGTON CiTiES