

MEETING MINUTES

Spokane Regional Transportation Council Board
Thursday, June 11, 2009
SRTC Office - Intermodal Center – Third Floor
Spokane, Washington

1. Call to Order

The meeting of the Spokane Regional Transportation Council was called to order by Chair, Ms. Micki Harnois, at 1:05 pm.

2. Roll Call/Record of Attendance

Board Members in Attendance:

Micki Harnois, Small Towns Representative (Chair)
Keith Metcalf, WSDOT – Eastern Region
Diana Wilhite, City of Spokane Valley (Vice-Chair)
Joe Shogan, City of Spokane Council Member
Mark Richard, Spokane County Commissioner
Nancy McLaughlin, City of Spokane Council Member
Wendy Van Orman, Spokane Transit Authority

Board Members Not in Attendance:

Todd Mielke, Spokane County Commissioner
Latisha Hill, Washington State Transportation Commission
Jim Williams, Private Sector Transportation Provider

Guests Present:

Jim Robinson for Representative Matt Shea
Susan Meyer, CEO STA
Karl Otterstrom, STA
Gordon Howell, STA
Doug Floyd, Spokesman Review
Neil Kersten, City of Spokane Valley
Richard Rush, City of Spokane
John Mercer, City of Spokane
Kathryn Miller, City of Spokane

Staff Present:

Glenn Miles, Transportation Manager
Jeff Selle, Transportation Relations Mgr.
Staci Lehman, Pub. Info/Ed Coordinator
Eve Nelson, Senior Transportation Planner
Bonnie Gow, Transportation Planner I
Donna Lively, Administrative Secretary

3. Approval of Minutes.

a) Approval of May 14, 2009 Regular Board Meeting Minutes

Ms. Wendy Van Orman made a motion to approve the May 14, 2009 meeting minutes. Ms. Diana Wilhite seconded the motion, which was unanimously approved.

4. Transportation Technical Committee Report.

a) Project Selection Criteria Update

Ms. Kathryn Miller stated that the TTC created a subcommittee to look at the application process for STP and CMAQ funding. They originally started with two applications, but felt the need to break them into three distinct applications. She presented and reviewed the three, draft 2009 Urban and Rural Project Funding Applications for improvement, reconstruction, and preservation projects.

She expressed gratitude to the jurisdictions who participated on the subcommittee, which included representatives from Spokane Valley, the City of Spokane, the County of Spokane, and STA. Mr. Glenn Miles noted that these draft applications will be reviewed by the TTC later this month for a recommendation to be presented at the next Board meeting.

Mr. Gordon Howell reported that at their May Technical Committee meeting, committee members provided updates on their stimulus package projects. Also, the committee was informed of the Board-approved Call for Projects for Federal Transit Administration (FTA) Section 5316, Job Access and Reverse Commute (JARC), and Section 5317, New Freedom, funding for the Spokane Urbanized Area (UZA).

The Committee also considered a request to lay conduit for future ITS equipment connection along the portion of Argonne within the City of Millwood's construction project. The TTC was in favor of proceeding with this newly identified project if a local funding match (possibly CMAQ funds) could be found. The project is supported by the Transportation Management Center Operations Board as part of their communications objectives.

Mr. Jeff Selle was asked to provide an update on the Inland Pacific Hub (IPH). He reported that the IPH is nearing the completion of the first phase of a feasibility analysis to determine what it would take to build out an International Trade Gateway in the Inland Northwest region. At the beginning of the study concept, an interim committee was formed to raise money at the state and federal levels to conduct the study. It was estimated that the committee would need to raise \$1 million to complete the project. The goal of the group was to raise \$250,000 from the State of Washington; \$250,000 from the State of Idaho and \$500,000 from the federal government – half of which would be raised by the Idaho Congressional delegation and the other half from the Washington Congressional delegation.

To date, Washington State has appropriated \$250,000 of state money, and the Washington Congressional delegation has appropriated \$245,000 of federal money to the project. These nearly spent funds were obligated to phase one of the study, which

entailed an inventory of the region's economic and transportation assets and providing recommendations on how to proceed (phase two) towards an international gateway of global trade.

Senator Murray secured \$237,000 of federal money for this project in the FY 2009 budget, and late last year the State of Idaho awarded a \$50,000 Gem Community Grant to the City of Bonners Ferry to contribute to the IPH project; however, these funds were never obligated.

Phase one of the study is expected to be completed by the end of August and the Washington State Department of Transportation (WSDOT) who is managing phase one of the study is still \$37,700 short in paying for the final task identified in the scope of work.

The Inland Pacific Hub Advisory Committee asked the KMPO to approve and contract with WSDOT to pass through the \$37,700 of the Gem Community Grant to complete the first phase of the study without further delay. KMPO granted their request at their June 4, 2009 Board Meeting.

Mr. Selle stated that the study is ready to solicit public comments and public meetings are scheduled in Pullman, Sandpoint, and Post Falls for July 21-23. Results of phase one are expected by the end of August.

Mr. Keith Metcalf reported that one legislative staffer expressed disappointment in the lack of direction being provided by the IPH. Mr. Selle stated that they had hoped to complete phase one, which would have identified recommendations to move forward, in time for funding reauthorization; however, that didn't occur.

Mr. Metcalf noted that WSDOT was initially identified as the earmark recipient for the IPH study; however, the IPH has since come under the umbrella of the SRTC and KMPO. He emphasized the importance of the Board's awareness of its responsibility of ensuring that the funds are spent properly and in accordance with Federal Highway requirements. He expressed apprehension as to how the IPH is progressing and that the Board needs to be more aware of what is going on.

Mr. Miles stated that it was his understanding that the IPH came under SRTC/KMPO oversight because the IPH has no authorizing power. Consequently, the IPH Advisory Committee will make recommendations on investments/policies with regard to the movement of freight and goods throughout the region, much like the purpose of the current technical committees.

It was noted that an IPH retreat is forthcoming in August or September to include the SRTC and KMPO Boards for the purpose of discussing the findings of phase one of the study and how to develop agendas for upcoming legislative sessions for Idaho, Washington, and at the federal level.

5. Administrative Matters.

a) Approval of May Vouchers

Mr. Keith Metcalf made a motion to approve the payment of the May 2009 voucher list in the amount of \$170,765.83. Mr. Joe Shogan seconded the motion, which was unanimously approved.

Recap for May 2009:	
Vouchers: V117892 to V118814	82,572.34
Salaries/Benefits: Warrant Nos: 1386143 to 1386158 and 1388822 to 1388837	87,755.55
Interfund and other expenses processed directly by the City of Spokane	437.94
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	170,765.83

Ms. Wendy Van Orman thanked staff for separating the KMPO and SRTC expenditures into two separate columns.

b) SRTC Policy Sub-committee Update – Latisha Hill

Ms. Latisha Hill was unable to attend the Board meeting but had provided the Board with electronic copies of her Liaison Committee Report. Ms. Diana Wilhite, a policy sub-committee participant, stated that the committee discussed what the next steps should be, which included creating a regional vision. The committee reviewed the Metropolitan Transportation Plan (MTP) and determined that SRTC Board members should be familiar with the recently updated MTP, which was distributed to Board members towards the end of last year and is also available on the SRTC website. She noted that Board members should be able to refer to this document as the regional transportation plan when asked.

Also, a meeting with the proposed Visioning Task Force is anticipated early this fall. The task force is comprised of representatives from each of the following transportation agencies/entities: SRTC, GSI, STA, Spokane International Airport, WSDOT, Inland Pacific Hub, Good Roads, Bikes, and Trails. Ms. Van Orman added that in addition to having Board members read and digest the MTP, it is hoped that the Board will have a retreat to review and discuss the plan. Mr. Miles reminded the Board that the original MTP was adopted in December 2007, and is being updated annually to keep it current with any technical committee changes, bike/ped plans, etc., so as not to have to recreate three years worth of changes when required to submit to WSDOT. He stated that last year's updates were to chapters 1, 2, and 3, and the intent is to complete updates to chapters 4, 5, and 6 this year.

Ms. Wilhite stated that the problem is that the public and various stakeholders are unaware of this transportation plan. Ms. Van Orman added that this was evident at the recent Executive Transportation Meeting. Mr. Mark Richard noted that the need for visibility concurs with what was discussed at the last Board meeting, and that the work, such as the MTP, compiled by staff is under-recognized in light of the often-asked question regarding a lack of transportation coordination efforts. Mr. Richard stated that clearly the SRTC is doing its job, but that from a day-to-day perspective, the Board

deals in the minutia and does not remind itself how it fits in with the overall context of the MTP. He noted that the Visioning Task Force lacks rail representation and recommended that one be added. Ms. Wilhite said that this was discussed at the last meeting, and asked for a representative recommendation. Mr. Miles suggested contacting Mr. Scott Witt, Co-Director WSDOT Freight Systems Division, for a staff recommendation. He felt this would provide an unbiased rail view since there are several rail vendors that service the area.

Mr. Miles requested and received Board affirmation for staff to expend time on the Visioning Task Force, which he noted is a vital SRTC effort that he supports.

Ms. Van Orman requested that the transportation entities representing the task force be plotted on a map as a visual representation of the inter-connectedness of these various modes and the importance of a coordinated plan. Mr. Miles stated that given current technology, this can be done. Ms. Wilhite added that with regard to public outreach, various local service clubs are always looking for meeting presentations and suggested having SRTC provide one on the regional transportation plan.

6. SRTC Board Member Comments.

Ms. Micki Harnois reported that she attended the Commissions/Boards Summit, representing the regional transportation aspect, which was sponsored by the City of Spokane several weeks ago. She noted that Department Heads and Committee Chairs attended and gave presentations on their current tasks and goals.

Ms. Harnois reminded Board members of the Washington State Transportation Commission meeting next week and directed Board members to the agenda, which was provided as a handout. She stated that all Board members are encouraged to attend. She asked Mr. Metcalf about one of the agenda items regarding the “Children of the Sun” pathway and where it was located. Mr. Metcalf stated that the pathway is located near the North South Corridor (NSC) and is a 10 mile bike/ped trail.

Mr. Metcalf reported that WSDOT is going through a transition due to funding changes, noting that 2009-2011 marks the funding peak and revenue will drop off drastically. He added that with the talk of transportation visioning comes the need for revenue. The region obtained approximately \$260 million in construction funds through 2011; however, projections for 2011-2013 are at only \$60 million. He stated that the entire state is affected and wanted Board members to be aware of the situation.

Mr. Metcalf stated that at 1 pm on Saturday, August 22nd, the first usable section of the NSC will be open to the public and a “Celebration of Progress” event is being planned. He reported that the last contract is currently being advertised for \$60 million, which will provide two bridges at Wandermere and paving to US 2. He emphasized the need to remind the public that progress is being made and that future buildable segments must continually be identified for legislative support.

Ms. Nancy McLaughlin reported that the City of Spokane's Bicycle Master Plan was adopted by the City Council. She thanked Councilmember Mr. Richard Rush for his leadership, along with the Bicycle Advisory Board. She added that if all goes as planned, a total of 573 miles of bicycle connecting network will be in place. The Plan enables the City to be better positioned to receive bike/ped funding in the future.

Ms. McLaughlin asked permission to discuss her National League of Cities (NLC) Transportation Committee Update at this time, prior to the scheduled agenda item under "New Business." She reported that the meeting was held three weeks ago in Florida and that 25 representatives from 17 different states attended inquiring about the reauthorization bill. She noted that legislative staffers were noncommittal because of bill/funding discussions and activity, which included the possibility of a continuing resolution vs. a reauthorization bill and the possible elimination of the highway trust fund which would be rolled into the general fund.

Ms. McLaughlin stated that Metropolitan Planning Organizations (MPO) was discussed and that local control over MPOs was emphasized, although in some cases; a regional approach was desirable in dense population situations. Also, the American Association of State Highway and Transportation Officials (AASHTO) sought NLC support for their recommendations to the federal government for streamlining the environmental process. The NLC will meet back in Washington DC at the end of September and Ms. McLaughlin requested jurisdictional input for lobbying purposes.

Mr. Joe Shogan reported that he was challenged last week with a question as to what alternative focus the region will have since the NSC is "somewhat stalled" due to funding shortfalls. He suggested that perhaps other items of focus should be considered. With regard to the Liaison Committee Report, he expressed concern that there does not appear to be any elected officials serving on the visioning task force and questioned the role elected officials would have. He added that tomorrow's Council of Government (COG) meeting may be a good time for elected officials to offer their views and ideas regarding the coordination of transportation goals within the region. Mr. Shogan stated his disappointment in the de-obligation of excess funds for the 5-Mile project, since bids came in less than anticipated, noting that a stretch of the 5-Mile project between Lincoln and Strong could have used the funding.

Mr. Mark Richard commented that there is an open forum at the end of the COG meeting should Mr. Shogan wish to discuss this issue then; however, he anticipates that after the Executive Committee completes its work, a COG meeting may be devoted to addressing this topic; i.e., the regional transportation vision in light of what is financially and politically a reality.

Mr. Metcalf responded to Mr. Shogan's comment regarding the "stalled" NSC project stating that there are still two more years of heavy construction on the project that will open the funded link, and \$130 million towards right-of-way purchase and noise wall construction along the I-90 corridor to complete. \$28 million has also been set aside to get the next segment drivable to the river within six years and any unobligated funds will be redirected back into the project. He stated that to say that the project is "stalled"

is a misinformed opinion and the Board needs to stress that it is in the delivery mode and that there are future funding opportunities through future federal and state legislative sessions.

Mr. Shogan commented that about a year ago, the legislative talk was to commit \$600 million to complete the project; 3 - \$200 million stages over 6 years. What was received; however, was \$38 million. He stated that he sees billions of dollars going to the west side of the state and only \$38 million dedicated to the NSC. Mr. Metcalf pointed out that this legislative session was in an era when funds were already allocated to projects and \$28 million in new money was allocated to the NSC during a time when no new revenue was being generated, making it the only project that received this type of funding statewide. He stated that he felt this project has fared very well under the circumstances.

Mr. Miles clarified that the visioning task force is not to come up with a vision, but rather to orchestrate how the visioning will be done. Ms. Van Orman stated that it is a technical committee which intends to bring their plans together.

Ms. McLaughlin added that with regard to the NLC Transportation Steering Committee, a speaker from the USDOT Intergovernmental Affairs Office spoke about the joint DOT/HUD Livable Communities Initiative. She noted that DOT/HUD created a high level interagency task force to better coordinate federal transportation and housing investments and to identify strategies to give American families: more choices for affordable housing, more employment opportunities, more transportation options, to lower travel time and travel time costs, ways to improve the environment, the ability to combine several errands in one trip, and the ability to better coordinate transportation and land use. The task force will set a goal to have every major metropolitan area in the country conduct integrated housing, transportation and land use planning and investment in the next four years.

Ms. Van Orman stated that when considering land uses and capacities, Congresswoman Cathy McMorris Rodgers has brought something together for the House Transportation & Infrastructure Committee that should be out in a few weeks. Specifically, it is STA's high capacity transit project. She added that she was also involved on the technical committee and the mayors' meeting as well.

Mr. Richard concurred with Mr. Metcalf's earlier comment that the Board needs to be focused and behind the NSC, especially since WSDOT is queuing it up for potential funding at the federal level. He reminded the Board that two years ago at a COG meeting, nearly every jurisdiction approved a resolution supporting the NSC as the number one project for the region.

Mr. Richard reported that Mr. Miles will be giving a presentation at the COG meeting tomorrow to update policy makers on regional transportation issues. Once the Internal/external examination of governance concepts is completed, it is anticipated to be brought to a future COG meeting for an elected officials' discussion along with a reminder of what projects are currently being coordinated.

Mr. Richard stated that he met with the Assistant Vice President of the University of Idaho and Dr. Brian Pitcher who are convening on a collaborative project which entails proposing a grant application before a federal agency that will look at the regional planning process and how urbanization is impacting the environment. He expressed caution in terms of where it might lead and added that they are looking across jurisdictions at how the urbanization of the corridor will impact the environment; including the link to transportation. He noted that it will be an opportunity for jurisdictions to have a discussion about how we are planning, funding and implementing infrastructure with regard to transportation and an “a-political” objective development of science and information that can be used for decision makers.

Mr. Richard expressed concern regarding the Governor’s Executive Order to reduce emission (VMT) noting that if the Board does not weigh in on the topic, it could take a turn that the Board does not support and have an impact on land use and options/choices for citizens in the future. He recommended that the Board be fully briefed on the matter and take a position on it as there seems to be a movement at the legislative level that if MPOs do not get their act together the legislature will take action.

Mr. Shogan clarified that he did not say that he did not support the NSC, but rather he is frustrated at the level of funding provided by the state and weary of what can be expected from the federal government.

Ms. McLaughlin reported that she met with Mayor Verner over lunch last week and discussed ways to improve rapport with SRTC and help create a stronger image of SRTC. They concluded that both officials and staff need to have a clearer understanding with regard to what is needed from SRTC, including timelines and the process of projects at the jurisdiction level. She encouraged SRTC members to meet with their staff to ascertain where the chokeholds are to help guide and direct the organization.

Mr. Keith Metcalf added that last week, the Tier 2, US 195 - Hatch Road to Interstate 90 stimulus project was approved as a result of project bids coming in under estimates.

7. Transportation Manager's Report.

Mr. Miles reported that on June 9, SRTC hosted an FHWA Talking Freight Webinar on the TIGER Discretionary Grants Program. He stated that the \$1.5 billion discretionary fund being managed out of the U.S. Department of Transportation Secretary’s Office was discussed and that additional guidance is expected by June 17. Eligibility requirements for the funds are broad and these are not Title 23 or 49 funds (Highways and Transit), but rather, General Fund borrowing money. Applications can be submitted for any transportation project, including rail, transit, and other non-motorized projects, but applications must be for projects costing between \$20 million and \$300 million. Smaller communities (yet to be defined) can apply for less funding by seeking a waiver. Projects that include short term and long term employment (growth and retention), sustainability, livability, with little effect on the environment are being

emphasized with project readiness being a major factor. The criteria and ranking process are yet to be defined, but applications will be due by September 15.

Mr. Miles emphasized that this is a nation-wide competition for funds and the region will need to put forth its best, brightest, and most ready-to-go projects in order to have a slim chance in receiving funds. He hopes the Board will allow staff to convene multi-jurisdictional meetings comprised of TTC members and other stakeholders (e.g., bike, ped, and business community representatives) to put potential projects through a vetting process. Mr. Miles noted that a consorted effort is needed, including support letters as application addendums.

Ms. McLaughlin asked whether one project or several projects should be submitted. Mr. Miles recommended that the region submit 2 to 3 projects. Mr. Shogan asked whether projects should be selected from the current project list, or a new call for projects be issued. Mr. Miles suggested that the region submit a bigger project than what is currently on the list. He noted that the final criteria are due out on June 17. Ms. Kathryn Miller asked whether the funds were for project construction only, to which Mr. Miles responded no, but that the funds need to be obligated by 2011 and spent by February 17, 2012. It was also noted that the state cannot receive more than 20% of the \$1.5 billion, i.e., \$300 million.

Mr. Miles reported that the long awaited travel demand model update is nearing completion. The final report is out to the model users group for final comments until June 19, 2009, and the TTC will review the model on at their June 17 meeting. HDR will provide an update to the Board at their July 9th meeting. All who have seen it so far have been well pleased.

Mr. Miles reported that Board staff, Bonnie Gow, has conducted space planning with regard to the leased space adjacent to the existing SRTC offices. Ms. Gow provided a handout depicting the remodel and planned office space, stating that staff comments, suggestions and ideas were incorporated. She provided a brief overhead presentation describing the changes, which included a larger conference room to accommodate bigger meetings. Mr. Miles stated that the same architects that worked on the existing office space design will be asked to review the plans and provide the Board with a cost estimate. Mr. Miles fielded questions regarding costs and funding sources stating that the funding would come out of the normal planning program and special appropriations from jurisdictions would not be requested. He estimated that the cost of leasing the additional footage of office space was around several thousand dollars a month. He noted that the TMC expansion includes their proposed investment expenditures over the next 6 years. Mr. Miles stated that the several proposed conference rooms are needed due to numerous meetings and/or webinars being conducted simultaneously.

Mr. Miles reported that he will be giving a short presentation to the COG meeting tomorrow, as mentioned earlier by Mr. Richard.

8. Old Business.

a) STA Request for SRTC Board Representation Discussion – Continued

Ms. Susan Meyer, Chief Executive Officer (CEO), Spokane Transit Authority (STA), reported that the essence of the previous discussion was that STA is requesting two representatives on the SRTC Board; one identified by the STA Board (not necessarily the current small town representative), and the other being the CEO. The rationale is based on legislation, population served (STA services the widest area in the region except for the County), and the amount of funding STA provides to SRTC. She stated that STA Board members: Mr. Mark Richard, Ms. Wendy Van Orman, and Ms. Nancy McLaughlin were present to answer questions.

Mr. Richard noted that one of the suggestions was to put this request in a holding pattern until the Executive Committee's governance discussion is completed. As one of the interlocal parties, he suggested capping the hold to 30 to 60 days to see if a proposal from the Executive Committee is forthcoming. Ms. Wilhite concurred, stating that the visioning process may also result in changes to the interlocal agreement. Mr. Metcalf suggested that in the interim, the STA CEO may sit as an ex-officio member of the Board.

Ms. McLaughlin expressed doubt that anything would be forthcoming in the next 30 to 60 days, and suggested that the Board take action to include the STA amendment to the interlocal agreement if after 60 days no recommendations are made and while the Executive Committee continues its discussion on governance.

Ms. Wilhite recommended waiting the 60 days to see what SRTC changes the visioning group wants to see, including the possibility of adding additional Board members besides STA, such as a public representative. She suggested making one time changes to the interlocal agreement, rather than making several changes over the course of time requiring multiple signatures and calendar dates for jurisdictional approval.

Ms. Harnois expressed concern regarding the work currently being done by the various committees pertaining to visioning and governance and their timeframes. Mr. Richard suggested providing a formal directive to the Executive Committee that the SRTC Board intends to take action with regard to the STA request at its August or September meeting.

Mr. Mark Richards made a motion to formally request that the Policy Subcommittee (a.k.a. Executive Committee) report back to the SRTC Board on any recommendations regarding governance structure within 60 days of today, June 11, 2009 (August 11, 2009) and that the SRTC Board begin discussion and/or take immediate action on those recommendations as well as those put forth by STA at the SRTC Board's September 10, 2009 meeting. Ms. Nancy McLaughlin seconded the motion, which was unanimously approved.

b) FTA Section 5316 and 5317 Funding Call for Projects Update – Glenn Miles

Mr. Glenn Miles reported that two applications for FTA Section 5316 and 5317 funding were received as a result of the Call for Projects that was released on May 15, 2009. Project applications were due by 5:00 pm on Monday, June 8th. Applications were received from Aging and Long Term Care of Eastern Washington (ALTCEW) and Spokane Transit Authority. ALTCEW requested \$259,726 in New Freedom funding for the Coordinated Transportation across Boundaries (C-TAB) (total project cost is \$519,452). STA requested \$392,444 in JARC funding for their West Plains and Browne's Addition JARC Fixed Route Transit Enhancement project (total project cost is \$4,660,000). Mr. Miles noted that the timeline inhibits TTC review so that STA can add this item to their June 18, 2009 STA Board meeting agenda.

SRTC staff and the Coordinated Planning Working Group recommended the Board approve the ALTCEW and STA applications for Section 5316 and 5317 funds for the Spokane UZA. Staff also recommended that the projects be included in Transportation Improvement Program June 2009 Amendment.

Mr. Joe Shogan made a motion to approve the ALTCEW and STA applications for Section 5316 and 5317 funds for the Spokane UZA. The Board also authorizes that the projects be included in Transportation Improvement Program June 2009 Amendment. Ms. Wendy Van Orman seconded the motion, which was unanimously approved.

Mr. Richard asked how STA will meet the required match in order to receive the funding. Mr. Miles stated that ALTCEW uses volunteer drivers and that it will be up to WSDOT to ensure that the match is accounted for. Ms. Susan Meyer added that STA was asked to administer the program but declined since WSDOT has agreed to do it for a 10% administrative fee.

c) Project Over-run/Under-run Update – Glenn Miles

Mr. Miles stated that a quarterly update for all normal STP/CMAQ projects is forthcoming in July. He noted that SRTC receives monthly updates from American Recovery and Reinvestment Act (ARRA) project sponsors at the TTC meeting as well as from WSDOT Highways and Local Programs when projects are obligated. A spreadsheet depicting each ARRA project, the ARRA amounts dedicated to the projects, and the amounts deobligated due to lower than expected project bids awarded was provided. He noted that there were two projects that have been awarded that came in under engineer's estimate: 1) Deer Park's Crawford Avenue Project will de-obligate \$75,569; and 2) City of Spokane 5-Mile Road Project will de-obligate approximately \$1,137,280. An attempt was made to extend the limits of the 5-Mile project from Lincoln to the City limits; however, problems were encountered in completing the environmental and right-of-way.

Mr. Miles noted that the City of Spokane is nearing completion of the right-of-way certification phase of their Havana Street Bridge project and there have been a few significant changes to their right-of-way acquisition plan. Since ARRA funds are not

programmed for right-of-way acquisition, the City of Spokane is requesting allocation of the 5-Mile project de-obligated funds into the construction phase for the Tier 1 Havana Street Bridge project. The City would then move non-ARRA funds from the construction phase to the right-of-way phase to cover additional costs incurred. Board approval is needed to complete this request.

Ms. Diane Wilhite made a motion to approve the transfer of the \$1,137,280 de-obligated ARRA funds from the City of Spokane's 5-Mile Road project to the construction of the Tier I Havana Street Bridge project and amend the Transportation Improvement Program respectively. Ms. Nancy McLaughlin seconded the motion, which was unanimously approved.

Mr. Miles also reported that Spokane County is requesting Board approval to redefine their Five Mile/Strong Road project. The Five Mile/Strong Road project involved the rehabilitation of Strong Road from Rustle Road to Five Mile Road and the rehabilitation of Five Mile Road from the City of Spokane north city limits to Waikiki Road. In preparing the bid package, Spokane County included the full extent of the Strong Road segment; however, modified the limit of the Five Mile Road segment from the North City Limits to Berridae Road, which is located at the crest of the north Five Mile Prairie. This truncated the portion of Five Mile Road from Berridae Road to Waikiki Road. The redefined project was authorized for bid, advertised, and a contract awarded by the County on or about June 2, 2009. The awarded project; however, is inconsistent with the SRTC Board approved project that was included in the TIP/STIP and submitted the FHWA for approval. To address this inconsistency, Spokane County is requesting the SRTC Board to redefine the project limits on the existing ARRA Five Mile/Strong Road project from Waikiki Road to Berridae Road, and then authorize the creation of an additional project to complete the originally approved scope: "Five Mile Road – Berridae Road to Waikiki Road \$345,000.00 ARRA 005B, same scope of work."

Mr. Joe Shogan made a motion to 1) redefine the project limits on the existing ARRA Five Mile/Strong Road project from Waikiki Road to Berridae Road to North City Limits to Berridae Road; 2) to authorize the creation of an additional project, "Five Mile Road – Berridae Road to Waikiki Road \$345,000.00 ARRA 005B (same scope of work)," in order to complete the originally approved scope; and 3) amend the Transportation Improvement Program respectively. Ms. Nancy McLaughlin seconded the motion, which was unanimously approved.

9. New Business.

a) National League of Cities Transportation Committee Update – Nancy McLaughlin

(This agenda item was addressed under agenda item 6, SRTC Board Member Comments, as requested by Ms. Nancy McLaughlin.)

b) Governors Executive Order on Climate Change and VMT Reduction Efforts

Mr. Glenn Miles reported that on May 21, 2009, Governor Gregoire signed Executive Order 09-05 WASHINGTON'S LEADERSHIP ON CLIMATE CHANGE. Within the Executive Order the Secretary of Transportation (Paula Hammond) was directed to work with Puget Sound Regional Council, Spokane Regional Transportation Council, Southwest Washington Regional Transportation Council, and Thurston Regional Planning Council to develop modifications to transportation plans, policies, and implementation strategies to reduce per capita vehicle miles of travel.

Specifically, the Order reads:

*“...Work with the Puget Sound Regional Council, **Spokane Regional Transportation Council**, Southwest Washington Regional Transportation Council and Thurston Regional Planning Council to cooperatively develop and adopt regional transportation plans that will, when implemented, provide people with additional transportation alternatives and choices, reduce greenhouse gases and achieve the statutory benchmarks to reduce annual per capita vehicle miles traveled in those counties with populations greater than 245,000. By December 1, 2011, the Department will report to the Governor on which regional transportation planning organizations have developed, or are developing, plans with greenhouse gas strategies, which strategies appear to have the greatest potential to achieve the benchmarks, and what policy or funding issues need to be resolved to ensure implementation;*

Mr. Miles reminded the Board that with regard to the Greenhouse Gas Emissions Reduction Bill, which did not pass, SRTC did not oppose the bill, but expressed concern regarding the implications to the Spokane area. He stated that STA is a good transit system; the service requirements to address increased public transportation to achieve annual Vehicle Miles Traveled (VMT) reductions; however, would be a difficult task to undertake. The non-motorized issue would also need to be addressed. He emphasized that specifics and funding needed to achieve these goals have not been outlined or addressed in the Order. The Secretary of Transportation has assigned the Transportation Planning Office of WSDOT, which Mr. Miles is a committee member of, to work through the details. He anticipates that SRTC will be actively involved in this discussion, but until the initial meetings have been scheduled, it is uncertain the scope and breadth of what is being contemplated in this multi-year effort. The Board is requested to monitor the efforts being developed by WSDOT in order to coordinate with staff on potential regional transportation plan policy changes.

Mr. Miles added that earlier research conducted on the Commute Trip Reduction program indicated that very few people live close to where they work. Ms. McLaughlin questioned how these requirements could be met since one cannot change the choices people make, i.e., where they choose to live relative to where they work, what they choose to drive, and what mode of transportation they choose to use to get to work, etc.

Mr. Richard Rush commented that there is some synergy not getting connected. Given the potential of high capacity transit and downtown street car projects, there are alternatives whereby people do not have to drive so much. Also, with regard to the SmartRoutes case study, if implemented in full, greenhouse gas emissions could be reduced by 18% of the 2012 goal. He emphasized that the infrastructure has not been built for people to make trips without getting in their car. He added that to the extent funding for these projects is reorganized so that people can get around using these other options, he believes overall emissions can be reduced and that getting there is not as impossible as everyone thinks.

Mr. Miles pointed out that this is not just a Washington State issue; there are several bills before Congress regarding greenhouse gas reductions, including a proposal that would involve the Environmental Protection Agency (EPA). MPO's nationwide have signed a letter recommending that this issue remain under DOT framework and that EPA participate but not be the regulatory agency.

Mr. Richard stated that the ability to meet these goals will be extremely costly and challenging. He noted the need for jurisdictions to either get tough and permit what is said will be allowed in their zoning, or recognize the need for a rightful balance between eliminating vehicles in a climate that doesn't allow people to walk to stores due to their location. He expressed concern that this move toward greenhouse gas emission reduction is the beginning of something that doesn't represent this balance.

Mr. Shogan left at 3:10 p.m.

10. Public Comments.

Ms. Susan Meyer thanked Mr. Miles and SRTC staff and her staff for coordinating and obtaining the JARC and New Freedom funding. Also, she noted that the 4% trip mode share sounds low, but that it is similar to that of King County. The number is larger; however, when compared to the number of commuters using transit. She clarified that with regard to the high priority projects, Congresswoman McMorris Rodgers identified regional high priority projects for submission to the House Transportation & Infrastructure Committee. Included were Bridging the Valley and NSC road projects, a University Transportation Center at Washington State University, and STA's re-opening the South Valley Corridor for a high performance transit network with an eye toward electric bus rapid transit.

11. Adjournment.

There being no further business before the Spokane Regional Transportation Council Board, the meeting was adjourned at 3:12 pm.

Donna Lively
Recording Secretary