

APPENDIX B PUBLIC COMMENTS

Submitted by: Bill Johns
Date Received: 09-17-2018
Method: Email
Regarding Project: various
Comment:

1. Table of contents. There are no appendices included.
2. page 5, last paragraph. Wash States's target zero must have been created by hippies in a dorm room as it is not possible. A reasonable goal should be set.
3. page 13, 2nd paragraph. The table referance should be 5 not 2.
4. page 14, table 6. Including the NSC with it's 76.2% diguises the 22% spent on transit. The 5.2% figure is very misleading. Almost 1/4 of the money available and being spent represents the least trips and should not be hidden. As time goes by it is becoming ever more obvious that the \$840,055.928 will never make it to Spokane. This aboration fouls up the whole planning process.
5. page 4, last paragraph. There is no Appendix E and WSDOT'S web site does not have their 2019-2022 STIP with the promised more detail. The "project summary" pages are much too vague for the public to review. For the DRAFT this paragraph makes no sense as the info is not "more accessible to the public"
6. page 15, SPO53. Thank you listing that this project removes capacity.
7. page 20, WS 135, 108,109,112,111 and 136. The funding is not secure as the NSC is not a guarenteed project from the gas tax. The other state projects are listed and will take the money first. SRTC and WSDOT need to at some point come to grips with not enough money being available especially as you have programmed it in this document.
8. Bill Johns, 1208 s scribner road, cheney, washington 99004

Agency Response: Forwarded to WSDOT

Jurisdiction In response to Item 4.

Response:

- Regarding Table 6 –Your comments will be taken into consideration.

In response to Item 7

- The 2015 session of the Washington Legislature took action on the transportation revenue package, called Connecting Washington. This \$16 billion package is a critical investment in our transportation system that enables us to better fulfill this mission and enhance our multimodal transportation system for the people we serve. This 16 year package includes \$9.7 billion on state and local road projects. Current legislation passed through “Engrossed Substitute Senate Bill 6106”, Effective date March 27, 2018, states: “...the entire connecting Washington account – state appropriation and the entire transportation partnership account – state appropriations are provided solely for

the projects and activities as listed by fund, project, and amount in LEAP Transportation Document 2018-1 as developed March 5, 2018 Program – Highway Improvements Program (I). Page 17 of 34 of the LEAP document specifically lists Project US 395 North Spokane Corridor including appropriations totaling \$878.9 million. The next schedule project to advertise for construction will occur in 2019.

Submitted by: Paul Kropp

Date Received: 09-19-2018

Method: Email

Regarding Project: None specified

Comment: About acronyms: those two-, three-, or four-letter abbreviations in the world of transportation planning and funding. There are many of these, and recently it seems there are even a few new ones.

So if our regional planning agency wishes to engage as broad a spectrum of interests and populations as possible, wouldn't it make sense for the main body of the TIP document to include a key for all those acronyms that technical folk read without difficulty but would puzzle the casual but interested reader and dampen both their understanding of the import of the document but also lessen, if not foreclose, their interest in commenting on its contents?

Where is a table of acronyms in the documents posted on the SRTC web site for public comment on the 2019-2022 TIP? The main document? The appendices?

Agency Response: Comments noted.

Jurisdiction SRTC added a new appendix (Appendix E) of acronyms and their definitions.

Response:
