

Summary Notes

Pierce County
Transportation Advisory Commission (TAC)
Thursday, June 25, 2020
10:00AM. to 12:00PM

Location: Virtual Zoom Meeting

Call to Order: 10:00AM

Roll Call: 10:05AM

Voting Members: Deryl McCarty, Paul Lubbesmeyer, Shelly Schlumpf, Scott Jones, Tom Pierson, Jane Moore, Steve Gordon. There is a quorum.

Absent: Jeremiah LaFranca, Lindsey Sehmel, Brian Devereux, Katie Wilcox.

Non-Voting Members: Hugh Taylor, Diane Evans.

Pierce County PPW Staff: Brian Stacy, Toby Rickman, Rory Grindley, Jesse Hamashima, Clint Ritter, Leticia Neal, Neil Quisenberry.

Pierce County Non PPW Staff: Councilmember Dave Morell, Councilmember Marty Campbell, Amy Cruver (County Council Office), Mark Williams (County Council Office), Judy Hurley (County Council Office), Kimberly Freeman (Parks & Recreation).

Other: Maxine Herbert-Hill (SR-162 Community Group), Larry Leveen, MBA Pierce.

Approval of Agenda:

Councilmember Guidance: Councilmember Morell thanked everyone for attending meeting. He thinks TAC needs more time. He wants TAC to consider Phase 1 to include findings on funding needs, funding gap, and funding options. He would like TAC to prioritize options.

Phase 2 includes prioritization. Phase 2 should begin in Fall 2020. He would like a wide variety of options. Think outside the box. He challenges everyone to look at this in a different light.

County Road Fund Resolution R2019-133 Transportation Project & Finance Proposal – Concept Finalization Presentation – Leticia Neal, PE, and Clint Ritter, PE:

The agenda of this presentation is to go over meeting objectives, continue work plan development, discuss comprehensive plan, and review project priority groups and prioritization methods as well as allocation of funding. Discuss new funding sources and finalize the proposal.

Objectives of this meeting is for the TAC to come to an agreement on the need for additional funding, the approximate gap, new revenue sources to focus on, and to finalize an initial recommended Phase 1 proposal to be forwarded to Council by end of July.

Presented on the interrelationship between project types giving examples of current projects such as Canyon Road, 168 Street, and 92 Avenue/224 Street. Gave visual representations of multi beneficial projects including one for a non-motorized project. While a project is placed in a single category such as capacity, most have other cross-cutting benefits for other categories such as active transportation, safety, or preservation.

Discussed TIP prioritization factors and metrics criteria. The six-year TIP project types include Concurrency/Capacity, Corridor/New Alignment, Safety/Operations, Preservation, Miscellaneous Programs, Nonmotorized, Ferry-Roadway System, and Bridges. TIP metrics include travel time, speed, reliability, safety, cost effectiveness, impact to the natural environment, impact to the built environment, and health impacts. All metrics not applicable to all project types.

The priority groups from Resolution include capacity, economic development (Canyon Road Corridor northerly extension), preservation, safety, and active transportation.

The goal of the Resolution is to address key project priorities currently lacking full funding. Address project priorities and funding levels, timelines, and mechanisms. Focus on concurrency with safety, active transportation, preservation and economic development. Propose to let current prioritization process and need drive the allocation. Utilize guiding principles, policies and resources as the foundational starting point.

Transportation concurrency corridor projects take a great deal of time to complete and additional funding is needed. Intersection projects are not concurrency projects but do address congestion and are geographically distributed. Active transportation projects are both necessary and costly.

Top funding mechanisms discussed at previous meeting include Levy Lid-Lift, REET 2, and law enforcement transfer/diversion.

Discussion: Discussed perception of terminology used can mean different things to different people. Need to think outside of the box to get the 'biggest bang for the buck'.

Phase 2 is to look at how we evaluate, organize, and model our investment. Look at different models to update ours. Working on building a model for active transportation but building a model takes time.

We can agree we looked at projects on the books and that there is a 20M to 22M shortfall of money with projects.

Council asked in Resolution to specify ways to increase funding and identify funding sources. Council will decide on actuals.

In fall, TAC will likely need to go back and relook at prioritizing according to future Council direction.

Phase 1: Do we agree that we looked at projects and that we are \$20M to 22M short? Unable to come to consensus for putting in motion for Phase 1. Its agreed on that there is a financial shortage; however, there is no agreement on projects. There are concerns with the lists of projects. Feels premature to move forward on motion. It was noted that the next phase is to evaluate project priorities.

Our role is ratifying what staff has brought to us. Should get this to Council sooner than later. Not unreasonable. Alert Council.

Should we send a letter stating where we currently are, what the shortfall will be, and here are ways to increase revenue; however, we don't expect it to pass voters approval. We can do final edit at July's meeting.

Consensus is to draft letter and send to all voting members for comments.

Summary Notes Approval: May's summary notes were approved with an amendment by Jane Moore. Correct Evergreen Trails to Forever Green Trails. 1st by Scott Jones. 2nd Steve Gordon. No oppositions for approval of summary notes.

February's summary notes were approved. 1st Scott Jones. 2nd Steve Gordon. No oppositions for approval of summary notes.

Next Meeting: July 23, 2020

Public Comment: None.

Adjourn: 12:15PM; 1st Shelly Schlumpf; 2nd Jane Moore. No opposition for adjourning.