

Spokane Regional Transportation Council - Transportation Advisory Committee
Meeting Minutes | June 22, 2022
Hybrid Meeting | 421 W Riverside Ave Suite 504, Spokane WA 99201 and on Zoom

1 Call to Order/Attendance

Chair Rhonda Young called the meeting to order at 3:01 pm.

IN ATTENDANCE

TAC Members:

Raychel Callary	Bill White
Todd Coleman	Todd Williams
Charles Hansen	Charlie Wolff
Carlie Hoffman	Rhonda Young
Jorgen Rasmussen	Claudine Zender
Paul Vose	Kim Zentz

SRTC Staff:

Kylee Jones, *Assoc. Transportation Planner III*
Lois Bollenback, *Executive Director*
Eve McMenemy, *Deputy Executive Director*
Jason Lien, *Principal Transportation Planner*
David Fletcher, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Julie Meyers-Lehman, *Admin.-Exec. Coordinator*

Guests:

Tom Sahlberg
Kennet Bertelsen
Inga Note

Chair Young introduced new members Paul Vose and Charles Hansen.

2 Approval of May 2022 TAC Meeting Minutes

Mr. Coleman made a motion to approve the May minutes as presented. Ms. Zentz seconded. Motion passed unanimously.

3 Public Comments

There were no comments.

4 TAC Member Comments

There were no comments.

5 Chair Report on SRTC Board of Directors Meeting

Chair Young shared highlights from the July 9 SRTC Board meeting.

ACTION ITEMS

6 2024-2026 TIP Call for Projects

Ms. Jones shared a history of the call for projects process to date and summarized feedback from the TAC and the Transportation Technical Committee regarding funding allocations. She reported that staff developed two funding programs, Option 1 and Option 2. She reviewed in detail the differences in the projects and funding amount between the two options.

The group discussed:

- Option 2 has more of a geographic equity approach between jurisdictions/agencies
- How much time project sponsors have to spend the funds when SRTC is awarding partial funding
- The current TIP Guidebook contains policies regarding project extensions for funding obligation timelines, but those policies may be updated in the coming year
- The group spoke about project timing, delays, and moving phases to meet federal obligation targets
- Pines Rd funding is allocated to 2025-2026 so they have several years to find additional funds from other programs

Mr. White made a motion to recommend that the Board approve awards for the 2024-2026 SRTC Call for Projects as represented in Option 2 as shown in the Program of Projects. Mr. Wolff seconded.

Discussion continued; comments included

- There is clearly a lot of need in the region; expressed support for the idea of distributing funding to as many jurisdictions/agencies as possible.

The motion passed unanimously.

7 FMSIB Priorities

Mr. Fletcher summarized the directive given to FMSIB's by the state legislature to develop a statewide prioritized list of freight investments; this process includes collecting freight project data and regional freight investment priorities from Metropolitan Planning Organizations in Washington. There is no current funding source tied to this process, but future funding may become available.

Mr. Fletcher reviewed FMSIB's investment categories and target areas. The regional freight project prioritization process was developed by staff in coordination with member agency staff from the Transportation Technical Committee.

He identified two different options for prioritization, based on this process.

- Option A prioritized projects using criteria identified by FMSIB.
- Option B added regional prioritization activities to this initial criterion (such as Horizon 2045, the Unified List of Regional Transportation Priorities, the Freight Priority Network and project readiness) to project prioritization.

He shared the action taken by the TTC committee earlier which contained an addition to the motion to include the full list of regional freight projects to demonstrate the region's freight related needs.

The group discussed. Comments included:

- Clarification about adding regional criteria on top of the FMSIB criteria and developing our own project prioritization
- Confirmation of the difference between Options A and B

Ms. Zentz made a motion to recommend submitting a focused list of prioritized projects based on Option B methodology, along with a secondary list consisting of the remaining projects to illustrate need. Mr. White seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

8 Transportation Discussion Series: Funding

Ms. Bollenback spoke about how transportation supports the worldwide economy, supports safety and security, and impacts quality of life for all people. Creating effective and efficient transportation systems is expensive; both the federal and state governments recently passed infrastructure packages that contain \$567B federal funds and \$17B in state funds for transportation.

She explained how revenues federal, state, and local transportation revenues are currently set. The role of SRTC in the transportation conversation is to identify and prioritize transportation policies for the planning area of Spokane County, using the tools of the Metropolitan Transportation Plan, Transportation Improvement Plan and Unified List of Regional Transportation Priorities. SRTC as the MPO also gives a local voice to the decision making and communicates with state and federal legislators about regional project needs.

In light of the region's rapid growth, limited long-range funding and growing need for system maintenance and preservation funds, the group was asked to consider:

- How should SRTC identify the highest value solutions
- How SRTC can stay flexible and current
- How can SRTC be more successful in meeting regional needs

Comments included;

- Suggestion for an updated regional needs analysis
- Interested in seeing a funding matrix for that distributes the dollars – perhaps as a percentage - so there is a commitment of a certain amount of funds for a variety of different travel modes, including emerging technologies
- Each individual jurisdiction or agency has their own priorities so it is important that there is a focus on projects or plans that serve the broad needs of region as a whole (for example the Spokane Regional Transportation Management Center)
- In support of annual discussions about transportation needs and priorities due to the rapid of change in all industries and fields
- Need to be prepared with well-defined regional priorities because it is not always known when federal or state legislators will approve funding
- Having our own goals will allow us to be nimble; rapid changes in technology could mean that even existing projects may be out of date by the time they are done being constructed
- Interest in SRTC supporting for projects and funding for new innovations in transportation technologies
- SRTC is currently reactionary in terms of funding projects, we prioritize and fund projects that are brought to us. But SRTC isn't proactive in asking project sponsors to develop projects that demonstrate diversity, equity and inclusion, innovation, or emerging technology,

9 Equity Framework

Mr. Redlinger provided a background of the equity planning framework that began at the start of this year and summarized the work completed to date by the Equity Planning Work Group, which consists of staff and volunteers from the TAC, TTC and Board. There were no questions or discussion.

10 Unified Planning Work Program (UPWP) Amendment

Ms. McMenemy explained what the UPWP is and noted that SRTC is required to coordinate and incorporate the workplans of Spokane Transit Authority (STA) and Washington Department of Transportation Eastern Region (WSDOT) into the UPWP document. The reason for this proposed amendment is because STA is adding the *Division Street Bus Rapid Transit Land Use and Infrastructure Plan* to their program. SRTC and WSDOT has no workplan changes at this time. There were no questions or discussion.

11 DivisionConnects

Mr. Lien provided an overview of the study and shared a timeline since its launch in early 2020. Phase 1 ended last spring and Phase 2 just wrapped up. The Phase 2 scope of work included identifying land use opportunities and active transportation projects along the corridor and travel demand modeling analysis. The final report and other supporting documentation will be posted to the DivisionConnects website (www.divisionconnects.org). There were no questions or discussion.

12 Coordinated Public Transit – Human Services Transportation Plan Update

Mr. Lien outlined the definition and purpose of the CPT-HSTP and summarized the plan update process. A CPT-HSTP plan is needed for the WSDOT Consolidated Grant Program and the Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities grant program. He spoke about the community outreach done to identify service gaps/needs and to develop strategies. The Board will be asked to take action on the plan in November.

He said later this year the TAC will be asked to provide input on project prioritization as part of the WSDOT consolidated grant application process. The group spoke about challenges reaching the target communities.

13 Agency Update

Ms. Jones shared information about the Safe Streets for All grant program. She reported that the TAC will continue to meet in a hybrid setting. She said this will be her last meeting as the staff TAC liaison; Jason Lien will be stepping into that position.

14 Adjournment

There being no further business, the meeting adjourned at 4:31 pm.