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AGENDA

1. Welcome and Introductions
2. Approval of minutes from December 14 TAC Meeting
3. Updates and action items from January Executive Board
4. Advertising for Regional Transportation Plan & Special Needs Transportation Projects
5. Regional Transportation Plan: Goals
6. Points versus forced pairs scoring
7. IRTPO Potential Partnership Projects
8. New Items / Roundtable conversation (All)

Acronym Key:
WSDOT: Washington State Department of Transportation
IRTPO: Island Regional Transportation Planning Organization
TAC: Technical Advisory Committee
RTIP: Regional Transportation Improvement Program

Please contact Brian Wood at if there are any other items that you would like to have added to the agenda. Phone: (360) 678-7959; Email: b.wood@co.island.wa.us

Next meeting: Thursday, March 8, 2018
Purpose
The purpose of this brief is to consider preliminary draft language being developed for the IRTPO 2040 RTP vision and goals. The TAC’s discussion and feedback on February 8 will be used to refine this preliminary draft language into more formal draft content from which to develop policies and strategic actions.

Context
Vision and goal statements provide an essential framework for the long-range Regional Transportation Plan (RTP). They are required as a part of RCW 47.80 but more importantly, they are an expression of the transportation aspirations of the Island Region and its diverse communities. They articulate what the Region wants to accomplish through its transportation policies and investments. Subsequent policies and recommended actions then provide direction on how to accomplish the regional vision and goals.

As part of a regional plan the vision and goals are necessarily different than those developed for local or statewide plans. That is due in large measure to the fact that regional agencies like IRTPO are not typically owners or operators of the transportation system for which they’re planning. They don’t control the vast majority of revenues and budget decisions that support the transportation system. They aren’t bound by jurisdictional boundaries in the way that local agencies are, and in fact have a responsibility to look beyond those boundaries and traditional interests.

Those differences don’t make the regional vision and goals inconsistent with those of local and statewide plans. Consistency between regional plans and those developed at the local and state levels means that they are developed using shared assumptions and that their goals are complementary. Taken together they are each doing their part to move the local community, the region, and the state in a common direction.

That background provides a brief context for development of the vision and goals for IRTPO’s 2040 plan.

In the summer of 2017 the IRTPO TAC and staff began this process by reviewing a number of plans to get a sense for how different local and regional agencies have approached the subject of long-range transportation goals. That process revealed a certain truth – there is no one way to approach this.
Different agencies and regions are guided by different needs and missions, which is reflected in the diverse array of goal statements reviewed.

The resulting draft statements and meeting notes provided me with important background. In reviewing those materials several core values of IRTPO were evident:

- Transportation needs to reflect the diversity of community character throughout the region – a one-size-fits-all approach doesn’t fit the Island Region. The transportation system must support all the reasons people travel, and it must do so in an equitable manner.
- The Island Region’s transportation system is inherently multimodal and it must accommodate not just the movement of people but also of goods and services in support of a diverse economy and work force.
- System safety and efficiency are paramount concerns that transcend modes and jurisdictional boundaries.
- Transportation should make positive contributions to public health, to the natural environment, and to the overall well-being of people and businesses throughout the Island Region.
- An engaged public is an informed public, and an informed public expects accountability in the use of limited transportation resources.

With this background information and the initial goal statements drafted last summer I’ve worked to develop preliminary language for a regional vision statement and supporting goals for the TAC to consider. I employed an exercise I call the “why” test to further refine the initial goal statements in an effort to get at the underlying intent of the statement or its goal. From there I worked to create a goal statement that is mode neutral and which can support implementing policies and actions. Most are fairly standard – safety, preservation, consistency with land use – but there are a couple that are uniquely IRTPO in nature.

Following are preliminary draft vision and goals for the TAC’s consideration and discussion. Since goals without policies can seem ambiguous I’ve anchored each goal statement with an explanatory statement of how subsequent policies can support the goal and provided some example topics that can be addressed by the supporting policies or strategic actions. No priority order of goals is implied.

**Draft IRTPO Regional Transportation Vision (the aspiration framing the goals)**

The Island Region’s transportation system provides a full range of safe, efficient, and reliable travel choices for residents and visitors and supports the mobility needs of the region’s businesses, enhancing overall quality of life, public health, and economic wellbeing for the Island Region today and for generations to come.
Draft IRTPO Regional Transportation Goals (what the Region wants to do in support of the vision)

Make the transportation system safe for all users.
*Policies and strategic actions need to help reduce the risk of serious injuries or fatalities for the traveling public and system operators, regardless of travel mode. Topics that policies or actions might address include: system design; consideration of ‘first and last’ segments of multimodal trips; role of education-enforcement-evaluation in addition to engineering; systemic network analysis to target investments where they’ll have the biggest impact.*

Ensure all people have access to the opportunities in their daily lives.
*Policies and strategic actions need to provide for a range of reliable and equitable travel choices that meet the needs of the traveling public, regardless of ability, income, or geography. Topics that policies or actions might address include: reliable and well-connected range of travel choices; support Human Services Transportation Plan findings and recommendations; increase access to public transportation; strengthen partnerships with non-traditional service providers; role of technology in closing the access gap; Mobility as a Service (MaaS) and the emerging role of transportation network companies like Uber and Lyft; health care access; veterans mobility; Intercounty Connector.*

Support the economic health and vitality of the Island Region.
*Policies and strategic actions need to consider the needs of the region’s diverse businesses and industries and support strategic partnerships. Topics that policies or actions might address include: freight needs of military, manufacturing and agricultural industries; tourism and active recreation opportunities; leadership in maintaining cross-sound connections; innovative partnerships beyond transportation stakeholders; job access for area work force.*

Create a healthier environment for current and future generations.
*Policies and strategic actions need to minimize transportation impacts on the natural, built, and social environment and increase opportunities for public health. Topics that policies or actions might address include: electrification of the transportation system; reduce per capita vehicle miles traveled; increase opportunities for active travel; support for Safe Routes to School activities that get more kids walking and biking; access to parks and recreational opportunities.*

Maintain the transportation system in a state of good repair.
*Policies and strategic actions need to support agencies in their efforts to manage assets in ways that keep life cycle costs as low as possible. Topics that policies or actions might address include: make road and transit maintenance a regional funding priority; maintain shoulders for bike travel; support low-cost preventive measures over costly reconstruction; explicitly consider life cycle costs when evaluation system expansion needs and priorities.*

Ensure the transportation system operates efficiently and reliably.
*Policies and strategic actions need to help increase system reliability and reduce wasted capacity. Topics that policies or actions might address include: increase circulation and route connectivity; promote alternatives to driving alone; park-and-ride facilities; real-time public information on congestion and parking availability with a particular emphasis on ferry traffic and terminals; signal...*
timing and coordination activities; focus on Deception Pass bridge land-side congestion issues; reduce impacts of “fender bender” delays via network design and circulation.

**Continue to manage the public’s resources in an open and cost-effective manner.**

Policies and strategic actions need to demonstrate public accountability and good stewardship in light of limited resources and changing demands on the system. Topics that policies or actions might address include: fiscally responsible investments; consideration of full life-cycle costs; practical solutions that reduce over-built infrastructure; data-driven decision-making; public education about priorities; monitor and respond to pending changes in transportation revenue sources and uses.

**Ensure the transportation system increasingly supports community visions as expressed in adopted Comprehensive Plans.**

Policies and strategic actions need to promote consistency between transportation system policies and investments and the land use plans they are intended to support. Topics that policies or actions might address include: contextually-appropriate strategies for different types of areas; coordination between local, regional, state, military agencies; IRTPO as a forum to explore mechanisms for better coordination.

**Maximize system resiliency in the face of climate change, natural disasters, and other forces outside the control of IRTPO partners.**

Policies and strategic actions need to support transportation’s role in the ability of agencies to respond and recover as quickly as possible after major system disruptions. Topics that policies or actions might address include: participation and collaboration in emergency management partnerships; leadership in identifying vulnerabilities or opportunities unique to the Island Region; coordination with business on ways transportation can support restoration of economic activity after a major disruption; role of transit in evacuation; climate adaptation, monitoring and response.

**Be ready for technological changes that are transforming travel demand and mobility.**

Policies and strategic actions need to encourage collaboration between old and new partners in thinking about transportation in new ways and how to adapt effectively as conditions evolve. Topics that policies or actions might address include: IRTPO role in convening innovative partnerships; ways to engage emerging transportation network companies (TNC); emerging role of Mobility as a Service (MaaS) in transportation planning and partnerships; value of data sharing and protocols in managing system demand; managing unintended consequences; sufficiency of 20th century policy frameworks for emerging 21st century transportation system.

**Provide visionary leadership in advancing connectivity for the Island Region.**

Policies and strategic actions need to reflect the unique nature of connectivity within an island region and between that region and other communities. Topics that policies or actions might address include: connecting Whidbey and Camano islands via Saratoga Passage; advance the Intercounty Connector as part of a broader regional initiative; promote long-term park-and-ride capacity in Mukilteo to encourage more efficient use of the Clinton-Mukilteo ferry service; explore potential value of future passenger ferry to the emerging economic center in Everett; advance Island Region’s interests in long-range state ferry initiatives; harness iconic nature of island access for tourism and active recreational economic benefits.
Leverage transportation to promote the Island Region and its unique assets. Policies and strategic actions need to leverage those qualities of the Island Region that make it different from any other place, for the benefit of its residents, businesses, industry, and environment. Topics that policies or actions might address include: Scenic Isle Way access and promotion; access to historic sites and state parks; marine trails access; active recreation and bicycle touring in the rain shadow of the Olympics; iconic vistas; Naval Air Station destination; agri-tourism; access to arts, cultural and recreation events on the islands.

This constitutes an even dozen goal statements on which to develop regional policies and specific actions that can help the Island Region to achieve its transportation vision. The TAC’s discussion and feedback will be helpful in refining them so that they provide the best framework to support IRTPO’s regional transportation needs.
Potential IRTPO Partnership Project

Enhanced charging stations for electric vehicles

- Plug-in electric vehicles on the rise:
  - Merrill Lynch analysts expect EVs will cost less than gas vehicles by 2024
  - Driving range increasing (Chevy Bolt = 238 miles per charge)
- WSDOT participating in West Coast Green Highway project to install a network of fast charging (level 3) stations on major corridors
- Island County comprehensive plan recommends installing high-efficiency charging stations
- Currently level 2 charging stations are present in Langley, Greenbank and Oak Harbor
- Charging station revenue may help offset installation costs and lost gas tax proceeds

Approximate Full Charging Times for Chevy Bolt:
- Level 1 – 60 hours
- Level 2 – 9 hours
- Level 3 – 1.3 hours

Current Charging Stations in Island County (source Plugshare)

- The Inn at Langley (Level 2 & Tesla)
- Langley Park (Level 2)
- Langley Park &Ride (Level 2)
- Saratoga Inn (Level 2 & Tesla)
- Freeland Whidbey Telecom (Level 1 and 2)
- Freeland Island Athletic Club (Tesla)
- Greenbank Farm (Level 2)
- Oak Harbor Dock Street (Level 1 and 2)
- Deception Pass State Park (Level 1?)
Potential IRTPO Partnership Project

Scenic Isle Way Improvements

- 2005 Corridor Management Plan:
  - Interpretive Master Plan - locations and improvement recommendations
  - Waysides, viewing platforms, kiosks, audio/visual
- 2013 action plan: comfort stations, expansion of existing parking areas, interpretive signage
- Potential grant action plan:
  - Wayfinding signage
  - New and/or improved scenic pull-outs
- Existing example: Lake Hancock (improvements predate Isle Way)
- Potential example: Grassr’s Lagoon (scenic, gravel pull-out, with portable restroom, owned by Department of Fish & Wildlife)

Interpretive Master Plan location recommendations:

- Deception Pass State Park
- Dugualla Bay
- Hastie Lake
- Downtown Oak Harbor
- Blue Fox Drive-In
- San De Fuca
- Penn Cove
- Grassr’s Hill/ Kennedy Lagoon
- Fort Ebey State Park
- Town of Coupeville
- Kettles Trail
- Smith Prairie
- Fort Casey State Park
- Ebey’s Prairie
- Crockett Lake
- Keystone Spit & Ferry Terminal
- Lake Hancock
- Bayview Corner
- South Whidbey State Park
- Freeland
- Useless Bay
- Double Bluff
- City of Langley
- Clinton Port Facilities & Ferry Terminal

Grasser’s Lagoon
Lake Hancock