MEETING MINUTES
Spokane Regional Transportation Council Transportation Technical Committee
June 22, 2016
421 W Riverside Ave Suite 500, Spokane, Washington

1. Call to Order

Ms. Heleen Dewey, Chair, called the meeting to order at 1:33 p.m.

2. Roll Call/Record of Attendance

<table>
<thead>
<tr>
<th>Committee Members Present</th>
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<th>WSDOT-Eastern Region</th>
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<tbody>
<tr>
<td>Heleen Dewey</td>
<td>Spokane</td>
<td>Spokane Regional Health District</td>
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<td>Derrick Braaten</td>
<td>Airway</td>
<td>Gordon Howell Spokane Transit Authority</td>
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<td>Brandon Blankenagel</td>
<td>City of Spokane</td>
<td>Mike Tedesco Spokane Tribe of Indians</td>
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<td>Andrew Staples</td>
<td>Liberty</td>
<td>Lisa Corcoran Spokane Airports</td>
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<td>Steve Worley</td>
<td>Spokane</td>
<td>Barry Greene Spokane County</td>
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<td>Sean Messner</td>
<td>Valley</td>
<td>Chad Coles Spokane County</td>
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<td>Karl Otterstrom</td>
<td>Authority</td>
<td>Tim Schwab Spokane County</td>
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<td>Robert Blegen</td>
<td>WSDOT</td>
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<th>Committee Alternates Present</th>
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<th>Spokane Regional Clean Air</th>
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<tr>
<td>Eldon Brown</td>
<td>Spokane</td>
<td>Joe Southwell</td>
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<td>Keith Martin</td>
<td>WSDOT</td>
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<table>
<thead>
<tr>
<th>Guests</th>
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<tr>
<td>Darrell McCallum</td>
<td>WSDOT</td>
<td>Heather Schroeder Spokane Regional Health Dist.</td>
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<td>Kevin Anderson</td>
<td>Airway</td>
<td>Scott Englehard Spokane County</td>
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<tr>
<td>Chris Mansfield</td>
<td>T-O</td>
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<td>Engineers</td>
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<th>SRTC Staff</th>
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<tr>
<td>Eve Nelson</td>
<td>Planners</td>
<td>Staci Lehman Communications Coordinator</td>
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<tr>
<td>Ryan Stewart</td>
<td>Planners</td>
<td>Amanda Mansfield Assoc. Transportation Planner</td>
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<tr>
<td>Anna Ragaza-Bourassa</td>
<td>Planners</td>
<td>Julie Meyers-Lehman Administrative Assistant</td>
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3. Approval of March 25, 2016 Minutes

Chair Dewey called for questions or comments or discussion of the minutes and there were none.

Mr. Derrick Braaten made a motion to approve the minutes. Mr. Brandon Blankenagel seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments.

5. Technical Member Comments

Mr. Mike Tedesco announced that the Spokane Tribe of Indians’ proposal to build a casino had been approved and also that the Tribe was recently selected by the Obama Administration as a Promise Zone Community; one of only nine communities in the nation to be selected. He stated this designation would bring significant benefits to the Tribe and the partners named on the Promise Zone application.

Mr. Gordon Howell reported that last week Spokane Transit Authority approved Section 5310 funding (to enhance mobility for senior citizens and individuals with disabilities) funding to Care Cars, Spokane Regional Health District, City of Spokane Valley, and Special Mobility Services.
Mr. Glenn Wagemann stated an open house was held on June 1 in Deer Park to discuss potential intersection safety improvement projects. He said, providing the State Legislature passed the 2017-2019 budget, construction would begin in 2018 on two roundabouts and one road closure.

Mr. Karl Otterstrom said the STA Plaza renovation was on schedule and the Jefferson Lot Rehabilitation project was ahead of schedule. He noted the Central City Line Steering Committee met with the Federal Transit Authority (FTA) to discuss a schedule extension for preparing and submitting the Small Starts grant application for two key reasons; (1) to do it after the ballot measure and (2) to ensure there was enough time for coordination with the City of Spokane and major property owners on the corridors. He said FTA informally confirmed the existing ridership estimates along the corridor.

Ms. Lisa Corcoran expressed her thanks to SRTC for participating in the recent Felts Field Neighbor Day and noted it was a very successful event with high attendance.

Mr. Chad Coles reported that there were many construction projects underway north of Spokane city limits.

Mr. Steve Worley announced that the Sullivan Bridge project was going well and by the end of July southbound traffic would be shifted onto the new bridge. He also noted that construction of the new City Hall building just started and should be completed by September 2017.

Mr. Andrew Staples said the Mission Ave/Molter Rd roundabout was almost complete.

Mr. Keith Martin said WSDOT was in the final stages of obligation authority and there were three weeks left to get complete authorization packages to himself or his staff. He offered assistance to facilitate the process if anyone needed help.

Mr. Blankenagel stated the City of Spokane was preparing for additional public input on the North Monroe lane configuration project and an advisory committee would be convened soon made up of business owners and residents of the area.

Mr. Braaten related that the Hwy 2 Safety & Revitalization project had started and a public workshop/open house was scheduled for July 21 from 4pm-8pm at the Community Center. He said many stakeholder interviews had already been completed. He mentioned that approximately 300,000 square feet of new commercial development was being proposed in the Airway Heights area.

6. 2016-2019 TIP July Amendment

Ms. Amanda Mansfield read and described the two projects included in the proposed amendment to the 2016-2019 TIP:

- WSDOT - SR 290/Spokane River Trent Bridge - Strip Seal Rehabilitation
- WSDOT - US 2/Senator Sam Guess Bridge - Special Repair

Mr. Otterstrom made a motion to recommend to the SRTC Board approval of the July amendment to the 2016-2019 TIP as presented. Mr. Robert Blegen seconded the motion, which passed unanimously.

Chair Dewey thanked Ms. Mansfield.

7. Harvard Road Scope Change Request

Ms. Anna Ragaza-Bourassa said she would introduce the item and then turn the floor over to Spokane County to discuss project details. She reminded the group that the 2016 TIP Guidebook, approved by the Board in January, contained a policy which states all scope changes must be approved by the SRTC Executive Director with TTC concurrence. She stated this additional step was to ensure that any TIP
project with a scope change request remained consistent with the project’s original scope upon which funds were awarded. She said a letter from the County and a map of the project was included in the packet.

Mr. Tim Schwab reported that this project was originally selected and authorized for funding in November 2007 and the scope at that time was from Euclid Ave to Trent Ave and consisted of two travel lanes and a turn lane, sidewalks, and curbs. He said in 2009 plans for the north end of the project changed due to the prospective “Bridging the Valley” project at the railroad crossing. He noted that due to public input, the proposed improvements have been now been revised to reach just south of the railroad crossing and to include two 12 foot lanes, eight foot shoulders, no curbs or sidewalks, except at the Wellesley intersection and south of Euclid.

Mr. Otterstrom asked if this project was being discussed by the committee because there were federal funds in the PE phase, since the project perspective showed local funds for right-of-way and construction. Mr. Schwab replied it was a PE-only funded phase project and ideally the County would like to move some money to right-of-way so the project can move to the next phase.

Mr. Coles said times have changed and money was no longer readily available to advance projects as in the past. He would like the TTC to have a discussion on how to move these projects forward in a more timely fashion in the future, as he knows there are other projects like Harvard Road still out there.

Chair Dewey reminded the County that it had four members at the table and only three positions on the committee so one of the alternates would not be eligible to vote. Mr. Englehard stated he would abstain from voting.

Ms. Ragaza-Bourassa said that staff requested TTC action in the form of a recommendation to the Executive Director to approve the Harvard Road scope change request. Mr. Glenn Wagemann asked if the requested action was for scope change only or if it was also moving funds to the right-of-way phase since the County’s letter discussed the movement of funds. Ms. Ragaza-Bourassa replied this item was for only the scope change; a request to change funding would be a TIP amendment at a later date.

Mr. Worley made a motion to recommend to the SRTC Executive Director to approve the Harvard Road scope change request. Mr. Otterstrom seconded the motion, which passed unanimously.

Chair Dewey thanked Mr. Schwab and Ms. Ragaza-Bourassa.

8. Metropolitan Transportation Plan (MTP) Update for 2017

Ms. Eve Nelson explained it was time to revisit the MTP, Horizon 2040, since Metropolitan Planning Organizations (MPOs) were federally required to review and fully update the MTP every four years if the region is an air quality maintenance area. She stated that planning assumptions, future projections/trends must be reviewed to ensure they are current.

She drew attention to the chart in the packet which outlined areas on which staff was working and a timeline. She noted a few of the major differences in the new Horizon 2040 document would be the addition of performance management elements (as required by the FAST Act) and project prioritization/evaluation. Ms. Nelson noted a few other tasks included were a congestion management review of projects that increase capacity, a series of public roundtable meetings, a review of the guiding principles, and an update of the financial plan and discussion with the Board regarding programming.

Chair Dewey thanked Ms. Nelson.
9.  2016 Call for Regional, Tribal, and Port Freight Projects

Mr. Ryan Stewart described the recent Washington State Department of Transportation (WSDOT) and the Washington State Freight Advisory Committee (WAFAC) statewide call for freight projects to update the State Freight Mobility Plan. He outlined the eligibility criteria, which was:

(1) Location of the project on the National Highway Freight Network
(2) Meeting specific criteria as listed in the letter from WSDOT (included in the packet)

Mr. Otterstrom left the meeting at 1:55 p.m.

He said inclusion of projects in the updated freight plan would allow the projects to be eligible for the National Highway Freight Program (freight formula funding) and Nationally Significant Freight and Highway Projects Program (FASTLANE grant funding). He illustrated the regional roads currently included in the National Highway Freight Network, explained a very small amount of additional mileage may be added regionally, and displayed maps of the potential additions to both the critical urban and rural freight networks.

Mr. Stewart said projects already in the 2014 State Freight Mobility Plan were being used as a starting point by WSDOT and presented a list of regional projects on that list. He stated that the entire list, with the exception of the Spokane International Airport project, were in Horizon 2040 and therefore had already been vetted through the process and identified as regionally significant.

Ms. Corcoran asked how to delete a segment of road from the National Highway Freight Network. Mr. Stewart replied that it would require working with WSDOT to address in the next plan update, as there had been no opportunity provided to revise the existing freight corridor.

Mr. Stewart showed an example of the submittal spreadsheet, provided instructions on completion, and said the document must be received by SRTC no later than August 17 in order provide time for staff to review, screen and forward to WSDOT by the August 31 deadline. He noted that Tribal projects should submit applications directly to the state and a letter from SRTC accompany applications on new projects not already included in Horizon 2040. He said to contact him with questions.

Chair Dewey thanked Mr. Stewart for the information.

10.  North Spokane Corridor (NSC) Update

Mr. Darrell McCallum from WSDOT-Eastern Regional presented a summary of the NSC project, its location, and intention. He presented a list of existing traffic problems that occur with existing north/south corridors and explained the ways in which the NSC provided solutions. He commented that there was lot of property ripe for development available along the corridor and business groups were discussing ways to promote and attract new businesses to the area.

He summarized what had been completed so far on the upper half of the corridor, which was now open to traffic and included a pedestrian/bike path parallel to the road. He said there were three construction projects in the queue for 2016-2017

(1) Wellesley/Freya roundabout
(2) Market St. area curbs, various east/west street cul-de sacs, and storm drainage
(3) Main line NSC bridges crossing Freya on the north end of the corridor

He related that last year the State Legislature fully funded the remainder of the NSC for completion; $750 million of funding spread out over the next 14 years and expenditures spread out from 2017-2029. He showed a funding stream chart that reflected the year and phase of construction to which the Connecting Washington funding applied and remarked it was extremely important for WSDOT to keep on schedule as there was very little flexibility in the spending/expenditure timeline.
Mr. McCallum then provided update plans for NSC/I-90 connections. He presented the I-90 vicinity right-of-way footprint from the 1997 preliminary design, then noted that new Practical Solution design gave WSDOT the opportunity to reduce the size of the project’s footprint at I-90, and said therefore there would be much less right-of-way to purchase. He stated there would now be no need to build collector/distributor roads and there would be single on/off ramps. He mentioned that public input indicated that all existing I-90 access points were important, so all would remain in place with the new design. He said the new braided ramp design will help keep an even, consistent flow of traffic on the corridor and also meant I-90 would not need extensive modification.

He showed several graphs which illustrated current I-90 peak period congestion compared with projected congestion in 2040 if the NSC was not built and further compared with how traffic was projected to be 2040 with the NSC. He explained that the performance metrics show in the year 2040 with the NSC build, vehicle miles travelled would increase, but vehicle hours travelled and vehicle delay decrease.

Mr. McCallum displayed a map of the “Black Tank” site, which had been a railroad refueling/service operation facility many years ago. He stated that the original Environmental Impact Statement felt there was only surface contamination, but more recently it had been determined that the contaminants reach 170 feet below the surface and therefore simply capping the site was insufficient. He said the Department of Ecology was requiring BNSF to remove all contaminants and it’s estimated to take up to 20 years to complete.

He said the original design plan was to buy the land from BNSF, relocate the railroad, and build the NSC over the top of this site; however WSDOT does not believe that plan can go forward since it was unlikely BNSF could clean up the site before the Connecting Washington money was scheduled spent on construction. He noted the City of Spokane asked WSDOT to consider revising the construction sequence to build south to north in order to give BNSF time to clean up but that was not feasible and WSDOT shared the reasons with Mayor Condon. After reviewing many alternatives to avoid the “Black Tank” site, it was decided to leave the rail line in the current location and shift the NSC alignment off the Black Tank site to avoid entanglement with the BNSF property cleanup issues. Mr. McCallum said the new design left the railroad in its original location and therefore eliminated the costs of land purchase and railroad realignment. He presented a conceptual design illustration and noted the preliminary concept was forwarded to both Federal Highway Administration and FHWA, and WSDOT was awaiting their decision.

He stated there was a great deal of community engagement planned for neighborhoods and stakeholder for this section and the remaining five miles to I-90 and stressed the importance of timing of construction and the spending schedule.

Mr. McCallum called for questions and Mr. Tedesco asked how many metro areas are building new urban freeway miles. Mr. McCallum replied he didn’t know for sure, but felt it was probably very few and that this region was unique in that regard.

Chair Dewey thanked Mr. McCallum for his presentation.

11. TIP Working Group Update

Ms. Ragaza-Bourassa announced that 47% of the Federal Fiscal Year 2016 Obligation Target was met so far and said staff was confident that several large projects would post in June. She said the July TIP Working Group meeting was held one week early to keep on track before the August 1 deadline and she would report status to the Board in July.

12. Agency Update

Ms. Nelson stated there was nothing to report.

13. Future Agenda Items
Chair Dewey asked for suggestions of future agenda items and there were no responses. Chair Dewey announced there would be no TTC meeting in July and therefore the next meeting would be August 24th.

There being no further business, the meeting adjourned at 2:51 p.m.

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Julie Meyers-Lehman
Recording Secretary