

**MEETING MINUTES**

Spokane Regional Transportation Council  
Transportation Technical Committee  
September 16, 2009  
SRTC Office - Intermodal Center - Third Floor  
Spokane, Washington

**1. Call to Order.**

Ron Edgar, Vice Chair, called the meeting to order at 1:34 pm.

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

Ron Edgar (Vice-Chair) .....	Spokane Clear Air Agency
Harold White .....	WSDOT, Eastern Region
Katherine Miller .....	City of Spokane
Mark Serbousek .....	City of Spokane
Mike Taylor.....	City of Spokane
Steve Worley.....	City of Spokane Valley
Bob Brueggemann .....	Spokane County
Chad Coles .....	Spokane County
Roger Krieger.....	City of Deer Park
Bryan St. Clair .....	City of Airway Heights

**Staff.**

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

**Alternates and Guests.**

Todd Ableman.....	City of Cheney
Keith Martin .....	WSDOT
Kevin Picanco .....	David Evans & Associates
Ross Kelley .....	HDR, Inc.
Karl Otterstrom.....	Spokane Transit Authority
Paul Kropp .....	Neighborhood Alliance

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

**Steve Worley made a motion to approve the June 17, 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 did not meet in August. The committee met yesterday to refine the land use that will go into the 2030 model. She is meeting with several jurisdictions separately to review the connectors within the West Plains study area. The 2030 model will be built from the 2008 network as soon as the transit update is complete. It is hoped that the DRAFT 2030 model will be released by the end of October.

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

Glenn Miles asked that jurisdictions provide a status report on the implementation of their stimulus projects. He added that the Board approved a Tier II project in Rockford. The STP funds have already been allocated for preliminary engineering and the project has already been included into the TIP.

Karl Otterstrom reported that STA has obligated their transit capital improvements stimulus funding on July 3 for hybrid buses and some articulated coaches. STA is currently reviewing the Request for Proposals (RFPs) for the security surveillance system. The buses are expected to arrive after the first of the year.

Katherine Miller reported that the City of Spokane's 5-Mile and Fish Lake Trail projects are under construction. Funds for the Havana Street Bridge project are anticipated to be obligated by mid-November pending right of way details. The Wellesley Tier II project is ready to move forward should the delays in the Havana Street Bridge project not get resolved.

Roger Krieger reported that the City of Deer Park's stimulus project opened for traffic at 9 pm last night. Only signage remains to be completed. Glenn asked that Roger get with SRTC staff, Staci Lehman, in order for her to report the project's completion on the SRTC blog.

Steve Worley reported that the underground work for the City of Spokane Valley's Sprague Avenue resurfacing project is complete and the first of four evenings of paving is completed on the south side of Sprague from Evergreen to Pine.

Bryan St. Clair reported that the City of Airway Heights is preparing to upgrade the pedestrian crosswalks on SH 2 and the project should be awarded Monday night.

Mr. Harold White reported that WSDOT's Dowel Bar retrofit has been awarded, but construction will not begin until next Spring.

Chad Coles reported that the Rutter Parkway Bridge is 98% complete and open to traffic. The 5-Mile Strong project is also open to traffic, while the 5-Mile North project is underway to be paved.

Todd Ableman reported that the Cheney/Spangle Road project is currently under construction.

Glenn reported that the Spokane Airport has received stimulus funds for their runway extension. He provided a handout of the ARRA calendar of events and noted the reporting and recipient requirements for July – October 2010. TIGER grants were due yesterday, September 15, 2009, and there were only 3 submitted by WSDOT for the State of Washington: 1) SR-520 floating bridge (\$300 million); 2) a Vancouver, WA project (thinly associated with the Columbia River crossing) (\$41 million); and 3) the North Spokane Corridor (NSC) (\$35 million). Five metropolitan areas reported that local jurisdictions submitted \$171 million worth of other projects that did not receive the Governor's support.

In Washington DC last week, the Federal Highway Administration indicated that approximately 2,200 to 3,200 applications were submitted for the \$1.1 billion in available funding; no state can receive more than \$300 million towards all projects within their state. They are committed in getting the notification out to the Secretary of Transportation between January 2 and January 15 as to which projects will be selected. It is strongly believed that Senator Murray's position as Chair of the Senate Transportation Appropriations Committee, Washington State will be on the upper end of funding receipts.

By March 2010, all unobligated highway investment funds will be redistributed. It is believed that all states will meet this deadline; however, a call has been made to Washington DC for clarification on whether funds for second bids due to project cost savings will be lost in the process. Currently, any project cost savings are applied towards Tier II ready projects. By September 2010, all ARRA funds must be obligated.

Steve Worley asked whether ARRA has done what it was intended to do in terms of creating jobs and stimulating the economy. Glenn responded that transportation reflected only 10% of the whole package and that the results were less than stellar, particularly since many of the projects were resurfacing projects.

Glenn stated that the overwhelming consensus is, despite Congressman Oberstar's desire to see an authorization bill, given the climate change, healthcare, and tourism bills being scheduled on the Senate floor, it will not be included this year. The 2010 appropriations bill is expected to get out by September 28 and will include an extension. A rescission is looming by September 30 that may get wrapped up into the appropriations bill and extension.

Glenn noted that there is interest in rewriting the reauthorization bill and that the extension will likely be 12 to 18 months. He noted that USDOT Secretary Mendez had read the materials on the NSC that was provided to him and was understanding of Spokane's need for the NSC.

### **c) STP Call for Projects – Anna Ragaza-Bourassa**

Anna Ragaza-Bourassa reported that a total of 75 STP applications were received. Of those, 20 were for improvement projects, 29 for reconstruction projects, and 26 for preservation projects. She stated that scoring of the applications will begin late next week and a list of scored projects will be prepared for the next TTC meeting for prioritization.

Steve Worley asked for clarification that the applications were for projects strictly for the STP reauthorization. Glenn concurred, adding that Congressman Oberstar's bill will provide greater funding for each metropolitan area having a population over 500,000. Currently, the region's population is at 465,000. He noted that if the census consolidates the two metropolitan statistical areas between Coeur d'Alene and Spokane, the metropolitan area will have a population of approximately 620,000.

The question was asked as to whether or not a second wave of stimulus funds can be expected. Glenn reported that it is unlikely, but that a \$1.1 billion Transportation Infrastructure Investment program from funding from the high speed rail program in the Senate version may be forthcoming, but needs approval from both the U.S. Senate and House.

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

Karl Otterstrom reported that service changes will be in effect on Sunday for West Plains, Medical Lake and Browne's Addition. He has worked with Airway Heights in serving the north side of Spokane to reduce dependence on SH 2.

Katherine Miller reported that they opened bids on Lincoln between 29<sup>th</sup> and 17<sup>th</sup> Avenues several weeks ago. Eleven bidders responded and the project came under estimate by \$450,000 (21%). The project involves utility work and storm drains and the contractors will be paying next year's asphalt prices.

Steve Worley reported that the City of Spokane Valley has finished most of their projects, except for Sprague, which was already mentioned. Three STA funded concrete intersections are completed. The contractor is behind on the Barker Road Bridge project, which will hopefully open next spring. And the ITS project on Sprague is complete.

Harold White reported that the WSDOT NSC opening ceremony was a success; they are currently taking traffic counts there now. US 2 and 395 will see bottlenecks for awhile due to the Wandermere project. The US 195 Cheney/Spokane Road should be completed and opened this weekend. Also, action is finally being taken on planning efforts on an STA joint study regarding transit access on Division.

Glenn recognized the efforts of the American General Contractors (AGC) and the Good Roads Association for getting Washington to submit the TIGER application for the NSC. He added that Spokane and the NSC have regained funding recognition as a result.

Bob Brueggeman reported that the County's Bigelow Gulch project is expected to be paved by the end of October. All other projects are in completion stages. He added that there was a \$1 million local improvement project in the Elk area, which finished a paved connection up through Pend Oreille County and is becoming popular.

Ron Edgar reported that Airway Heights exceeded the PM<sub>2.5</sub> standard and Deer Park almost reached it during the July 4<sup>th</sup> weekend due to fireworks. He noted that these are not official numbers and they would not affect attainment status.

The new EPA NO<sub>2</sub> standard was proposed on July 15. The current annual standard is 53 ppb the proposed change would add a 1 hour (80 to 100 ppb) standard. He noted that for any core base statistical area (CBSA) of 350,000, a near road monitoring site at the area of highest annual average daily traffic is required, i.e., the Sprague Avenue interchange. This requirement is controversial and could cost Spokane \$100,000 per monitoring site. There is concern over its location relative to the freeway, which could cause problems similar to those the area had with CO during the 1970s and 80s. The comment period closed on Monday. Many were unhappy with the monitoring requirements in the proposed regulation.

Ron reported that House Bill 2815 requires the reporting of greenhouse gases by major sources. A workshop for those who might be affected is scheduled for Tuesday, October 6, from 9 am to 4 pm at the Department of Transportation. Those with fleets using 280,000 gallons of gas or 240,000 gallons of diesel and emitting more than 2,500 metric tons of CO<sub>2</sub> equivalence must adhere to the reporting requirement. The Department of Ecology website lists a fuel usage calculator for CO<sub>2</sub> equivalence for both public and private entities. He noted the changes to the reporting requirements from stationary sources and listed those businesses that are affected.

Ron reported that the Spokane Regional Clean Air Agency is celebrating its 40<sup>th</sup> year by hosting an open house on September 24 between 9 am and 1 pm and invited committee members to attend.

## **6. New Business.**

### **a) Regional Transportation Priority Call for Projects Process – Jeff Selle**

Glenn Miles stated that although Jeff Selle was out ill, he had sent out information to the jurisdictions requesting that the list of projects from last year's regional transportation priority list be updated. Scoring for the regional transportation priority projects is scheduled for September 21.

Karl Otterstrom stated that he had the email forwarded to him by his CEO and that since that they were the only agency submitting a project in on time, he questioned whether the message was clearly broadcast to all jurisdictions. He reviewed the timeline and communication receipts pertaining to the Regional Transportation Priority Call for Projects. Glenn noted that the list is typically driven by elected officials and that all local jurisdictions were notified. The committee emphasized the need to be carbon copied on any communications regarding a call for projects. Glenn apologized for the

miscommunication and stated that if any jurisdiction has a project ready for consideration to please submit it by Friday.

Steve Worley noted that there appears to be a lot of transportation groups and meetings occurring in the region and suggested that an item be added to the TTC meeting agenda to brief the committee on these meetings. Glenn briefed the committee on the history of the Big Tent meetings, initiated by elected officials that were not on the SRTC Board but who had an interest in regionally significant transportation projects, as well as recent transportation discussions. He agreed to have an agenda item added to brief committee members on local transportation meetings and discussions.

#### **b) Pedestrian Plan – Eve Nelson**

Eve Nelson provided copies of the draft Spokane Regional Pedestrian Plan and gave a PowerPoint presentation on the Plan. She stated that 15 months ago SRTC was contacted by the Spokane Regional Health District stating that they received a grant to undertake a pedestrian plan process. The SRTC staff assisted with the development of the plan, which will eventually be adopted by the SRTC Board.

The plan was developed in conjunction with an advisory committee, comprised of bike/pedestrian planners and advocates, the active TTC, SRTC, and the health district. The Metropolitan Transportation Plan (MTP) requires the establishment of a pedestrian plan to increase mode-share walking, eliminate barriers, identify needs and gaps, encourage connections, and provide guidance in establishing priorities.

The goals are to 1) support all levels of pedestrian travel by developing plans, projects, and programs; 2) design and implement changes in the infrastructure to increase pedestrian safety and connectivity; 3) support integrated network of paved paths serving as alternates to roadways; 4) improve actual perceived pedestrian safety and security; 5) support all pedestrian travel to improve health; 6) pursue funding to maintain, enhance, and expand pedestrian facilities; and 7) to increase the number of children walking to/from school.

Eve outlined the barriers in a pedestrian plan identified through a public survey, as well as those obstacles experienced by agencies responsible for implementing such plans. Also noted were engineering and design considerations and the need for training, education, and encouragement. The Safe Routes to School program was noted (A Safe Routes to School call for projects is expected in March 2010) along with funding needs/sources and project recommendations. The committee discussed funding challenges and impediments to a regional pedestrian plan.

Eve provided a list of projects for the Pedestrian Plan and asked committee members to provide her with feedback. The Pedestrian Plan is currently out for public comment and committee members were asked to forward any comments they may have to her. She hopes that at its October meeting, the TTC will be able to provide a recommendation to the Board.

To address the need for agency training, Eve proceeded to agenda item 6.d to

announce the Mark Fenton Workshop, placing agenda items out of order. She provided a flyer regarding the September 29<sup>th</sup> scheduled workshop, noting that Mark Fenton is a nationally renowned pedestrian advocate and speaker who is also an engineer, Olympic athlete, and a motivational speaker. A breakfast for planners, engineers, and civic leaders is scheduled followed by a workshop that will include a discussion on funding options. The workshop was inspired by the need and request for regional training in multi-model transportation. Glenn encouraged TTC members to attend in order to increase their awareness and participation in a non-motorized integrated approach to transportation.

### **c) STA High Performance Network – Karl Otterstrom**

Karl Otterstrom provided a PowerPoint presentation outlining the need for a high performance transit network due to STA ridership increases above the national average. He reviewed the preference of a network over a high capacity transit system as well as demand, attraction and accommodation factors to consider. Samples of high performance transit networks in other cities were provided.

Karl noted that currently, STA does not have a regional transit master plan. He outlined STA's vision for a network of high performance corridors, that, when taken as a whole, would provide all day, frequent, rapid, and local mass transit service to the greatest number of people while helping to sustain and grow the regional economy and improve the environment. He added that STA is currently refining three scenarios for modeling, which will later be presented for community dialogue and input for developing a final network plan.

Karl asked whether the TTC was interested in having STA engage their staff in the network development process. It is anticipated that the network would be defined and modeling would occur by late Fall. Public discussions regarding the network would occur between December 2009 and March 2010, and refined next Spring in order to become part of the public transportation comprehensive plan. It is hoped that the comprehensive plan would be available by June or July of next year. The network plan would drive STA's decisions regarding what corridors to look at and how they are programmed and prioritized for future funding options. Committee members were asked to contact Karl directly to answer any questions they have or to participate in the process.

Harold White asked whether the SRTC Pedestrian Plan and the STA High Performance Network can be integrated to avoid missing funding opportunities and enhance project planning coordination. Glenn stated that ultimately, all plans must be incorporated into the Metropolitan Transportation Plan (MTP) and be coordinated and prioritized with the complete street concept in mind to resolve pedestrian, environmental, transit, and roadway issues simultaneously.

Glenn stated that staff has sent information to the technical committee regarding fine tuning projects in the 2030 network. Also, planning departments have been engaged in confirming population placements so that when the model is turned on, the transit forecasts will also be displayed.

**d) Mark Fenton Workshop – Eve Nelson/Staci Lehman**

This agenda item was previously addressed under item 6.b) regarding the Spokane Regional Pedestrian Plan.

**7. Adjournment.**

There being no further business, the meeting was adjourned at 3:18 pm.

---

Donna Lively  
Recording Secretary