

Peninsula Regional Transportation Planning Organization
TAC Meeting Summary

Meeting Location:

Jamestown S'Klallam, Sequim Washington

October 10, 2019

Attendees

Technical Advisory Committee Member

Tricia DePoe, Makah Tribe
David Forte, Kitsap County
Dave Smith, Mason County
Dick Taylor, Port of Shelton
Jonathan Boehme, Port Angeles
Jamie Brooke, Jefferson Transit
Matt Klontz, City of Sequim
Michael Bateman, City of Poulsbo
Mike Oliver, Clallam Transit System
Sara Crouch, Jefferson Transit
Steve Gray, Clallam County
TAC Chair Wendy Clark-Getzin, Jefferson County

On the phone

Debbie Clemen, WSDOT Olympic Region
Judy Scott, Port of Allyn

Staff/Guests

Edward Coviello, Kitsap Transit / PRTPO Coordinator
Thera Black, PRTPO Coordinator

Welcome & Introductions

TAC Chair Wendy Clark-Getzin opened the meeting and initiated self-introductions around the table.

Approval of October 10, 2019 TAC Agenda and the August 8th TAC Meeting Minutes

The TAC approved the draft minutes from the August 8th meeting.

Update on Draft Regional Transportation Plan 2040 Outreach

Thera Black gave a detailed update of the outreach completed thus far. She noted the public comment period is open until October 18th.

Comments have been received regarding climate change, greenhouse gas emissions, statewide goal of reduced vehicle miles traveled and the need to balance the Plans message in regards to the diversity of the Region. The PRTPO staff reached out to the Mason County TIP-CAP and the TIP-CAP noted the need for system resiliency as much of the Region has limited access to transportation choices. Additional comments received were regarding interregional transit connections to facilitate simple transit options to reach destinations in the Region without the need to drive. There is recognition of the need for Sunday transit service to allow the Region's tourism to thrive. Without Sunday service, the ability to access the National Park, ferries and local attractions is nearly impossible without a car. Waterway connections were highlighted as an underutilized mode of transportation given the amount of ports in the Region.

The PRTPO staff informed the TAC of the intent to conduct minor revisions to the current draft Regional Transportation Plan. However, many of the comments received need to be addressed by the Executive Board at a strategic level to properly address in a substantive method. This method will establish a foundation for a new Regional Transportation Plan.

The comments received will be presented for consideration to the Executive Board on the 18th of October. The corrected Plan will be brought before the TAC at its November 7th meeting for recommendation to move towards adoption by the Executive Board.

David Forte asked a question about the 2020 update and the local Comprehensive Plan update schedules. Thera explained that the Comprehensive Plans can feed off of the RTP as needed. David noted that the next RTP is planned as a major update and that may impact the local plans. Thera described the planning process and how the plans are being updated to feed each other. David again highlighted that the Regional Transportation Plan should be in step with the Comprehensive Plans in the Region to the extent possible. Chair Clark-Getzin noted that there could be some redundancy of the public processes. Thera described how the RTP is linked to the Comprehensive Planning process. David cautioned the TAC about how the RTP could have an impact on the Comprehensive Planning process and the PRTPO should be careful about this. Thera acknowledged this, especially the link to the Growth Management Act.

Chair Clark-Getzin noted that transits Transportation Development Plans also impact the Region. She also asked what local staff should be doing in the next few days to prepare their Board members for the Executive Board meeting on the 18th. Thera reiterated the strategy to be presented to the Executive Board.

Chair Clark-Getzin explained how the finance chapter is the weak link in the RTP. Thera proposed that the Plan will satisfy the State requirement at this time but there is room for improvement.

Further discussion occurred regarding improved outreach techniques.

Upcoming Transportation Alternatives Grant Process

Edward gave an update of the potential funding available. He explained that we need to meet with WSDOT local programs to confirm the amount of funds available. Thera then gave an overview of the funding process and the need to gain a clear picture from WSDOT to ensure we start the program off correctly. She recommends that we look forward to later years to increase the utility of the grant application/award process. Edward explained that we have been given dollar amounts by WSDOT looking out to 2021. Thera asked the TAC if they are comfortable programming out three years ahead and that gives applicants time to prepare. The risk is if an awarded project has an issue preventing delivery there is a risk of losing funds to the Region.

Chair Clark-Getzin asked that the WSDOT staff should give us the obligation dates by year to allow for applicants to view the risks associated with the given years funding. She also asked about the TACs participation in the last funding round a few years ago. Mike Oliver noted that for transit agencies the funds can be difficult given that strings attached to the funding. He noted the advantage of shovel ready projects to move quickly. He noted that the reimbursement process was not as fast as expected. Further discussion ensued about the process at the State level.

David Forte asked about the timing of the funding and the problems associated with the 2020 funding year? Did WSDOT give us targets about what needs to be spent in 2020? Thera noted that we are trying to clarify with the WSDOT staff. David asked why this is happening this late in the year. Mike Oliver explained that we go for the four year amount to allow for better project delivery. Detailed conversation about prior efforts was brought forth. David then suggested that the project selection and award process should be fast to allow for obligation by the end of the fiscal year. Thera described the needed timeline for the selection and award process.

Jonathan Boehme from Port Angeles discussed that the City is only really interested if we look forward four years to allow for project management to happen properly. The TAC talked about the details associated with the funding. Tricia DePoe asked why prior awarded projects have not been completed. Mike Oliver reiterated the point of shovel ready projects. Edward Coviello brought up the Port Townsend project and its history. The chair asked for a project update.

A question was brought up about the eligible use for Transportation Alternatives funding.

Thera asked if we can go forward with a four year funding horizon. Mike Oliver stated that the four year process may help. Chair Clark-Getzin explained the history of the Olympic Discovery trail and its ability to utilize the entire amount of funding available.

Thera briefed the TAC what we will bring to the agenda next month at the TAC. David asked for a proposed TAC program schedule.

The Chair asked for an update of unspent prior year funds.

Surface Transportation Program (STP) Funding Discussion

The TAC went over the Surface Transportation Program. Chair Clark-Getzin led the discussion about the STP funding. Edward Coviello of the PRTPO staff noted that the PRTPO does not manage these funds but that the item was brought forth as an education effort for the TAC.

Thera Black extended the conversation about the allocation of the funds and how the PRTPPO wants to serve as a communications resource for member jurisdictions. She gave an overview of the State's program and the associated risks of not completing projects in the agreed upon timeframes.

The TAC went over additional grant funds available and the concept of using State funds for rural areas rather than Federal funds to facilitate project delivery.

Chair Clark-Getzin gave an overview of the Highway Infrastructure Fund program. She passed along the concern about the limited amount of funding available for this program at the rural level. She linked the program and its limited funding to the need for rural projects to be funded with State funds rather than Federal funding which is difficult for the small staffs to implement.

David Forte presented the possibility of a WSDOT program to help local jurisdictions deliver Federal projects. Thera asked if this outreach can be applied to a rural area. Mr. Bateman of Poulsbo explained the value of training to prevent mistakes in projects.

Tricia DePoe gave an overview of the Makah Tribe's projects from BIA funding and how those funds flow directly from BIA. When the funds reach the end of their life they are sent back to BIA for future reallocation. She gave an example of a TIGER Grant award for the dock improvement.

Election of Technical Advisory Committee Vice Chair

Chair Clark-Getzin opened the process up for nomination for Vice Chair. The TAC nominated and approved Dave Smith from Mason County to be the Vice Chair with a ceremonial "ding". It passed with a unanimous vote and Dave Smith accepted.

Member Updates and Adjourn

Chair Clark-Getzin announced the Executive Board meeting on the 18th and that we should help our staff prepare.

An announcement was made by Matt Klontz of Sequim to look at the RTIP process and what is a Regional project. Thera responded that we will be looking at this for the next RTIP process. A discussion followed. Thera explained that the PRTPPO can define regionally significant projects and what those criteria are.

The next meeting is Thursday November 7th at Kitsap Transit in Bremerton.