

MEETING MINUTES

Spokane Regional Transportation Council
Transportation Technical Committee
February 17, 2010
SRTC Office - Intermodal Center - Third Floor
Spokane, Washington

1. Call to Order.

Ron Edgar, Chair, called the meeting to order at 1:30 pm.

2. Roll Call/Record of Attendance.

Ron Edgar (Chair)	Spokane Clear Air Agency
Gordon Howell	Spokane Transit Authority
Mike Gribner.....	WSDOT, Eastern Region
Mike Frucci.....	WSDOT, Eastern Region
Katherine Miller (Vice-Chair)	City of Spokane
Mark Serbousek	City of Spokane
Inga Note.....	City of Spokane Valley
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
Donna Lively	Administrative Secretary

Alternates and Guests.

Neil Kersten.....	City of Spokane Valley
Derek Braaten	City of Airway Heights
Todd Ableman.....	City of Cheney
Bill Hemmings	Spokane County
Andrew Staples	City of Liberty Lake
Eldon Brown.....	City of Spokane
Keith Martin	WSDOT
Ross Kelley	HDR, Inc.
Dale Smith.....	Citizen

3. Approval of January Meetings Minutes.

Mike Frucci made a motion to approve the January 20, 2010 meeting minutes. Chad Coles 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 group will meet next week and is in the midst of reviewing the modeling data. Further updates will be forthcoming.

b) 2030 Model Development Update – Anna Ragaza-Bourassa

Anna Ragaza-Bourassa reported that the 2030 forecast model has been finalized and it was distributed to the Model User's Group last week.

c) High Performance Transit Network Interagency Technical Group – Karl Otterstrom

Gordon Howell reported that Karl Otterstrom could not attend but stated that the first High Performance Transit Network Interagency Technical Group is scheduled for March 4th. The Group will be asked to provide comments on the three options to be proposed. The participation invitation letter is forthcoming.

d) Pavement Condition Index (PCI) subcommittee – Chad Coles

Chad Coles reported the subcommittee met last week and will meet again on March 4th. They worked through several issues and hope to wrap up their recommendations by the end of March.

e) Jobs Bill Projects

Glenn provided a handout depicting regional projects eligible for current stimulus obligation funds, or Jobs Bill funding. He emphasized the need for the projects to be ready for ad within a 90 day time frame. The projects are to be submitted to local programs by March 1. Based on earlier Board discussion, the desire is to balance project funding amongst jurisdictions.

Glenn stated that the intent is to backfill existing stimulus funds to cover the following Tier II projects: the City of Spokane's Wellesley from Assembly to Driscoll reconstruction project, the City of Cheney's Arterial Street preservation project, and the City of Airway Heights Lawson Street reconstruction project. Jobs Bill funding is expected to go towards the following STP projects: the City of Spokane's Addison/Standard and Francis to Colton reconstruction project, Hatch Road from 43rd to Perry improvement project, Addison/Francis concrete intersection reconstruction project, and the Monroe/Wellesley concrete intersection reconstruction project. Spokane County's Argonne Road from Bigelow to Wellesley reconstruction project is

also included to receive funding in addition to the City of Spokane Valley's stimulus Tier II Sprague Avenue Phase 2 resurfacing project.

Mike Frucci made a motion to approve the list of projects eligible to receive current ARRA obligation funds or Jobs Bill funding. Eldon Brown seconded the motion, which was unanimously approved.

Glenn stated that a revised list will be forthcoming. It was noted that consideration was needed for the following two regional enhancement projects for funding: 1) the City of Spokane's Fish Lake Trail bridge project and 2) the Town of Fairfield's sidewalk project. After much discussion, it was determined that the City's Fish Lake Trail bridge project would not be ready within the funding time constraints. Glenn noted the importance of utilizing funds to get projects ready for additional funding opportunities.

5. Technical Member Comments.

Inga Note reported that the City of Spokane Valley is busy designing projects for next year.

Gordon Howell reported that STA's 6-year Plan will likely be adopted at tonight's Board meeting. The STA Board will select a consultant for the Downtown Transit Alternatives Analysis at either this month's or next month's Board meeting. Also, STA is still working on a 2% service reduction plan to be implemented in September.

Chad Coles reported that the County is designing several projects and have several projects out on ad. The Appleway Bridge project, which will close Appleway at Stateline for approximately 2 years, is expected to go online this Friday.

Eldon Brown reported that the City of Spokane is putting in the traffic signals at 44th and Regal. Aubrey L. White Parkway from Rifle Club Road to the treatment plant will be closed for sanitary sewer enforcement work. Also, 14 bids and 18 bids were received on two improvement projects respectively; bids have come in 35 to 36% under engineer's estimates. The City is still receiving bids on the Havana Street Bridge project. Teresa Eckard asked whether bid results could be reviewed for reference purposes. She was referred to the City of Spokane's website for the information.

Mike Frucci reported that Pend Oreille County received bids from western Washington and out-of-state on a project whereby the bids came in up to 50% under the engineer's estimate. He noted that WSDOT has a paver project on Division Street from Euclid up to Francis. He thanked the City and STA for funding agreements for bus pull-out work and a concrete intersection at Wellesley. The project is expected to go out on ad in April. Also, an asphalt paver project is anticipated on Division from US395 to Deer for this summer.

Mike Gribner reported that the North Spokane Corridor received \$35 million from the Tiger Discretionary Grant program – a major victory for the hard work that was put into the application. The project will complete the freeway to Francis, specifically, the

southbound lanes from Farwell to Freya. The project will go to bid within the next 4 to 5 weeks.

Ron Edgar reported that the NO₂ standards were finalized on February 9th and will be effective April 12, 2010. The standard is set for 100 parts per billion (ppb) for 1 hour. He noted that it could have an impact on some stationary diesel units, e.g., old emergency generators or diesel irrigation pumps. The regulation increased the size of the metropolitan areas that would need to comply with the new NO₂ monitoring requirements; consequently, Spokane County will not need to obtain an NO₂ monitor.

The Spokane Clear Air Agency is holding a hearing at their March 4th Board meeting regarding the Odor Nuisance Rule that they have been trying to adopt over the last six months. Ron concluded by providing an SRTC Board meeting update.

6. New Business.

a) Complete Streets Presentation – Staci Lehman/Eve Nelson

Eve Nelson provided a PowerPoint presentation entitled, “Safe & Complete Streets for Spokane.” She noted that the technical advisory group involved in the SRTC Pedestrian Plan recommended that the concept of complete streets policies be introduced. When pedestrian advocate Mark Fenton was in Spokane last September, the YMCA hired him to host a community group meeting. A result of that meeting was to pursue complete streets policies within the various jurisdictions. Various other local agencies and committees are also supporting complete streets policies.

In addition, legislation at both the state and federal levels are also addressing complete streets as part of Vehicle Miles Traveled (VMT) and Greenhouse Gas reductions and the livability concept. The SRTC has partnered with several local agencies to create an education coalition in order to promote the complete streets concept within the region.

The presentation defined safe and complete streets and the features that comprise them in addition to explaining why complete streets policies are needed. Complete Street Policies can change intersection design, bicycling, transit, and accessibility. Eve reviewed the benefits of having complete streets: 1) economically sensible, 2) improved travel patterns, 3) improved air quality, 4) increased health benefits, and 5) safety advantages.

Eve emphasized the importance of TTC member involvement in current local complete streets discussions given their expertise. The TTC was asked to review the complete streets educational flyer that was included in the meeting packet and return comments to staff by Thursday, February 25. Eve noted that the Spokane Regional Health District will host a one day training session on complete streets on April 29th. She noted that currently, SRTC does not have an official position on complete streets but will be examining this issue at a regional level moving forward. She added that she will be providing a complete streets presentation to the Board at their March 11 meeting and engaging them in this discussion.

Katherine Miller cautioned that the presentation too often depicted and referred to “bike lanes” when it should show and refer to different types of facilities, i.e., shared use lanes, etc. She also noted that the public should be made aware of the funding implications for the complete streets concept and that not all projects have the built in funding to ensure that the complete streets objective is met, unless bonds are passed for this purpose.

Teresa Eckard noted that complete streets requirements could impact developments and that the standards would need to be enforced. She stated that in some areas, e.g., industrial, complete streets would not be practical. Mike Frucci emphasized that some local jurisdictions are already adhering to complete streets policies and noted that samples of existing local complete streets should be included in the educational material and are not all necessarily expensive to achieve. Eve responded stating that a regional policy would help all newly elected officials and/or staff. Dale Smith noted the need for usable shoulders on rural roads for safety purposes.

b) TTC Bylaws Update – Anna Ragaza-Bourassa

SRTC is in the process of updating a series of interlocal agreements and bylaws. The TTC bylaws were last adopted on January 6, 1984 and are outdated. The TTC was asked to review the existing bylaws and forward any comments, suggestions, or revisions to the Recording Secretary by next Friday, February 26th.

Anna noted that the TTC bylaws would not be finalized until the new SRTC interlocal agreement is finalized. Ron Edgar asked whether the Transportation Advisory Committee will replace the Citizen’s Advisory Committee noted in the existing bylaws. Anna responded that it will not, but that there will be an advisory committee that will convene as needed. She added that according to the proposed revisions to the SRTC interlocal agreement, the TTC Chair is expected to serve as an ex-officio Board member. It was noted that language on how membership and representation is determined, i.e., population size, job title, transportation mode, etc., was needed.

c) Transportation Benefit District – Discussion

The Big Tent’s Executive Transportation Team determined that a county-wide Transportation Benefit District (TBD) was needed allowing 70% of transportation funding to go towards regional operations and maintenance costs and 30% towards regionally significant projects based on a formula.

A draft interlocal agreement to establish the TBD is being circulated to elected officials and the legal council from each jurisdiction. Legislation has been introduced which would extend the bonding authority to 30 years and allow a single county’s Metropolitan Planning Organization (MPO) Board to serve as the TBD Board.

How funding is distributed would be based on such factors as population, number of road and/or center lane miles, the number of classified vs. non-classified roads, paved vs. unpaved roads, property tax values, and vehicle miles traveled (VMT).

Population data would be based on the Office of Financial Management. VMT takes into consideration that trips occur through several jurisdictions and estimates by jurisdictions are depicted in the travel demand model. The formula would be weighted 50% from population and 50% from VMT in responsive to growth and development.

Glenn noted that while WSDOT represents only 12% of the Highway system, it represents 35% of the VMT. Consequently, though WSDOT would not receive maintenance and preservation funding it would be eligible to submit projects that are a regionally significant investment. The same holds true for the airport.

Katherine asked what the incentive was to reduce VMT if funding will be based on this amount. It was noted that consideration will be given to those making an effort to improve livability and sustainability. Improvements will be aimed at existing congested areas or areas anticipated to have congestion. Voter approval of a \$40 to \$60 car tab fee would be required and projects would be tied to jurisdictions' 6 Year Street Program.

It was noted that smaller towns would utilize the same percentage formula. Maintenance and operations projects would be general in nature and jurisdictions would be allowed to decide how best to allocate the funds, e.g., snow plowing, or as leverage for other projects; however, the TBD or MPO Board would provide final approval.

d) Unified Planning Work Program – 2011-2012 Development

Glenn noted the Unified Planning Work Program (UPWP) included in their meeting packet outlines the projects for the upcoming year. The document must be updated by the jurisdictions to reflect current work activities and submitted by May 1, 2010. New projects must also be incorporated and the TIP updated to reflect these new projects. Glenn requested that the TTC review and update the UPWP from a regional perspective. Jurisdictions are requested to submit updates, suggestions, and/or comments within the next two weeks.

Additional Agenda Item added:

e) Sullivan/Sprague PCC Intersection Project Scope and Funding Increase Request – City of Spokane Valley

In a letter dated February 16, 2010, Senior Capital Projects Engineer, Steve Worley, stated that the original scope of the Sullivan/Sprague PCC Intersection Project was limited and did not address all the issues needed to complete the project, including 1) increased pavement reconstruction area, 2) unanticipated over excavation; 3) stormwater facility improvements, 4) increased mobilization cost, and 5) unanticipated traffic signal upgrades.

The City of Spokane Valley requested that the project scope be updated to reflect the items listed above and for an additional \$366,000 in CMAQ funding to help cover these additional costs.

Glenn reported that the Board implemented a 2-touch process approximately 1½ years ago to ensure adequate notice and consideration was given for Board action items. Glenn asked how these projects should be moved through the process while honoring the Board's request.

The question was asked how these types of changes should be addressed, i.e., whether projects should be rescored and reprioritized relative to the original request, given the significant cost and scope changes. It was noted that the TTC struggles with this issue every time it arises. Glenn stated that the challenge lies in whether or not the projects are fully developed prior to being submitted in an application, which is why the shift is in funding phases of a project rather than funding an entire project. Glenn asked whether any other jurisdiction has project scope/funding change requests.

Teresa Eckard noted that contingency funding should be established to mitigate these types of requests in the future. Glenn responded that jurisdictions already include a contingency percentage in their project funding request. He noted that he can approve funding for overruns up to \$50,000.00, but that the Board must approve project budget changes that exceed \$50,000.

Mike Gribner stated that although he can support the project's increase in scope and funding, a mechanism is needed to ensure that all projects are considered and processed equitably. Glenn noted that there are 3 ways to proceed: 1) maintain current protocol, 2) adhere to federal enhancement funding guidelines, i.e., what you request is what you get, or 3) put a cap on funding so that all jurisdictions realize what their exposure is. It was noted that the current process incorporates a cap for contingencies and additional funding requests are handled on a first come, first served basis. It was cautioned that jurisdictions might want to pad their requests to ensure adequate funding is secured.

Teresa Eckard made a motion recommending Board approval the City of Spokane Valley's request to update the scope and increase funding for their Sullivan/Sprague PCC Intersection Project by \$366,000.00. Mike Frucci seconded the motion, which was unanimously carried.

7. Local Transportation Meetings and Discussions.

No reports on local transportation meetings and discussions were provided.

7. Adjournment.

There being no further business, the meeting was adjourned at 3:33 pm.

Donna Lively
Recording Secretary