



**Implications of 2010 U.S. Census Results on Spokane/Kootenai MPOs
SRTC/KMPO Joint Board Meeting**

March 31, 2011

11:30 am – 1:30 pm

Garden Plaza, 545 N. Garden Plaza, Post Falls, Idaho

AGENDA

Lunch served prior to call to order

1. Call to Order – (Gary Schimmels/Jimmy Dorsey)
2. Introductions
3. Christopher Henrie, Geographic Standards & Criteria, Geography Division, U.S. Census Bureau
3. Sidney Stecker, Planning & Research Program Manager, FHWA WA Division
4. Peter Hartman, FHWA ID Planning Administrator
Scott Frey, Transportation Engineer
5. Ned Conroy, Community Planner, Federal Transit Administration Region 10-
tentative
6. Board Question and Answer Session

ADJOURN



SRTC/KMPO Joint Board Meeting Minutes
March 31, 2011
11:30 am – 1:30 pm
Garden Plaza
545 N. Garden Plaza, Post Falls, Idaho

1. Call to Order – (Gary Schimmels/Jimmy Dorsey)

Mr. Gary Schimmels, SRTC Board Chair, welcomed those in attendance. He announced that the Federal Transit Administration guest speakers could not attend and asked for approval of the agenda.

Mr. Keith Metcalf made a motion to approve the March 31, 2011 SRTC/KMPO Joint Board meeting agenda. Ms. Barb Chamberlain seconded the motion, which passed unanimously.

Mr. Dorsey, KMPO Board Chair requested approval of the agenda.

Mr. Lynn Humphreys made a motion to approve the March 31, 2011 SRTC/KMPO Joint Board meeting agenda. Mr. Clay Larkin seconded the motion, which passed unanimously.

2. Introductions

SRTC Board Members in Attendance:

Mark Richard, Spokane County Commissioner
Latisha Hill, Washington State Transportation Commission
Mary Verner, Mayor, City of Spokane (Vice Chair)
Gary Schimmels, City of Spokane Valley (Chair)
Jon Snyder, City of Spokane Council Member
Keith Metcalf, WSDOT – Eastern Region
E. Susan Meyer, Spokane Transit Authority
Richard Rush, Spokane Transit Authority
Barb Chamberlain, TAC Chair
Micki Harnois, Smaller Towns Representative/City of Rockford
Jim Williams, Private Sector Transportation Provider

KMPO Board Members in Attendance:

Jimmie Dorsey, East Side Highway District (Chair)
Clay Larkin, Mayor, City of Post Falls (Vice-Chair)

Al Hassell, City of Coeur d'Alene Council Member
James Mangan, Worley Highway District
Lynn Humphreys, Post Falls Highway District
Marv Lekstrum, Lakes Highway District
Todd Tondee, Kootenai County Commissioner
Richard Panabaker, City of Hayden Council Member
Debbie Holmes (alternate for Vic Holmes), City of Rathdrum
Andrea Storjohann (alternate for Damon Allen), Idaho Transportation Department
Jim Kackman, Coeur d'Alene Tribe

**3. Christopher Henrie, Geographic Standards & Criteria, Geography Division,
U.S. Census Bureau**

Mr. Kevin Shipman, Geographic Information Systems (GIS) Analyst for SRTC, introduced Mr. Christopher Henrie, Geographic Standards & Criteria, Geography Division, U.S. Census Bureau. Mr. Henrie stated that he would be discussing the urban programs and how it relates to the metropolitan areas and how they will be defined by the 2010 Census. He provided a handout showing a schedule of the geographic products prepared by the U.S. Census.

Mr. Henrie provided a brief history of the urban program. He clarified that within urban areas there are 1) urbanized areas, consisting of a total population of 50,000 or greater, and 2) urban clusters, with a total population from 2,500 up to 50,000; both, however, are defined the same. The U.S. Census Bureau only recognizes urban areas, not rural areas, for the purpose of tabulating and presenting statistical census data. The Bureau's definitions are not designed for programmatic purposes, although there are federal, state, and local agencies that use them to allocate funding. These agencies are cautioned to consider the rules established in applying these definitions and data.

Mr. Henrie described the 2010 Delineation process and the deficiencies that were encountered in the draft criteria. He stated that the final criteria will not be available until later this spring (April), and that the internal delineation must be completed by December 31, 2011. It is anticipated that a list of all urban areas and their final population counts will be published in the federal register by March 2012. All associated products will be available thereafter.

Mr. Henrie stated that the Bureau is intending to develop and implement criteria that will keep those urban areas that were autonomous in 2000 separate. If both the Spokane and Kootenai County regions each qualify as "urban," according to the 2010 Rules and population and density requirements, they will remain separate entities.

He added that metropolitan areas rely on the existence of urban areas and that there are two types of core metropolitan statistical areas: metropolitan and micropolitan; both are defined the same, but differ in population size. Mr. Henrie explained that the Combined Statistical Areas (CTA) are aggregates of adjacent metropolitan or micropolitan statistical areas that are linked by commuting ties. The criteria for defining CTAs have changed

since 2000; whether or not the Coeur d'Alene and Spokane Metropolitan Statistical Areas also become a CTA remains to be seen. Mr. Henrie reported that the metropolitan area program is not run by the U.S. Census Bureau, but rather, by the Office of Management and Budget; the Census Bureau implements the program.

Mr. Henrie provided his contact information and answered questions from the audience. Mr. Miles thanked Garden Plaza for hosting the event. He announced a change in the agenda; Mr. Peter Hartman, the Idaho Division Administrator for the Federal Highway Administration will be the next speaker, putting agenda items out of order.

4. Peter Hartman, FHWA ID Planning Administrator

Mr. Hartman thanked the Boards for their invitation. He stated that if anyone had questions regarding the Administration's Legislative proposal, he would be available after the next speakers to answer them.

Scott Frey, Transportation Engineer

Mr. Miles introduced Mr. Frey. Mr. Frey stated that he will address how the Census results will translate to the Federal Highway Program. He stated that having two urbanized areas effectively combined into one will not affect Capital Improvement Programs, i.e., the amount of funding directed to the States of Washington and Idaho. The funding categories are not based on population.

Mr. Frey stated that a portion of the earmarked "STP greater than \$200,000 funds," which now goes to the Community Planning Association of Southwest Idaho (COMPASS), would be redirected to Kootenai County if Kootenai County becomes part of the SRTC urbanized area. He noted that the amount of funds will not increase, but rather be split differently.

Mr. Frey stated that the Planning Program funds will not change. The funds are apportioned to each state and then directed to the MPOs. Also unchanged are the TMA requirements that the MPO must undergo a certification review every 4 years and have a Congestion Management Process in place, i.e., a more formal/organized approach to address congestion.

Mr. Frey stated that his notes will be made available to Mr. Miles for distribution upon request. He clarified that regardless of whether SRTC and KMPO wish to remain separate entities, it appears that the adjacent urbanized areas of Spokane and Kootenai Counties will be construed as a TMA by the Census results. Mr. Miles stated that the Portland, Oregon and Vancouver, Washington MPOs are also considered as one Transportation Management Area. It was further clarified that the transportation funding designated to each state remains in that state; i.e., multiple MPOs within a TMA retain their own funding sources and autonomy.

5. Sidney Stecker, Planning & Research Program Manager, FHWA WA Division

Mr. Miles introduced Mr. Sidney Stecker. Mr. Stecker stated that the Federal Highway's responsibility with regard to MPOs is to ensure that federal oversight responsibility is considered and applied. By law, FHWA gives MPOs latitude in how they set up their funding processes; address their funding needs, and how they prioritize their program funding.

Mr. Stecker provided an example of how adjacent MPOs work together within a Transportation Management Area. The Portland/Vancouver TMA has two separate MPOs that operate autonomously; however, members sit on each other's MPO Boards. He stated that the Washington State Department of Transportation and the Idaho Transportation Department will be key players in the Spokane/Kootenai TMA. Individual MPO processes, such as the Transportation Improvement Program (TIP) will not change.

He noted that both SRTC and KMPO will need to determine what they want from the TMA designation; what is best for the community, and how they can you work together.

6. Board Question and Answer Session

Mr. Miles suggested taking Mr. Peter Hartman's offer to provide an update on the Administration's Legislative proposal, noting that there has been a series of hearings lately. Mr. Hartman stated that the information he has was taken from the FY2012 Budget Proposal from the Administration, which lays out what the next legislation will look like if the Administration's proposal goes through as put forth.

The Federal Highway Administration is asking for a 6 year, \$556 billion dollar proposal that includes \$50 billion up front as an economic boost and \$336 billion for highways (a 48% increase over SAFETEA-LU levels). He stated that there is no mention of how this proposal will be funded.

The highlights include a focus on safety, state of good repair, and livability – a term that will be heard frequently from this Administration. It will establish a performance-based program whereby there will be performance measures at the state level. The states will possibly be graded by these measures and as long as the measures are maintained, the funding will continue to flow and flexibility will be allowed.

Another highlight is the consolidation of 55 programs into 5 core programs, including Livable Communities; \$4 billion from the \$336 billion will be directed into this program annually. The National Highway System (NHS) will be redefined as a 220,000 mile network (from 160,000), that will include all principal arterials.

The proposed Livable Communities Program will include a new \$3.4 billion formula based program to enable recipients to deliver transportation projects to urban and rural areas that will benefit the quality of life, and proposes a new \$500 million discretionary grant program. It will also continue another \$200 million discretionary grant program.

Mr. Hartman was asked whether funds were set aside for major freight mobility projects. He stated that he recalled that funds were set aside for this purpose. Mr. Hartman was asked to clarify whether an emphasis on projects of federal significance was included in the proposal. He responded that projects pertaining to “high priority corridors” are included in the discretionary grant program. Mr. Miles noted that US 395 North and US 95 are both included in this program.

Mr. Miles stated that Transportation and Infrastructure Committee Chair, John Mica, held a Listening Session in Vancouver, WA. Congressman Mica stated that the Committee will write the Transportation Bill that Congress will take into consideration. He noted that there are strong similarities with what the Administration has put forth with regard to the desire to collapse programs. Congressman Mica is requesting rational fixes to the existing Bill, including identifying what is wrong with the existing Bill and possible solutions. He is a proponent of infrastructure banks and financing and public/private partnerships and does not favor increasing taxes. Mr. Miles stated that the big question in Washington D.C. is how to put forth a \$550 billion Bill without increasing taxes when it is expected that by 2013 there will only be \$4.4 billion remaining in the trust fund. A meeting with Transportation Secretary Ray LaHood and Congressman Mica and several staffers on the House Ways and Means Committee is scheduled for next week to solicit ideas. On average, federal aid projects take 14 years to deliver and the notion of concurrent project review by the various federal agencies is being contemplated, which could shave up to 4 years off the process.

Mr. Miles asked SRTC Board Chairman, Mr. Schimmels, and KMPO Board Chairman, Mr. Dorsey, whether they had anything to add. Mr. Schimmels thanked the speakers and all those in attendance. Mr. Dorsey also thanked all those for coming and added that there was a lot of good information provided.

ADJOURN

There being no further business before the Spokane Regional Transportation Council Board and the Kootenai Metropolitan Planning Organization Policy Board, the joint meeting was adjourned at 1:25 pm.

Donna Lively, Recording Secretary