

## MEETING MINUTES

Spokane Regional Transportation Council  
Transportation Technical Committee  
June 17, 2009  
SRTC Office - Intermodal Center - Third Floor  
Spokane, Washington

### 1. Call to Order.

Gordon Howell, Chair, called the meeting to order at 1:34 pm.

### 2. Roll Call/Record of Attendance.

Gordon Howell (Chair)	Spokane Transit Authority
Ron Edgar (Vice-Chair)	Spokane Clear Air Agency
Mike Gribner	WSDOT, Eastern Region
Harold White	WSDOT, Eastern Region
Mike Frucci	WSDOT, Eastern Region
Katherine Miller	City of Spokane
Mark Serbousek	City of Spokane
Mike Taylor	City of Spokane
Steve Worley	City of Spokane Valley
Inga Note	City of Spokane Valley
Bob Brueggemann	Spokane County
Chad Coles	Spokane County
Teresa Eckard	Spokane International Airport

### Staff.

Glenn Miles	Transportation Manager
Anna Ragaza-Bourassa	Transportation Planning Supervisor
Eve Nelson	Senior Transportation Planner
Deborah LaCombe	Senior Transportation Planner
Stacy Lehman	Public Info/Education Coordinator
Donna Lively	Administrative Secretary

### Alternates and Guests.

Grant Winslow	City of Spokane
Matt Zarecor	Spokane County
Barry Greene	Spokane County
Keith Martin	WSDOT
Kevin Picanco	David Evans & Associates
Ross Kelley	HDR, Inc.

### **3. Approval of May Meetings Minutes.**

**Mike Frucci made a motion to approve the May 20, 2009 meeting minutes. Bob Brueggeman seconded the motion, which was unanimously approved.**

### **4. Old Business.**

#### **a) WP-SIA Transportation Study Update – Anna Ragaza-Bourassa**

Anna Ragaza-Bourassa reported that the committee is in the processes of reviewing the development data and determining what should and should not be included in the 2030 forecast. Transportation Impact Assessments (TIA) and development articles from the Journal of Business were compiled evoking the question as to when these should be included in the forecast. Glenn Miles stated that keeping the current model updated is straightforward due to employment security and building permit data. However, the challenge has always been what to do with the discrepancies between the 2030 comp plans and the TIAs and development plats; at what point is the reality put into the model for those future years. He asked the Committee to ponder this issue for future discussion. Anna noted that in the case of the West Plains, half of the projected developments are not in the TIAs, but rather noted in the Journal of Business, Spokesman Review, or other sources. It was stated that dependable data is needed.

The question was asked whether this issue should be addressed in the Model User's Group. Glenn stated that the Group meets quarterly and it will be important to get their view as well, although he sees it as being a broader policy discussion with the Board as to how/when near future developments are incorporated into the model and are they consistent with the comp plans, or the comp plan amendments of different jurisdictions. With regard to these specialized area studies, speculative development vs. staying with the comp plan becomes the issue. Glenn stated that it will be brought before the Model User's Group and back to the TTC as an agenda item.

#### **b) STP/CMAQ Project Selection Criteria Update – Katherine Miller**

Katherine Miller provided copies of the final draft 2009 Urban & Rural Preservation, Improvement and Reconstruction Applications that the subcommittee had further refined based on TTC member comments. The Committee asked to see what specific changes were made since the last revision. Anna Ragaza-Bourassa provided a handout depicting the comments received from TTC members and the changes made to the applications. Glenn Miles noted that the SRTC Board also received copies of the final draft applications at their June 11, 2009 Board meeting and that no comments were received.

Glenn asked the Committee's response as to what to do when a preservation project, once construction begins, turns out to be a reconstruction project. Katherine stated that typically it is brought to the TTC for discussion and a recommendation. She added that the applications will undergo test runs, noting that they are not perfect nor will there ever be a perfect application given the many variables involved, but that the sub-committee put forth a lot of effort into the application revisions.

Glenn commented that once the preliminary engineering is completed, it should be obvious whether or not the project is for preservation or reconstruction. However, should this misclassification occur, the two options that the Board would have to consider are: 1) the jurisdiction pays for difference between the preservation cost and the reconstruction cost, or 2) the project gets rescored as a construction project. Katherine added the option that it be kept in design as a reconstruction project and held for available funding. Glenn added the importance of keeping these options in mind for such possible cases so that the TTC is prepared to make recommendations to the Board.

**Harold White made a motion to recommend Board adoption of the final draft 2009 Urban & Rural Preservation, Improvement and Reconstruction Applications as presented for use in upcoming calls for projects. Katherine Miller seconded the motion, which was unanimously approved.**

Katherine thanked the sub-committee for their involvement in the process, noting that although they may not be perfect, it is a great start.

### **c) Stimulus Package Update & Delivery Schedule**

Glenn Miles requested TTC members to update the Committee on the status of their stimulus projects.

Gordon Howell reported that STAs FTA grant is in the final stages of approval. The projects included in the grant are 13 diesel bus purchases (nine 40' buses and four articulated 60' buses) expected to arrive around November or December of this year; ten 40' hybrid buses expected to arrive by March of 2010; security video surveillance for the Plaza and Boone Street, transit enhancements (including Hwy 2 bus turnouts, pads, shelters and lighting); and preventative maintenance.

Katherine Miller reported on the three City of Spokane stimulus projects. The 5 Mile project is under construction and is on or ahead of schedule. The Fish Lake Trail project is out to bid and will open next Monday. It is expected to come in at or below engineer estimates with construction commencing 6 weeks after bid opening. Utility work is needed on the Havana Street Bridge project prior to going out for bid. Their Tier II Wellesley project has been submitted to local programs for a general review so that it is construction ready should there be further delays on the Havana project.

Chad Coles reported that construction on Spokane County's 5 Mile/Strong Road project will begin July 6 as well as the Rutter Parkway Bridge project. Glenn asked what the status was on the County's Elder Road project. Bob Brueggeman stated that construction was supposed to begin on June 22<sup>nd</sup>; however, the contractor is unable to start until July 6<sup>th</sup>. The contractor has agreed to keep with the County's timeline by working four 10-hour days and on Friday and Saturday towards the end of construction as needed.

Mike Frucci stated that the WSDOT projects have not yet started, though all have contractors assigned. The Tier II Del Bar retrofit project on the northbound lanes of US

95 from Hatch Road up to I-90 is now ad ready. Glenn noted that the Board has approved this project and the TIP/STIP will be amended accordingly.

Steve Worley reported that Spokane Valley's Sprague Avenue Resurfacing project has been awarded, but has a delayed start date of July 21<sup>st</sup> due to the three other concrete intersection projects going on in the same area. at last night's Council meeting; the award letter will go out to the contractor today. The bid came in half a million dollars less than the engineer's estimate.

Glenn reported that the Board approved the City of Spokane's request to allocate the Five Mile project de-obligated funds (due to the lower than expected project bid award) into the construction phase for the Tier 1 Havana Street Bridge project. The City intends to move non-ARRA funds from the construction phase to the right-of-way phase to cover the additional costs incurred.

The Board also approved Spokane County's request to redefine their Five Mile/Strong Road project. The Five Mile/Strong Road project involved the rehabilitation of Strong Road from Rustle Road to Five Mile Road and the rehabilitation of Five Mile Road from the City of Spokane north city limits to Waikiki Road. In preparing the bid package, Spokane County included the full extent of the Strong Road segment; however, modified the limit of the Five Mile Road segment from the North City Limits to Berridae Road, which is located at the crest of the north Five Mile Prairie. This truncated the portion of Five Mile Road from Berridae Road to Waikiki Road. The redefined project was authorized for bid, advertised, and a contract awarded by the County on or about June 2, 2009. The awarded project; however, is inconsistent with what the SRTC Board approved and which was included in the TIP/STIP and submitted the FHWA for approval. Consequently, Spokane County had to request Board authorization to redefine the project limits on the existing ARRA 5 Five Mile/Strong Road project from Waikiki Road to Berridae Road, and create an additional project to complete the originally approved scope.

#### **d) FTA Section 5316 and 5317 Call for Projects Update**

Glenn reported that the Board approved the two applications for FTA Section 5316 and 5317 funding received as a result of the Call for Projects that was released on May 15, 2009. Project applications were due by close of business on Monday, June 8<sup>th</sup>. Applications were received from Aging and Long Term Care of Eastern Washington (ALTCEW) and Spokane Transit Authority. ALTCEW requested \$259,726 in New Freedom funding for the Coordinated Transportation across Boundaries (C-TAB) (total project cost is \$519,452). STA requested \$392,444 in JARC funding for their West Plains and Browne's Addition JARC Fixed Route Transit Enhancement project (total project cost is \$4,660,000). Glenn noted that the timeline inhibited TTC review in order for STA to add this item to their June 18, 2009 STA Board meeting agenda. Both projects will be included in Transportation Improvement Program June 2009 Amendment.

## **5. Technical Member Comments.**

Ron Edgar reported that the Spokane Clear Air Agency had several items addressed in the last legislative session: one was to clarify the election process for the small city representative, and the other was to require a statement from homeowner's who are selling their house that their wood stove has been certified. He stated that both items passed and were signed by the Governor. Ron stated that their agency took a 3% cut on their state grant and are anticipating a 41% cut on their federal grant next year.

Katherine Miller introduced the new Bike/Ped Coordinator for the City of Spokane, Grant Winslow, who started work on Monday. She added that the City is winding down on their six-year program and expect it to be approved by the end of the month.

Mike Taylor, Director of Engineering Services for the City of Spokane and formerly with Taylor Engineering, reported that the City put out about \$20 million in projects from the Engineering Department in 2008. So far in 2009, \$40 million worth of projects have been put out with another \$10 million to go. The 5-mile project is doing well and the Alberta/Cochran will finish almost a month early. He added that the Southeast Blvd project ran into a lot of water and is about two weeks behind schedule; it should be wrapped up at the end of July or early August. They are looking forward to good bids on the Fish Lake Trails project, noting that project bids they've seen are 11% to 29% below the engineer's estimates.

Mike Frucci reported that the WSDOT project bids have been around 15% to 18% under engineer's estimates. He stated that the last North South Corridor (NSC) project funded for construction from US 2 to the Wandermere Golf Course is on ad for another three more weeks.

Bob Brueggeman reported that in addition to the stimulus projects and the Elder Road Bridge project, the County has finished the paving of Country Homes and are still working on the soil challenges with regard to their Bigelow Gulch project. There are also several sewer/utility projects that are ongoing in various neighborhoods and one large residential road improvement project in the far northeast corner of the county in excess of \$1 million. He added that this year has been a light construction year for the County.

Inga Note added that the Spokane Valley City Council approved their plan to convert Sprague/Appleway from Dishman Mica and University to two-way streets. Also approved was the plan to convert the four lanes on Broadway from Park to Pines to three lanes. The City Council also gave the go ahead for the list of energy grant programs.

Steve Worley reported that last Saturday, the City of Spokane Valley completed the final lift of paving on the Pines/Mansfield project, which is nearing completion. They are also completing the Pines/Sprague intersection project and will begin construction on the Sprague/McDonald on Monday. Drawings on the 44<sup>th</sup> Avenue Pathway project funded by their enhancement grant are almost complete and will go out later this year for bid. They are also busy with their various sewer projects as well as their bridge project

## **6. New Business.**

### **a) Street Standards – Matt Zarecor**

Matt Zarecor from Spokane County Development Services introduced himself as a member of the TTC sub-committee that convened to review street standards. Originally, the sub-committee was tasked with geometrics, but later branched out to consider other street standard issues. It was determined that due to the diverse geology within the region, pavement design would be considered on a case-by-case basis.

Matt provided a handout outlining the bigger regional issues regarding road standards. He noted that a questionnaire had been sent to various jurisdictions with regard to their current street standards. The sub-committee met to review the survey results in order to determine what would work best for the County (relative to the street standards of other jurisdictions) to ensure consistency in their development regulations. Matt reviewed the handout and explained what changes the County will make to their road standards as a result of sub-committee deliberations.

Some of the County's proposed road standard changes include:

- Requiring all new roads in the Urban Growth Area (UGA) to be public.
- Increased road, pedestrian, and bicycle connectivity.
- Encouraging traffic calming features.
- Addressing arterial access limitations.
- Consideration of street improvements for commercial projects and off-site improvements.
- Honoring traffic analysis requirements outlined in Joint Planning Agreements.
- Allowing additional right-of-way upon request.
- Adopting Fire Code requirements where a second access is needed.
- Adopting a cul-de-sac length of 660 feet to match connectivity requirements.
- Pavement design considerations on a case-by-case basis due to diverse geology.

Glenn asked whether curbs and sidewalks now required for all street improvements. Matt states that they are in addition to width requirements for both private and public roads. This requirement applies to both sides of the road if it is an internal road.

Glenn stated that the street standards standardization process was initiated at the request of the Board due to the cost per mile variances noted between jurisdictions' reconstruction projects (up to \$800,000 in some cases). It was noted that the next step is for this review to go back to the leadership within each jurisdiction for support and concurrency. The committee was congratulated on their efforts.

## **b) 2006 SRTC Model Calibration – Deborah LaCombe**

Deborah LaCombe reported that SRTC finally has a 2006 base model. SRTC's original travel demand model was updated by HDR over the past year using recent, more detailed land use building permit and employment data. She added that the modeling assumptions were derived from a comprehensive 2005 Household Survey and the network is broken into internal/external Traffic/Transportation Analysis Zones (TAZs); the external TAZs are those trips originating or ending in Idaho or Stevens, Whitman, or Lincoln Counties.

Deborah provided a PowerPoint presentation outlining the calibration/validation process used in the model update. She reviewed the HDR model calibration results, and concluded with the following SRTC model validation summary:

- Very satisfied with this calibration effort coming in far within federal deviation requirements.
- Tool kit for reviewing and evaluating the model's performance has been expanded and is providing insight for future improvements.
- High level of model user's group involvement in developing and reviewing this base model has meant a quicker and more intense development cycle.

Glenn stated that once the model is calibrated, it is then updated with current data. The model has been updated with 2008 land use information and is out to jurisdictions for comments; comments are due June 19<sup>th</sup>. Glenn stated that the intent is to not recalibrate the model after every update because the calibration is based on survey data. Updates are based on what has improved since the release of the base model. The 2008 base year model, which will be out by the end of July or early August, will then be used for the 2030 model.

Based on the County Commissioner's adoption of the population forecasts and 12½ % increase, jurisdictions will be asked to make sure that the margins of growth are accurately placed in the TAZs. By September, an up-to-date set of tools which includes the 2008 update, the 2030 forecast, and the current Board adopted forecasts and proposed road improvements will be available to all jurisdictions.

Glenn reported that with the assistance from HDR, SRTC submitted an application through the Travel Model Improvement Program (TMIP) for a pre-proposal on doing an activity based model. An activity based model depicts how a community performs based on land use changes and actual trip making characteristics. SRTC was selected to submit a full proposal, which is due July 7<sup>th</sup>.

Deborah reported that SRTC will participate in an activity based model webinar tomorrow from 11:30 am to 1:30 pm and invited TTC members to attend.

## **c) New Item: City of Spokane Valley's Request for additional funding**

Steve Worley asked to submit a new item to the agenda. He reported that the City of Spokane Valley is asking for the Technical Committee's support to request additional

funding from the Board for their Pines/Mansfield project. He stated that he has been to the Board on two other occasions for additional financial support. Unfortunately, the project, which was to have been completed last year, has run into several different issues that have caused significant delays. The project is currently \$600,000 over what had been approved. Additional funding has been requested from the Transportation Improvement Board (TIB), who has promised \$244,000 towards the project. WSDOT has also offered an additional \$50,000 as well. The City of Spokane Valley is seeking the TTC's support in securing the remaining \$335,000 in CMAQ funding from the Board to pay for the over runs on this project.

Glenn asked how much of the over run is the City of Spokane Valley covering. Steve stated that the City already has \$480,000 into the total project cost of \$6 million. The question was asked where the CMAQ funds would come from. Glenn stated that SRTC is currently analyzing how much CMAQ funds have been allocated and how much remains. Katherine asked what the historical local match has been. Glenn stated that it has been 8-10%. The original estimate for the project was \$3.9 million. But because of the length of time it took to get under construction and the issues faced relative to the construction, e.g. utility delays, the costs substantially increased.

**Mr. Mike Frucci made a motion to support the use of CMAQ funds to the extent they are available to cover the over runs on the City of Spokane Valley's Pines/Mansfield project in the amount not to exceed \$335,000.00. Mark Serbousek seconded the motion, which was unanimously approved**

## **7. Adjournment.**

There being no further business, the meeting was adjourned at 3:00 pm.

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Donna Lively  
Recording Secretary