



## CONNECTING WASHINGTON TASK FORCE

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### Meeting Notes • October 4, 2011

Legislative Building, Olympia

Meeting materials are online at [www.governor.wa.gov/priorities/transportation/connectwa.asp](http://www.governor.wa.gov/priorities/transportation/connectwa.asp)

Video of the meeting can be found at on TVW's web site at [www.tvw.org](http://www.tvw.org)

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#### A. Call to Order and Introductions

The Connecting Washington Task Force meeting was called to order at 10:30 a.m. Task force members in attendance were:

Governor Chris Gregoire, Chair

Bob Adams, Vice President, Guy F. Atkinson Construction

Rep. Mike Armstrong, Ranking Minority Member, House Transportation Committee

Terry Brewer, Executive Director, Grant County Economic Development Council

Rodney Brown, Board Chair, Washington Environmental Council

Bill Bryant, Port of Seattle Commissioner

Rep. Judy Clibborn, Chair, House Transportation Committee

Joyce Eleanor, on behalf of Susan Meyer

Richard Ford, Chair, Transportation Commission

Mike Fredrickson, Port of Walla Walla Commissioner

Charlotte Garrido, Kitsap County Commissioner

Paula Hammond, Secretary, Department of Transportation

Sen. Mary Margaret Haugen, Chair, Senate Transportation Committee

Fred Jarrett, Deputy King County Executive

Jeff Johnson, President, Washington State Labor Council

Sen. Curtis King, Ranking Minority Member, Senate Transportation Committee

Alex McGregor, President, The McGregor Company

Don Meyer, Port of Tacoma Commissioner

David Myers, Executive Secretary, Washington State Building and Construction Trades Council

Janet Ray, on behalf of Kirk Nelson, President and CEO, AAA Washington

Laura Peterson, Vice President of State and Local Government Relations, Northwest Region,  
The Boeing Company

Tom Rasmussen, Seattle City Councilmember

Paul Roberts, Everett City Councilmember

Nick Rocchi, Managing Director Pacific Northwest District, Federal Express

Tim Schauer, Chair-Elect, Greater Vancouver Chamber of Commerce

Mel Sheldon, Chairman, The Tulalip Tribes

Tom Trulove, Mayor of Cheney

Stan Vander Pol, President and CEO, Peninsula Truck Lines

Barbara Wright, Board Member, Transportation Choices Coalition  
John Howell and Tom Byers, Cedar River Group, facilitators

John Howell welcomed task force members and reviewed the agenda. There were no additions suggested.

## **B. Jobs and Economic Development in Washington State**

Chris Mefford, President and CEO of Community Attributes International in Seattle, presented information about employment trends and outlook. (See presentation slides, "[Washington State Employment Estimates and Forecasts for Transportation Investment Planning.](#)") Key points were as follows:

- From the economic point of view, the key question about transportation is: Where can transportation leverage economic growth?
- Statewide employment from 1990 to 2012 has grown at an annual rate of 1.4 percent, with rates as low as -3.4 percent and as high as 2.8 percent.
- The state forecast for employment in 2012–2019 is for an annual growth rate of 2.1 percent.
- Transportation investments can make a difference for employers in operating costs (access to workers/talent; energy/fuel costs); and a difference for workers in access and mobility (quality of life and cost of living).
- Industries that have the highest economic impact have a high multiplier effect and high export activity. (Export activity includes goods, services, and products produced in the state but sold outside of the state.) An example of high multiplier effect is Boeing's estimate that every job at Boeing stimulates three jobs outside the company.
- Common transportation needs for industries with a high multiplier effect and/or high export activity are: (1) intra-region mobility, freight and labor; (2) access for labor; (3) out-of-state freight infrastructure; and to a lesser extent, (4) business/tourism travel.
- Each region has different needs for its economy and its transportation.

In the discussion, task force members noted that the "government" jobs category includes all levels of government, ports and other special districts, public transit, universities, and many research and biotech jobs. There was discussion about: the different growth and transportation needs in urban and rural areas; the importance of keeping the multiplier effect in mind; investing to retain the current economic activities and be competitive with other states/countries; and the need both to transport goods to market and workers to jobs.

There was a request to add to slide 7 ("Where transportation investments can make a difference") the forecasted jobs by economic impact.

## **C. Public Comment Period**

Nine individuals offered comments in the public comment period.

- Will Knedlik urged the task force to: (1) do no harm; (2) focus on cost effectiveness and least-cost planning, which he believes are important to getting taxpayers' support; and (3) preserve all key freight corridors.
- George Sharp spoke on behalf of the Washington State Tourism Alliance. He said that: (1) tourists need reliable transportation; (2) the scenic byways program has been successful across the state and is worthy of investments; and (3) tourism interest is indicated by the 20,000 requests per year for a state map, which the state no longer produces.
- Rosemary Siipola of the Cowlitz-Wahkiakum Council of Governments urged the task force to think about the *effects* of growth. She noted that investments in the Columbia River–Snake River area are bringing port activities back but might not help to restore other jobs that have been lost when large companies closed.
- Josh Kavanaugh of the University of Washington reminded the task force that people and goods have a shared network. He suggested: (1) fixing the system before expanding capacity; (2) investing in active transportation (bike and pedestrian); (3) seeking stable revenue sources; and (4) providing local options so local communities can identify what works best for them.
- Brad Jurkovich spoke on behalf of the Washington Ferry Coalition. He urged the task force to support investments in the ferry system, and cited the benefits of providing jobs in Washington (private shipbuilding workforce), and providing a marine highway for commerce and a draw for tourism.
- Patty Graff Hoke of the Kitsap Peninsula Visitor and Convention Bureau also encouraged investment in the ferry system. She cited the role that ferries play in the economic life of the peninsula, bringing in visitors and connections to jobs. She also presented a letter from San Juan Islands Visitor Bureau.
- John Scholes of the Downtown Seattle Association urged the task force to consider the importance of transit in all urban centers in the state. He noted that transit helps improve mobility on roads and for freight, and helps to sustain and grow jobs.
- Kristina Walker of Downtown On The Go in Tacoma spoke about the need for transportation choices that focus on moving people rather than cars. She suggested that improving transit, biking and walkability will help to reduce congestion and make room for freight and for tourism.
- Pete DeBoer of the Port of Kingston spoke about the advantages of using passenger-only ferries to move people, and cited a need for a multimodal hub on the Seattle waterfront to help people arriving by ferry to access sports stadiums, shopping and other points of interest.

#### **D. Task Force Discussion of Revised Investment Principles**

Mr. Howell facilitated a discussion of the task force members' reactions to the set of investment principles, which he revised according to the discussion at the last meeting. ([See September 30, 2011, memo to task force members.](#)) The questions for discussion were:

- *Do the revisions capture the ideas/comments from the September meeting?*
- *Is the Task Force ready to adopt the principles as revised?*

Task force members had a number of questions and suggestions about wording in the principles and in the “Primary Purpose of the 10-year Investment Strategy” box, which appeared above the principles on the handout. Some wanted to keep the principles and purpose stated at a broad level; others liked the specific areas called out in the “Primary Purpose” box. Several task force members emphasized the direct connection between transportation investments and the state’s competitiveness and economic vitality. Several suggested that transportation investments don’t just “support” the economy, but “drive” it.

There was a suggestion to move Principle 2 (Improve mobility to support economic growth and meet the needs of a growing population) to be the first principle. One task force member suggested eliminating Principle 4 (Enhance Washington’s quality of life through transportation investments . . .) for the revenue ask, since it is more of a supporting idea. There was a suggestion to eliminate the clause about safety in Principle 1, since safety should be part of all investments. Another suggestion was to package transportation needs with the infrastructure needs for stormwater/clean water goals. There was a suggestion to include the idea of leveraging federal dollars. There were suggestions to make the list narrower and focus on competitiveness and jobs.

Governor Gregoire proposed starting with a statement of the problem that shows that this is a crisis, and to make the purpose and principles statements pithy and crisp.

## **E. Task Force Discussion on Categories of Investment**

Tom Byers presented [three approaches to categories of investment](#)—examples from two other states (Pennsylvania and Oregon) and draft categories by functional area: System Preservation, Traveler Safety, System Efficiency, Strategic Mobility, and Community Benefits. (See October 3, 2011, memo to task force members.) In addition, Mr. Byers noted that when Oregon took their nine categories to the public, they were reworded to three: (1) Protect Our System; (2) Make It Work Better; and (3) Strategic Investments.

Task force members found the four categories by functional area easier to understand and present to various audiences than the examples from other states. However, several noted that they liked the short, succinct version of the categories that Oregon used with the public. One task force member suggested that the four functional categories are more like performance objectives, and that this would be a helpful way to view them over 10 years.

Task force members suggested a number of wording changes, additions and clarifications. These included: adding a linking paradigm; making sure the principles are reflected in the categories; and emphasizing the function of the system. Some task force members suggested considering investments by corridor, not jurisdiction, and that the corridors could relate to functions (freight, transit, etc.). Others suggested thinking about the system as a network. Several task force members noted that individual projects may involve more than one of the categories. It was suggested that the categories need to enable the state to report on the benefits of transportation investments to demonstrate to the public that their dollars are put to good use.

## **F. Task Force Discussion on Project Selection Factors**

Mr. Howell explained that the Project Selection Factors were developed from ideas task force members suggested at the last meeting. The purpose for the selection factors is to assist the legislature when they select projects.

Task force comments on the list of selection factors included: transportation investments affect everyone in the state; add leveraging; use “geographic benefit” instead of “geographic distribution”; delete “geographic distribution” because the goals will be different in different regions. Suggested additions were: Protect existing assets; Benefit the entire state; Need to be measurable; Restore (what we have lost) and maintain. There was a question about the meaning on the fifth bullet (Investments that provide the highest value relative to the level of investment). A task force member suggested that there are only two selection factors: (1) Maintain/protect what we have; and (2) Expand and enhance. A task force member commented that the key question is which projects to do first, and suggested choosing first those that generate revenue, so that the revenue can be used to do more projects.

A task force member commented that the four boxes on the page (primary purpose of the investment strategy; investment principles; categories of investment; and project selection factors) say the same things, and suggested that the important question is “What does the project lead to as a statewide network?” Several task force members wondered if the list of project selection factors would be helpful to the legislature, and suggested that the categories of investment would be the right guidance. There was a suggestion to roll up the project selection factors in the Investment Principles.

During this discussion, an addition was suggested to the Investment Principles: “Build a statewide transportation system that supports key job generators.”

## **G. Task Force Discussion of Relative Priorities for Categories of Investment**

Mr. Byers led the task force in a discussion on prioritization of the investment categories. The discussion questions were:

- *Do the priorities reflect the statewide transportation needs that have been presented?*
- *How should the categories of investment be prioritized in recommendations to the Governor and Legislature?*

Several task force members suggested that System Preservation should be the top priority. One suggested that following closely as top priorities are Traveler Safety and System Mobility. Another task force member commented that while preservation is important, over 10 years, there may be things that are outmoded and should not be preserved. He would make System Efficiency and Public Safety the top priorities. Another task force member suggested not making priorities, since all four categories are important, but rather giving more weight to projects that involve more of the four categories of investment.

A task force member noted that the concept of quality of life does not appear in the investment categories, and suggested adding it as a fifth category of investment, since it is an important part

of who we are in Washington. Another task force member suggested that quality of life is an outcome from the four categories of investment rather than its own category, and noted that quality of life is difficult to measure. Another option suggested was to add quality of life to the fourth investment category (Strategic Mobility Improvements), and to say that it enhances the environment and social equity.

Mr. Byers asked task force members to do an exercise of weighting the criteria by assigning points to each category so that the points total 100. He asked those who would like to add a category 5 Community Benefits, to add it and give it points, also.

The totals of the points assigned in this exercise (tallied after the meeting) were as follows:

Category Name	Rank by Points	Total Points	Average
System Preservation	1	661.5 points	26.46
Traveler Safety	3	444.5 points	17.76
System Efficiency	4	524.5 points	20.98
Strategic Mobility	2	634.5 points	25.38
Community Benefits	5	15 Yes; 9 No; 1 Maybe; 13 of the 15 Yes votes gave it a total of 235 points	9.4

## H. Meeting Adjournment

Governor Gregoire thanked the task force for its work, and said she looks forward to the task force's next conversation, on November 15, about revenues. She would like the task force to discuss how to raise revenue and how to convince the public that it is in their interest to invest in transportation.

The next two task force meetings will be on November 15 and 29, 2011 in Olympia.

The Connecting Washington Task Force meeting was adjourned at 4:00 p.m.