

Spokane Regional Transportation Council – Transportation Advisory Committee

03/27/2024| Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane WA 99201 and virtually on Zoom

1 Call to Order/Record of Attendance 3:00 PM

Chair Vose informed that he would be delayed for the meeting. Ms. Zentz volunteered to be the Chair until Mr. Vose was available. She called the meeting to order at 3:03pm and attendance was taken. In Attendance:

Members

Michael Ankney
John Barber
Raychel Callary
Charles Hansen
Katie Melby
Tom Sahlberg
Paul Vose (*joined at 3:35*)
Rhonda Young
Kim Zentz (*Temp. Chair*)

Guests

LeAnn Yamamoto
Shauna Harshman
Spencer Montgomery
Thomas Sanderson
Wende Wilber, Kittelson & Assoc.

SRTC Staff

Lois Bollenback, *Executive Director*
David Fletcher, *Principal Transportation Planner*
Savanah Hayward, *Comm. & Public Rel. Coord.*
Angel Jackson, *Admin-Exec Coordinator*
Benjamin Kloskey, *Associate Transportation Planner*
Eve McMenemy, *Deputy Executive Director*
Michael Redlinger, *Associate Transportation Planner 2*
Ryan Stewart, *Principal Transportation Planner*

2 Public Comments

No comments

3 TAC Member Comments

Each member was given the opportunity to highlight events/projects in their respective areas.

4 Chair Report on SRTC Board of Directors Meeting

Ms. Zentz reviewed action and discussions from the March SRTC Board meeting.

ACTION ITEMS

5 Consent Agenda

- a) February TAC Meeting Minutes
- b) CY 2024-2027 Transportation Improvement Plan (TIP) April Amendment

Mr. Barber made a motion to approve the Consent Agenda and the April TIP Amendment as presented.

Ms. Melby seconded. The motion was passed unanimously.

6 Transportation Performance Management (TPM): New Greenhouse Gas Rule and Targets

Mr. Redlinger provided details on setting targets for the new Transportation Performance Management (TPM) performance measure. This included discussions on incorporating the CO2 rule within the TPM strategic approach for system performance. He went over the requirements for target setting by MPOs and the state-level targets with trend lines. The options for MPOs were discussed, along with the recommendation from SRTC staff to align planning and programming with the state's CO2 emissions target. The board will review and potentially approve the final targets, including WSDOT's 13.4 million metric tons CO2 target, in April, aiming to support the state's current target.

Mr. Sahlberg motioned to approve the recommendation to the Board for Transportation Performance Management (TPM): New Greenhouse Gas Rule and Targets as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

7 2025 Unified List Development & Project Evaluation Criteria

Mr. Fletcher provided a comprehensive review of historical content and the current request for board approval, focusing on both state and federal versions of the list for readability. He outlined the 2025 process and highlighted key dates for the final list completion. Changes in evaluation criteria, including the incorporation of the equity planning framework and RSAP, were discussed, with a breakdown of the proposed changes in each criterion to include High Injury Network (HIN) safety issues. The impact of these changes on point-based criteria and potential inclusion of additional projects was highlighted, along with reviewing the current list of projects that would not be impacted by adding the new criteria.

Ms. Zentz made a motion to approve Option 2 of the 2025 Unified List Development & Project Evaluation Criteria. Mr. Johnson seconded the motion. The motion was passed unanimously.

INFORMATION & DISCUSSION ITEMS

8 Commute Trip Reduction (CTR) Plan Updates

Mr. Redlinger highlighted SRTC's collaboration with CommuteSmart Northwest for Commute Trip Reduction (CTR) planning and introduced Ms. Yamamoto, TDM Manager for Spokane County and CommuteSmart Northwest. She outlined the current timeline for updates, emphasizing historical context and employer goals in each jurisdiction. Plans for developing local and regional CTR initiatives throughout 2024 are set to be effective from July 2025 to June 2029 upon approval. The next phase includes collaborative efforts among participating jurisdictions, SRTC, and STA.

9 Data Applications for Transportation Analysis (DATA) Project Update

Mr. Ulrich discussed the structure of the DATA Project, starting with its inception and receipt of a \$1 million surface transportation block grant in 2018. He elaborated on Phase 1, which centers on evaluation and design. Within the project implementation phase, he outlined six tasks, including the importance of the Household Travel Survey (HHTS), passive data collection, traffic counts for model validation, a land use allocation tool, utilizing the travel demand model for forecasting, and creating an online data hub for public access.

10 Regional Safety Action Plan – Update

During their discussion, Mr. Ulrich and Ms. Wilber from Kittleson & Associates conducted a detailed analysis of data shaping the High Injury Network (HIN) and the coordinated safety action plan. They highlighted recent outreach events engaging stakeholders on transportation safety themes. Countywide data emphasized high crash areas, highlighting significant safety concerns.

Acknowledging diverse community landscapes, tailored strategies were emphasized for areas without a history of such crashes. A clear timeline for final board adoption by July was outlined to ensure accountable and timely implementation of the safety action plan, aiming for tangible improvements in transportation safety regionally.

11 Transportation Improvement Program (TIP) Overview

Mr. Stewart discussed the TIP program, a comprehensive 4-year regional transportation initiative with federally funded projects updated annually. The determination process includes thorough reviews of proposals, feasibility studies, cost estimates, and potential impacts on transportation efficiency and safety. The program considers various project types, from infrastructure improvements like road expansions and transit enhancements to active transportation initiatives. Funding amounts are allocated based on project scope, complexity, and strategic importance, considering economic benefits,

environmental sustainability, and equitable access. He also highlighted the program's digital tools, including a user-friendly website with interactive mapping for stakeholders to visualize project locations, track progress, and analyze data. The guidebook was emphasized as a key resource for policies, procedures, and best practices, ensuring transparency and consistency in project management

12 Special Transportation Planning Study Agreement

The Special Transportation Planning Study Agreement plays a crucial role in ongoing efforts to tackle greenhouse gas (GHG) reduction goals, as outlined by Mr. Stewart. He contextualized this by referring to the Vehicle Miles Traveled (VMT) targets report, a strategic tool for GHG reduction. WSDOT has actively worked on establishing reduction targets and strategies. A key recommendation from WSDOT is for regions to set per capita VMT reduction targets, aligning with broader sustainability goals. This recommendation has implications for jurisdictions, many of which must update their comprehensive plans to integrate GHG reduction measures.

The final report detailing these efforts and recommendations is accessible on the WSDOT website, serving as a valuable resource. In line with these efforts, SRTC is poised to receive \$138,000 in pass-through funding pending Board approval. This funding hinges on executing the Special Transportation Planning Study Agreement, underscoring the importance of formal agreements in driving collaborative and funded initiatives in transportation planning and sustainability.

10 Agency Update and Future Information Items

- Photo reminder to submit for the website poster;
- Reminder that as part of the Regional Safety Action Plan, SRTC is currently seeking feedback on safety concerns via an interactive survey and mapping tool linked on SRTC website;
- No additional comments

11 Adjournment

There being no further business, the meeting adjourned at 4:32pm.

Angel Jackson, Recording Secretary