



# TRANSPORTATION SUBCOMMITTEE

## Meeting 1 – August 31, 2023

### SUMMARY

- Review problem statements
- Evaluate and prioritize
- 11 Responses
- 9 Subcommittee members



# SURVEY RESULTS

## **Problem Statement 1 (7 yes, 3 no, 1 skipped)**

SWISS counties struggle with insufficient, inaccessible, and vulnerable transportation funding to maintain aging infrastructure, marine structures, fish passage, and encroaching coastlines.

### **Yes**

- Insufficient funding examples
- Amount of funding needed
- Existing available funding sources a
- Current expenditures
- Funding available at state level
- Planning studies

### **No**

- Too broad – separate into specific issues
  - Marine
  - Land
  - Funding
  - Climate change
- Unclear wording – “Vulnerable”
- Missing enhanced land use planning



# SURVEY RESULTS

## **Problem Statement 2 (5 yes, 4 no, 2 skipped)**

Public transportation options to and from ferry terminals are insufficient in both capacity and frequency during evenings and weekends.

### **Yes**

- Problem data
- Understanding existing service levels
- Funding status for existing services
- All ferry terminals?

### **No**

- Too narrow – not just evenings and weekends
- Not all counties experience issue
- What is the scope of success?
- More clarity on “insufficient.”



# SURVEY RESULTS

## **Problem Statement 3** (2 yes, 7 no, 2 skipped)

The deployment of EV charging systems in small and rural communities has been hampered by a focus on high-density, urban areas and a fractured approach with different brands, companies, and public boards and agencies all working independently.

### **Yes**

- Problem data
- Understanding demand

### **No**

- Not a root problem
- Issue is around miles driven, not access to infrastructure
- Too broad – is it about county coordination or state planning?
- Funding exists for EV charging



# SURVEY RESULTS

## **Problem Statement 4** (6 yes, 3 no, 2 skipped)

State ferry purchasing requirements exclude passenger-only ferries and ferries built outside of Washington from being added to the fleet. This prohibits increasing the number and variety of boats in the fleet and creates higher costs and longer order times to increase service or replace damaged boats.

### **Yes**

- This is a massive root problem to address
- Greater understanding of state law
- What would law change process look like?

### **No**

- Does not address why this limits ferries
- It's about operating passenger only ferries, not just procurement.
- Updated laws allow out-of-state builders
- Uncertain if problem is within SWISS scope



# SURVEY RESULTS

## SUBJECT MATTER EXPERTS

- County Engineers & Public Works Depts.
- Other county or city staff
- WSDOT
- Federal and State Legislators
- County Roads Advisory Board (CRAB)
- Public Works Board (PWB)
- Washington Transportation Alliance (WTA)
- Skagit Transit
- Island Transit
- Community Transit
- EV Agencies or Organizations
- DOC Clean Energy Fund
- Washington State Ferries
- Governor's Office

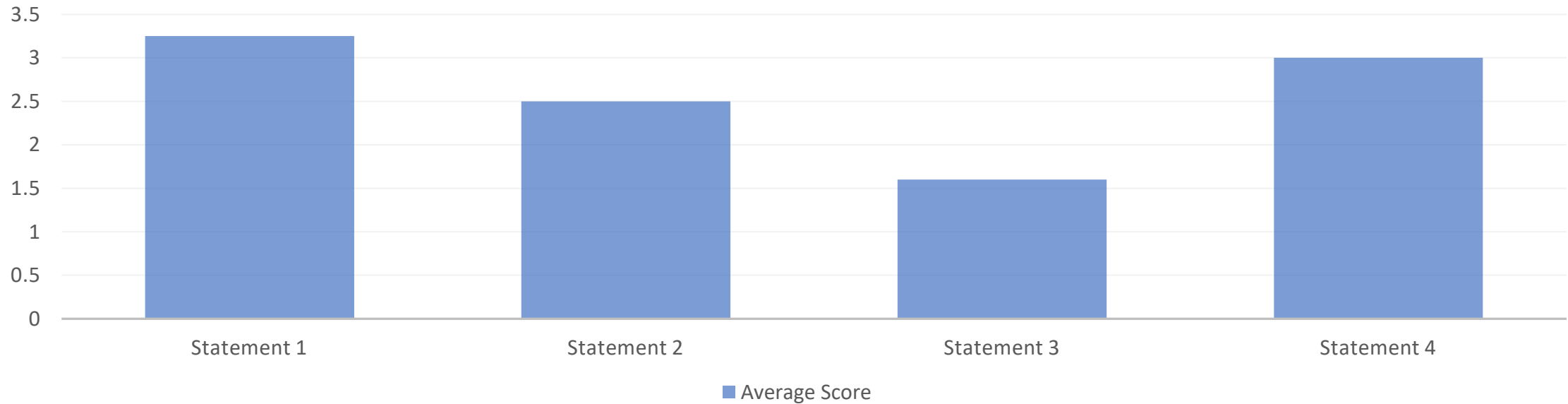


# SURVEY RESULTS

## PRIORITIZATION RESULTS

Statements ranked as the number 1 priority were given a higher score. The higher the average score, the greater the priority.

Average Score





# SURVEY RESULTS

## MISSING ISSUES

- Missing a regional lens, including collaboration with transportation agencies (RTPOs, MPOs)
- Missing connection between transportation and land use.
- Unified clean, affordable transportation network between Vancouver and Portland.
- Stagnant Regional Transportation Planning Organizations (RTPO) funding since 1990.
- Interregional transit (between counties) serves a critical link