

MEETING MINUTES

Spokane Regional Transportation Council Board
Thursday, October 11, 2018
SRTC Office, 421 W Riverside Ave, Ste 504, Spokane WA

1. **Call to Order** – Vice Chair Steve Peterson, sitting in for Chair Al French, brought the meeting to order at 1:05 p.m.

2. **Roll Call/Record of Attendance – Excused Absences**

Board Members Present

Dee Cragun, Small Cities/Towns Representative
Lori Kinnear, City of Spokane Council Member
Larry Krauter, Spokane Airports
E. Susan Meyer, Spokane Transit Authority
Paul Schmidt, City of Cheney Council Member
Josh Kerns, Spokane County Commissioner
Mike Tedesco, TTC Chair

Mayor Steve Peterson, City of Liberty Lake
Larry Stone, Major Employer Representative

Kennet Bertelsen, TAC Chair
Matt Ewers, Freight/Rail Representative
Arne Woodard, City of Spokane Valley Council Member

Board Alternates Present

Larry Larson, WSDOT

Albert Tripp, City of Airway Heights

Guests Present

Sara Kern, Citizen
Char Kay, WSDOT-Eastern Region
Brandon Blankenagel, City of Spokane
Katherine Miller, City of Spokane

Ben Wick, City of Spokane Valley
Adam Jackson, City of Spokane Valley
Paul Kropp, Citizen
Stanley Schwartz, Legal Counsel

SRTC Staff Present

Sabrina Minshall Executive Director
Staci Lehman, Communications Coordinator
Jason Lien, Senior Transportation Planner
Greg Griffin, Administrative Services Manager

Anna Ragaza-Bourassa, Senior Transportation Planner
Mike Ulrich, Senior Transportation Planner
Tristan De Alwis, Data Scientist
Julie Meyers-Lehman, Administrative Assistant

Vice Chair Peterson read the names of the following members who have requested an excused absence from this meeting: Kate Burke and Joe Tortorelli.

Ms. E. Susan Meyer made a motion to excuse the absences. The motion was seconded by Ms. Dee Cragun and passed unanimously.

3. **Public Comments** - There were no public comments.

4. **Executive Director's Report**

Ms. Minshall spoke about:

- Working with the Board Administrative Committee toward separating from the City of Spokane and procuring benefits for staff through the Washington Association of Cities. She said the agency is getting close to finalizing a plan.
- SRTC hosted the statewide Commute Trip Reduction Board for a recent meeting and discussed funding and different approaches to cutting down on the drive-alone rate.
- Attending the AMPO conference in San Antonio, along with staff members Eve Nelson and Anna Ragaza-Bourassa in September. She said the Performance Measurement and Target Setting session was helpful as it made it clear everyone is uncertain about what is happening with those

topics. She said, of the 65 Metropolitan Planning Organizations represented, only about ten were setting their own targets, and eight of those were in the safety category.

- Hosting the American Planning Association Washington Chapter conference in Spokane in September, including partnering with APA to bring Governor Parris Glendening here as part of SRTC’s Education Series.
- The November Board agenda being very full and the need to have a quorum at that meeting.
- The Washington State Department of Transportation’s included in the governor’s budget a request of an additional \$3.5 million for Regional Transportation Planning Organization (RTPO) planning. SRTC will be working with all of the other RTPO’s in an effort to review the RTPO funding formula in the event more funding is made available.

5. Consent Agenda – (5a) Minutes of the September 13, 2018 Board Meeting, (5b) September 2018 Vouchers, and (5c) 2018-2021 Transportation Improvement Program (TIP) October Amendment

Mr. Stone made a motion to approve the Consent Agenda as presented. Mr. Woodard seconded the motion, which passed unanimously.

Recap for September, 2018:			
Vouchers: V120718 to V120745			46,400.77
Salaries/Benefits Warrant Nos.	467987-467998, 470361-470372		87,586.87
Interfund, other expenses, and reimbursements processed directly by the City of Spokane			284.50
			134,272.14

6. 2019-2022 TIP

Ms. Anna Ragaza-Bourassa gave an overview of the Transportation Improvement Program (TIP) that will go into effect in January of 2019. The program includes 97 projects, with seven being new to this TIP. Two projects were removed after the draft TIP went out to public comment last week as they were deemed to be ineligible. The total amount to be invested is \$796 million in the next four years. That doesn’t include the call for projects that SRTC is just wrapping up. The projects chosen to be funded will be amended into the TIP in January.

The TIP went out to a 30-day public comment period and a public meeting was held in September. Comments were received from two members of the public. One was that there is no glossary of terms or acronyms so one was added as an appendix.

Ms. Ragaza-Bourassa asked for the Board to approve resolutions 18-02 Air Quality Conformity and 18-03 approving the 2019-2022 TIP.

Ms. Cragun motioned to approve the 2019-2022 TIP. Mr. Paul Schmidt seconded the motion, which passed unanimously.

7a. 2019-2022 TIP: New Project Selection- Discussion & Input on Programming

Ms. Ragaza-Bourassa reminded Board members that a call for projects was released in March of 2018 and the Board selected a prioritized list of projects in August. That was followed by a 30-day public comment period in September. The submitted projects were ranked and prioritized using criteria from the Guiding Principles of Horizon 2040. Prioritization allows SRTC to be strategic and leverage other external funding sources in order to be more competitive.

Ms. Ragaza-Bourassa said SRTC has been pursuing a partial project funding strategy where not all projects receive full funding and there is the ability to leverage other sources. However, this can create

challenges such as requiring local match money and the lack of a guarantee that future funding won't change as priorities change.

In total, there is \$28.2 million available through the call for projects including from programs like CMAQ, STBG, STBG Set Aside and STBG capital programs. This does not include the off the top amounts decided in March.

Ms. Minshall said the first methodology used in the call for projects was input from the TTC and TAC and the Board adopted prioritized list of projects. Other inputs included funding source criteria, geography, timing of funding/obligation and ability to leverage other funds.

Ms. Minshall used an example of leveraging funding as Spokane Valley where a large corridor project was broken into phases. She said what she is looking for today is questions, concerns or input. Mr. Schmidt said he likes this method for stretching resources. He said it makes us more of an interactive partner and more responsive in the long run.

Ms. Meyer asked if the Board is going to hear from the TAC and TTC about the process for discussing the City of Spokane project on Riverside? Ms. Minshall said the TAC and TTC will make a formal recommendation to the Board at the end of this month. There were concerns over whether Riverside is regionally significant. It isn't an arterial and the section included in the call for projects recommendation is not part of the Central City Line. There is a discrepancy between the Metropolitan Transportation Plan and other plans about regional significance. Ms. Minshall said there is nothing in the call for projects that requires projects to be regionally significant. This has been worked out and doesn't need to be addressed in this call for projects.

Ms. Lori Kinnear asked if partially funded projects will be required to complete the full scope of the projects. Ms. Minshall said yes.

7b. Performance Target Setting Update

Ms. Eve Nelson said staff has been working for several years now to set performance targets. She is looking at current conditions, applying what we know now as far as investments and strategies, then determining expected conditions for 2022. Expected conditions will be called "targets" from now on.

She said, for the most part, the federally mandated target methods will stay the same. But as data collection becomes more refined over time, one area that might change significantly is pavement condition that is not on the interstate system. That is because some of the data set is intermittent. Additionally, the data collection and reporting methods differ from what area jurisdictions are all using for measuring pavement condition. This means what the federally mandated data will tell a slightly different story than the locally-collected data.

Ms. Nelson said the question is, is there a higher responsibility to not go with WSDOT's targets and set our own?

Mr. Larry Stone said we will be planning for worse and worse truck rate times if we follow the state's numbers and that the goal of zero fatalities feels unrealistic. Especially considering that we are planning for worse pavement condition. He said it feels a little ridiculous voting for this kind of thing.

Mr. Schmidt asked if we have to support state targets to continue to receive federal funds. Ms. Nelson said for now we will continue to receive federal funds whether we set our own targets or support the state's, but something has to be decided by November 15.

Mr. Schmidt said it is risky to go off on our own. Ms. Kinnear asked if there is a penalty for not meeting a target. Ms. Minshall said there won't be a penalty to the MPO but there will be one for the state in some areas.

Mr. Larry Krauter suggested a hybrid strategy where, if a local target falls below the state's number, we use the state target but if our number is above the state's, we use our own.

Ms. Minshall said these targets are not a goal of what we want to achieve but numbers of where we expect to be by 2022.

Mr. Larry Larson said that if we set more optimistic or higher standards than the state's numbers, there's a risk we may not hit that target, which could eventually affect our funding. He recommended, at least this time, going with the state's targets.

Mr. Albert Tripp said he supports Mr. Krauter's idea of a hybrid set of targets. Mr. Woodard challenged WSDOT to come back in November with more of an idea what kind of additional work we would create by changing numbers. Mr. Kennet Bertelsen asked what the reward is of adopting our own numbers. Ms. Nelson said maybe indicating that our conditions are better and we're raising the bar. Mr. Bertelsen said we can still show that by tracking the numbers regionally, without the risk of going off on our own.

Mayor Peterson asked Ms. Nelson to come back with a hybrid scenario in November.

8. FY 2018 3Q Budget Update and Coordinated Public Transit- Human Services Transportation Plan

Ms. Minshall said there are memos in the packet on these topics but there won't be presentations due to limited time. She said the Coordinated Public Transit-Human Services Transportation Plan will come before the Board for adoption in November.

9. SRTC Board Comments

Mayor Peterson said Saturday is the last day of Liberty Lake's Farmer's Market and invited everyone to come to it. Ms. Kinnear said she is receiving an advocacy award from Spokane Preservation Advocates for her work on historic preservation. Ms. Meyer mentioned the Kendall Yards bus pass program where the developer will pay for passes for anyone who lives or works there. Ms. Meyer said this is the first time she's heard of a developer doing this.

9. Adjournment - There being no further business, the meeting adjourned at 2:27 pm.

Staci Lehman
Recording Secretary