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DATE: January 18, 2017
TO: Members of the Transportation Technical Committee
FROM: Brandon Blankenagel, City of Spokane, Chair
SUBJECT: Agenda for TTC Meeting – Wednesday, January 25, 2017 - 1:30 pm
SRTC, 421 W. Riverside Avenue, Suite 500 (The Paulsen Building)

AGENDA

1. Call to Order
2. Roll Call / Record of Attendance
3. **Action** Approval of November 16, 2016 TTC Meeting Minutes
4. Public Comments
5. Technical Member Comments
6. **Information & Discussion** SRTC Executive Director Recruitment – Board Chair Amber Waldref
7. **Action** Transportation Improvement Program (TIP) 2017-2020 February Amendment
8. **Information & Discussion** City of Deer Park Comprehensive Plan 2017 Update
9. **Information & Discussion** City of Spokane Valley Comprehensive Plan 2017-2037 Update
10. **Information & Discussion** STA “Moving Forward” Implementation Presentation
11. TIP Working Group Update
12. Agency Update
13. Future Agenda Items
14. Adjournment

Next Meeting: Wednesday, February 22, 2017

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MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
November 16, 2016
421 W Riverside Ave Suite 500, Spokane, Washington

1. Call to Order

Ms. Heleen Dewey, Chair, called the meeting to order at 1:31 p.m.

2. Roll Call

Committee Members Present

Heleen Dewey	Spokane Regional Health District	Mike Tedesco	Spokane Tribe of Indians
Barry Greene	Spokane County	Gordon Howell	Spokane Transit Authority
April Westby	Spokane Regional Clean Air	Sean Messner	City of Spokane Valley
Todd Ableman	City of Cheney	Inga Note	City of Spokane
Andrew Staples	City of Liberty lake	Derrick Braaten	City of Airway Heights
Steve Worley	City of Spokane Valley	Mike Frucci	WSDOT-Eastern Region
Julia Whitford	Kalispel Tribe of Indians	Louis Meuler	City of Spokane
Roger Krieger	City of Deer Park	Keith Martin	WSDOT-Eastern Region
Karl Otterstrom	Spokane Transit Authority		

Committee Alternates Present

Scott Englehard Spokane County

Guests

Char Kay	WSDOT-Eastern Region	Mark Bergam	City of Airway Heights
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Staff

Eve Nelson	Senior Transportation Planner	Anna Ragaza-Bourassa	Senior Transportation Planner
Ryan Stewart	Senior Transportation Planner	Julie Meyers-Lehman	Administrative Assistant
Staci Lehman	Communications Coordinator		

Mr. Tedesco made a motion to amend the agenda by moving Item 8 Tribal Presentation to Item 6. Mr. Greene seconded the motion, which passed unanimously.

3. Approval of September 28, 2016 Minutes

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

Mr. Messner made a motion to approve the October 26, 2016 minutes. Mr. Martin seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments.

5. Technical Member Comments

Mr. Howell announced that STA Proposition 1 passed and therefore STA would be very busy implementing the new plan.

Mr. Martin recognized Spokane County for their receipt of a WSDOT award of Project Excellence Best County statewide from Local Programs & Federal Highways for the Inland/Old Trails CMAQ funded project.

Ms. Westby arrived at 1:33 pm. Mr. Krieger arrived at 1:34 pm.

6. Tribal Presentation

Ms. Whitford spoke about the Indian Reservation Roads (IRR) Program and Partnership Opportunities. She provided background and details about the IRR program, the number of vehicle miles travelled on IRR and how that affects formula funding under the program. She summarized IRR asset management and noted the need and importance of accurate IRR road data collection.

Mr. Meuler arrived at 1:35 pm.

She outlined partnership and intergovernmental cooperation opportunities for roadways and explained how other jurisdictions involved in building or maintaining roads on Tribal properties can potentially share resources. She provided details about the Bureau of Indian Affairs' (BIA) support of intergovernmental projects and explained that collaboration could consist of both formal and informal agreements. Ms. Whitford discussed the IRR Bridge Program, bridge eligibility requirements, and other program funding factors.

Mr. Otterstrom arrived at 1:46 pm.

Ms. Whitford provided a multimedia presentation and details about four Tribal and partner agency collaboration events:

- 2016 Pend Oreille County Emergency Management Live Drill
- 2015 Fire Season
- 2013 Active Shooter Drill
- 2014 Active Shooter Drill

She said these events were examples which show that there are many benefits to partnering with Tribes on projects. Ms. Whitford remarked that the Kalispel Tribe hoped to add additional roads to their inventory and noted the addition of roads to their inventory doesn't take away from any funding that goes to the other agencies, but on the contrary allows potential use of IRR funds.

Mr. Tedesco said he'd like to provide some context about why Tribal Partnership was being discussed today. He noted Ms. Whitford was a member of the Tribal Transportation Planning Organization (a statewide organization made up of 29 Tribes in Washington to coordinate and collaborate with WSDOT) and that group discovered that SRTC was one of only two or three RTPO's in Washington which did not have Tribal voting representation on their Policy Board. He said discussions have been held with the Tribes, SRTC, and WSDOT regarding Board membership. He noted Tribes would not be competing for resources on the Board, as other agencies do, but in fact tribes can offer the exact opposite in terms of funding partnerships. He said having roads on the BIA inventory opens up opportunities for BIA money and provided examples of several roads in Airway Heights which are on Spokane Tribe trust land. He remarked that this was the first formal discussion on record about meaningful steps forward to get tribal voting participation on the SRTC Board.

Chair Dewey called for questions and there were none. She thanked Ms. Whitford and Mr. Tedesco for their presentation.

7. 2017 Transportation Improvement Program (TIP) Guidebook Recommendation

Ms. Ragaza-Bourassa stated that the TTC received a draft Guidebook last month and had been asked to provide feedback or need for clarification on policies and there had been no response so far. She provided a

background of the TIP Guidebook, definitions of the long-range (Horizon 2040) and short-range (TIP) plans, and the TIP development process. She summarized the sections of the Guidebook:

- Section 1 – Regional Transportation Programming
- Section 2 – TIP Development Process
- Section 3 – Project Changes
- Section 4 – Project Delivery
- Section 5 – Public Involvement
- Section 6 – Policies & Procedures

Ms. Ragaza-Bourassa said at last month's meeting a discussion was held regarding the addition of a half mile minimum distance to the definition of "regionally significant project". She gave a few examples of half mile distances in the downtown core area to put it into perspective and noted that no matter the length of a project, the SRTC Board retains the authority to deem a project regionally significant. The group discussed the topic at length.

Mr. Otterstrom made a motion to recommend to the Board approval of the 2017 TIP Guidebook. Mr. Messner seconded the motion.

Mr. Otterstrom stated the definition change had already been presented to the Board, the change could possibly have flaws and risks associated with it, but it could be amended or retracted in future Guidebook updates if it appeared to be problematic. He suggested that it be accepted and see what happens.

Chair Dewey called for additional discussion and there was none.

A vote was taken and the motion passed unanimously.

8. Election of 2017 TTC Officers

Ms. Nelson reported that TTC Bylaws state that Chair and Vice-Chair elections be held annually and therefore it was time to elect TTC officers for 2017.

Mr. Frucci made a motion to nominate 2016 TTC Vice-Chair Mr. Blankenagel as 2017 TTC Chair. Mr. Worley seconded the motion, which passed unanimously.

Mr. Martin made a motion nominating Mr. Tedesco as 2017 TTC Vice-Chair. Ms. Westby seconded the motion.

Chair Dewey asked Mr. Tedesco if he would accept the nomination and he replied he would. She called for any additional nominations or discussions and there were none.

A vote was taken on the motion which passed unanimously.

9. Horizon 2040 Update: Application and Evaluation Process for Regionally Significant Projects

Mr. Shipman recapped the Horizon 2040 Toolkit Study done in 2015 and the requirements of MAP-21/FAST Act for MPOs. He said the major recommendation of the study was implementation of an evaluation tool to prioritize projects based on federal, state and local measures and noted the Policy Board accepted the Toolkit in January 2016. He stated that the tool was designed to be flexible and the development process contained input from stakeholders, the TTC, the TAC, and the Policy Board.

He said in the upcoming Horizon 2040 project application submittal process agencies will be asked to complete an application which will provide the data needed for the tool to evaluate projects. He stated the tool was basically an Excel spreadsheet of compiled data and was very easy to understand.

Mr. Shipman outlined the Evaluation Tool Categories and described how each was weighted. He remarked that the current category weighting assignment came from input obtained at SRTC Board and stakeholder workshops; he noted the tool was designed to easily accommodate changes to category weighting. He explained how projects that might not score high in evaluation tool metrics could still be considered a standout project based on criteria obtained from the narrative section of the application. He said staff would use a three-legged approach to review projects: data driven project evaluation, highlighting standout projects and reviewing each project's story. He displayed the evaluation process timeline for 2017.

Mr. Messner asked if the federal performance measures had been finalized. Ms. Nelson replied that only Safety had been finalized so far.

Mr. Meuler asked if the tool had been tested to see how long it takes to complete and will it add significant time to the project selection process. Mr. Shipman replied that the technical side had been tested and although it does create work for staff, the evaluation process timeline as described was manageable.

Mr. Frucci asked if only proposed new projects or all projects, even those already in the MTP, would be required to submit an application. Mr. Shipman said staff decided to request applications for all projects, even those already funded, in order to have specific project information on hand for future reference.

Ms. Nelson said SRTC occasionally receives inquiries from Federal Highways requesting specific project details and SRTC often does not have that information. She said the completion of the application for all projects in the plan would ensure that project information was available. She also commented that completion of the application would be a chance to get ahead in the Congestion Management Process, which will be moving from the TIP level to the MTP level.

Mr. Englehard asked if there would be another evaluation process workshop for the Board. Mr. Shipman replied that there would be another workshop for those Board members who were interested in learning about in-depth technical aspects of the tool and evaluation process.

Mr. Shipman noted that staff would be available to agencies for questions or guidance about the process.

Chair Dewey thanked Mr. Shipman for his presentation.

12. Agency Update

Ms. Nelson announced that Executive Director Kevin Wallace was leaving SRTC and his last day was December 9. She said a Board subcommittee would meet on November 28 to discuss the recruitment process.

13. Future Agenda Items

Mr. Otterstrom suggested he could discuss implementation of the Moving Forward program in January.

14. Adjournment

There being no further business, the meeting adjourned at 2:42 pm.

MEMORANDUM

DATE: January 18, 2017

TO: Members of the Transportation Technical Committee

FROM: Amanda Mansfield, Associate Transportation Planner

SUBJECT: 2017-2020 Transportation Improvement Program February Amendment

Summary

SRTC is proposing 3 amendments to the 2017-2020 Transportation Improvement Program (TIP). The projects included in this amendment are:

- Spokane County – Spokane County Signal Safety
- SRTC – Metropolitan Transportation Planning
- Spangle – Scour Protection for Bridges

Additional details of the project changes included in this amendment are attached to this memo in Attachment One.

TIP Overview

The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP. After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Policy Board.

Public Involvement

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a 10-day public review and comment period from January 18 through January 27 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and on the SRTC website (www.srtc.org) January 18.

Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Policy Board in their February meeting packet.

Policy Implications

The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2040, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2040. Consistency with Horizon 2040 includes a demonstration of financial constraint and conformity with regional air quality plans. The February amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2040.

Technical Implications

TIP amendments must be approved by the SRTC Board in order to be incorporated into the Washington State STIP. Any project receiving federal funds must be consistent with the STIP in order to be eligible for reimbursement on the project.

Pending approval by the SRTC Board, the February amendment will be incorporated into the STIP on or around March 17.

Prior Committee Actions

This item is being presented to the TTC for the first time.

Requested Action

Recommendation for SRTC Board approval of the February amendment to the 2017-2020 TIP, as shown in Attachment One.

2017-2020 Transportation Improvement Program
February Amendment (17-02)

Agency	Project Title		Funding Adjustment	Amendment	
	Amendment Description			New Project	Existing Project
1	Spangle	Scour Protection for Bridges Removed \$196,599 from the amount programmed in 2017 because the funds obligated in late 2016.	Federal (STPBR) - Total	\$196,599 -\$196,599	✓
2	Spokane County	Spokane County Signal Safety New Project. Design for and improve intersection traffic signal phasing, traffic signal head visibility and pedestrian accessibility at various signalized intersections in unincorporated Spokane County.	Federal (HSIP) State Total	\$428,670 \$47,630 \$476,300	✓
3	SRTC	Metropolitan Transportation Planning Removed the amount programmed in 2017 because the funds obligated in late 2016.	Federal (STPUL) Local Total	-\$200,000 -\$31,214 -\$231,214	✓

STPBR Surface Transportation Block Grant (Bridge)
HSIP Highway Safety Improvement Program
STPUL Surface Transportation Block Grant (Urban Large)

MEMORANDUM

DATE: January 18, 2017

TO: Members of the SRTC Transportation Technical Committee

FROM: Amanda Mansfield, Associate Transportation Planner

SUBJECT: Certification Review of the City of Deer Park Comprehensive Plan 2017 Update

Summary

Consistent with the review and certification process approved by the SRTC Board on September 10, 2015, SRTC staff reviewed the City of Deer Park Comprehensive Plan 2017 Update. On January 12, 2017, the SRTC Board took the following action with regard to the update:

The Spokane Regional Transportation Council certifies that the transportation-related provisions in the City of Deer Park Comprehensive Plan 2017 Update are generally consistent with the specified transportation planning requirements of the Revised Code of Washington (RCW), including the Growth Management Act (GMA), and with SRTC's Regional Transportation Plan (RTP): Horizon 2040.

Please see the attachment to this memo for the SRTC Plan Review Report & Certification Recommendation, which includes a summary of findings and recommendations by SRTC staff. The document was submitted to the City of Deer Park on December 19, 2016.

Public Involvement

N/A

Policy Implications

The plan review and certification process will be incorporated into the 2017 update to Horizon 2040 and will reflect all of the Horizon 2040 Guiding Principles.

The Guiding Principle that is reflected in SRTC's efforts to develop this process and obtain stakeholder input is Guiding Principle 2: Cooperation and Leadership. This process adhered to this principle in that it promoted regional coordination of transportation planning and supported regionally identified transportation interests, plans, and projects.

Technical Implications

As per the RCW, to be certified by SRTC, plans must demonstrate that their transportation chapters are consistent with SRTC's Regional Transportation Plan (RTP): [Horizon 2040](#),

reflect the specified guidelines and principles under the RCW¹, and satisfy the requirements of the GMA².

Prior Committee Actions

On September 10, 2015, the SRTC Board approved the Plan Review and Certification Process Instruction Manual³.

On July 10, 2014, the SRTC Board approved Resolution 14-02, which authorized the following as it relates to updating the comprehensive plan review and certification process:

- Establishment of a process for the SRTC Board to certify local comprehensive plan amendments and updates based on GMA requirements, Horizon 2040, and regional transportation levels of service;
- Authorization of the Executive Director to develop methodologies for review and certification of comprehensive plans; and
- Approval of updated regional travel time level of service standards.

Requested Action

This item is for information and discussion.

¹ [RCW 47.80.026](#)

² [RCW 36.70A.070\(6\)](#)

³ http://www.srtc.org/Documents/Documents-Maps/Other_documents/Plan%20Review%20and%20Certification%20Instruction%20Manual_Sept_10.pdf

SRTC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

City of Deer Park *Comprehensive Plan 2017 Update*

January 5, 2017

Background

The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the [Revised Code of Washington \(RCW\)](#) stipulates that Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) shall certify County and local comprehensive plans (including amendments). As per the RCW, to be certified by SRTC, plans must demonstrate that their transportation chapters are consistent with SRTC's Regional Transportation Plan (RTP): [Horizon 2040](#), reflect the specified guidelines and principles under the RCW¹, and satisfy the requirements of the GMA².

Discussion

This report summarizes the findings and recommendations of SRTC staff regarding the update to the City of Deer Park *Comprehensive Plan 2017 Update*. SRTC coordinated with City staff and their consultants in the development of this report. This review is based on a review and certification process approved by the SRTC Board on September 10, 2015.

Under each heading, a link to the scope of the consistency certification review, as guided by the Plan Review and Certification Checklist, is provided. The discussion under each topic includes highlights from the plan as well as identified consistency issues where appropriate where future work on the part of the City is recommended for the next update of the plan.

Certification Recommendation

Based on the actions taken by the City of Deer Park to address SRTC staff consistency findings, the following action will be recommended to the SRTC Policy Board at the

¹ [RCW 47.80.026](#)

² [RCW 36.70A.070\(6\)](#)

January 12, 2017 Board meeting:

The Spokane Regional Transportation Council certifies that the transportation-related provisions in the City of Deer Park *Comprehensive Plan 2017 Update* are generally consistent with the specified transportation planning requirements of the Revised Code of Washington, including the Growth Management Act, and SRTC’s Regional Transportation Plan (RTP): Horizon 2040.

Part I: Conformity with GMA Transportation Planning Requirements

SCOPE OF REVIEW

The GMA includes several requirements related to the transportation chapter in comprehensive plans. This consistency review and certification process looks for consideration within the transportation chapter of these requirements. See RCW 36.70A.070(6) for details.

DISCUSSION: PLAN HIGHLIGHTS

The City of Deer Park *Comprehensive Plan 2017 Update* is generally consistent with some of the transportation planning requirements of the GMA. Highlights include:

GMA Transportation Planning Requirements (RCW 36.70A.070(6))	Consistency Determination (based on consideration of requirements)	Notes
Consistency with the land use chapter	✓	Transportation Element (Goal 3) and Land Use Element (Goal 4) demonstrate consideration of land uses that support LOS standards and bicycling and walking, and consideration of multi-family accommodations situated near and connected via pedestrian facilities to desirable destinations
Level of Service (LOS) standards for local roads	✓	Capital Facilities Element (Goal 4; Policy 4-4 h)
Strategies to maintain passing LOS on local roads	✓	Transportation Element (Goal 1) and Capital Facilities Element, (p. 11-10)
Inventory of transportation facilities and services including state-owned, to define facilities and traffic levels for future planning	✓	Capital Facilities Element, 11.4 Classifying and Designing the Traffic Circulation System
Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements	✓	Capital Facilities Element, 11.8 Transportation Demand Management and Alternative Transportation Modes

GMA Transportation Planning Requirements (RCW 36.70A.070(6))	Consistency Determination (based on consideration of requirements)	Notes
Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth	✓	The Capital Facilities Element includes a table and a map with a table inset that provide the ten year traffic forecast and LOS ratings for the functional classified roadways within the jurisdiction's boundaries, (pp. 11-5 and 9-10)
Demand-management strategies	✓	The Capital Facilities Element, 11.5 Assessing the Capacity of the Circulation System, includes LOS failure mitigation measures beyond those that accommodate motor vehicles exclusively, including a TDM program

Part II: Consistency with Horizon 2040

SCOPE OF REVIEW

As previously stated, the RCW requires that the transportation chapters of comprehensive plans are consistent with the RTP. This consistency review and certification process looks for consideration within the transportation chapter of the requirements of Horizon 2040. See appendices B (Horizon 2040 Seven Guiding Principles) and E (SRTC Comprehensive Plan Review and Certification Checklist (Non-UZA Cities and Cities)) within the [SRTC Plan Review and Certification Instruction Manual](#) for details.

DISCUSSION: PLAN HIGHLIGHTS

The City of Deer Park *Comprehensive Plan 2017 Update* is generally consistent with some of the transportation planning requirements of Horizon 2040. Highlights include:

Horizon 2040	Related Guiding Principle Policies	Consistency Determination (based on consideration of requirements)	Notes
Guiding Principle 2: Cooperation and Leadership	2.d Promote regional transportation interests, plans and projects to local, state and federal public and private entities.	✓	The Transportation Element includes Horizon 2040 Principles and

Horizon 2040	Related Guiding Principle Policies	Consistency Determination (based on consideration of requirements)	Notes
			Policies (p.9-4)
Guiding Principle 6: Choice and Mobility	6a. Strengthen connections by filling gaps within and between modes. 6d. Expand the pedestrian and bicycle networks while focusing on moving people between centers and linking with transit.	✓	Transportation Element (goals 2, 7, and 8)
Guiding Principle 7: Quality of Life	7c. Support health-promoting transportation option for people of all abilities like walking, biking and transit that provide options to reduce single occupant-vehicle use and overall vehicle miles traveled.	✓	Transportation Element (goals 5, 7, and 8)
Guiding Principle 7: Quality of Life	7a. Support transportation projects that protect culture, value unique characteristics of communities and contribute to a sense of place. 7b. Promote context-sensitive design.	✓	Existing Conditions Element and Capital Facilities Element (sections 4.16.2 and 11.8) reference City of Deer Park's Complete Streets ordinance and program
Horizon 2040 2016 Amendment	2016 Update to Horizon 2040: (Includes description of approved comprehensive plan review and certification process including regional corridor-level LOS analysis. To be inserted on page 1-8 of Horizon 2040)	✓	Transportation Element (Policy 1-3) and Capital Facilities Element (section 11.5) address the impacts (or lack thereof) of the update on the number and distribution of trips on the transportation network and on the plan's ability to meet local LOS standards

DISCUSSION: AREAS FOR FURTHER WORK

The City of Deer Park should address the following provisions of Horizon 2040, where possible, as part of the next update:

- The City of Deer Park has a Public Participation Plan, which outlines their public participation program. It notes that several forms of public outreach were provided during the comprehensive plan update process to involve the public in the decision-making process. To be consistent with Horizon 2040 Guiding Principle 2: Cooperation and Leadership, the update should describe its efforts to provide strong avenues of involvement for low-income, minority, and/or transportation disadvantaged populations in the decision-making process.

Part III: Consistency with Revised Code of Washington (RCW) [47.80.26](#) Guidelines and Principles Related to Regional Transportation Planning

SCOPE OF REVIEW

As previously stated, the RCW requires that transportation chapters of comprehensive plans reflect the guidelines and principles under [RCW 47.80.026](#). This consistency review and certification process looks for consideration within the transportation chapter of these guidelines and principles.

DISCUSSION: PLAN HIGHLIGHTS

The City of Deer Park *Comprehensive Plan 2017 Update* is generally consistent with some of the guidelines and principles of the [RCW 47.80.26](#). Highlights include:

RCW Guidelines and Principles (RCW 47.80.026)	Consistency Determination (based on consideration of the relationship between transportation and specified factors)	Notes
Concentration of economic activity and residential density	✓	Transportation Element (Policy 7-2)
Development patterns that promote pedestrian and non-motorized transportation	✓	Transportation Element (policies 2-4 – 2-8 and 3-3)
The ability of transportation facilities and programs to retain existing and attract new jobs	✓	Transportation Element (section 9.4)

Part IV: Regional Level of Service (LOS) Performance Measure Analysis

SCOPE OF REVIEW

SRTC evaluates the LOS of regional corridors using travel times forecast in the 2040 travel demand model. SRTC evaluates LOS using a methodology based, in part, on the

2010 Highway Capacity Manual. The travel forecast looks at baseline system-wide travel conditions and compares them to system-wide conditions resulting from the comprehensive plan update including the land use change within the land use chapter.

DISCUSSION

SRTC did not conduct a regional corridor-level LOS analysis for the City of Deer Park *Comprehensive Plan 2017 Update* as there were no land use changes or changes to the transportation network that warranted an analysis.

For questions about SRTC's *Regional Level of Service (LOS) Performance Measure Analysis* or any other component of the Comprehensive Plan Review and Certification process, please contact Amanda Mansfield at amansfield@src.org or 509-343-6385.

MEMORANDUM

DATE: January 18, 2017

TO: Members of the SRTC Transportation Technical Committee

FROM: Amanda Mansfield, Associate Transportation Planner

SUBJECT: Certification Review of the City of Spokane Valley Comprehensive Plan

Summary

Consistent with the review and certification process approved by the SRTC Board on September 10, 2015, SRTC staff reviewed the City of Spokane Valley Comprehensive Plan 2017 – 2037. On December 8, 2016, the SRTC Board took the following action with regard to the update:

The Spokane Regional Transportation Council certifies that the transportation-related provisions in the City of Spokane Valley Comprehensive Plan 2017 – 2037 are generally consistent with the specified transportation planning requirements of the Revised Code of Washington (RCW), including the Growth Management Act (GMA), and with SRTC’s Regional Transportation Plan (RTP): Horizon 2040.

Please see the attachment to this memo for the SRTC Plan Review Report & Certification Recommendation, which includes a summary of findings and recommendations by SRTC staff. The document was submitted to the City of Spokane Valley on November 29, 2016.

Public Involvement

N/A

Policy Implications

The plan review and certification process will be incorporated into the 2017 update to Horizon 2040 and will reflect all of the Horizon 2040 Guiding Principles.

The Guiding Principle that is reflected in SRTC’s efforts to develop this process and obtain stakeholder input is Guiding Principle 2: Cooperation and Leadership. This process adhered to this principle in that it promoted regional coordination of transportation planning and supported regionally identified transportation interests, plans, and projects.

Technical Implications

As per the RCW, to be certified by SRTC, plans must demonstrate that their transportation chapters are consistent with SRTC’s Regional Transportation Plan (RTP): [Horizon 2040](#),

reflect the specified guidelines and principles under the RCW¹, and satisfy the requirements of the GMA².

Prior Committee Actions

On September 10, 2015, the SRTC Board approved the Plan Review and Certification Process Instruction Manual³.

On July 10, 2014, the SRTC Board approved Resolution 14-02, which authorized the following as it relates to updating the comprehensive plan review and certification process:

- Establishment of a process for the SRTC Board to certify local comprehensive plan amendments and updates based on GMA requirements, Horizon 2040, and regional transportation levels of service;
- Authorization of the Executive Director to develop methodologies for review and certification of comprehensive plans; and
- Approval of updated regional travel time level of service standards.

Requested Action

This item is for information and discussion.

¹ [RCW 47.80.026](#)

² [RCW 36.70A.070\(6\)](#)

³ http://www.srtc.org/Documents/Documents-Maps/Other_documents/Plan%20Review%20and%20Certification%20Instruction%20Manual_Sept_10.pdf

SRTC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

City of Spokane Valley Comprehensive Plan 2017 – 2037

December 1, 2016

Background

The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the [Revised Code of Washington \(RCW\)](#) stipulates that Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) shall certify County and local comprehensive plans (including amendments). As per the RCW, to be certified by SRTC, plans must demonstrate that their transportation chapters are consistent with SRTC's Regional Transportation Plan (RTP): [Horizon 2040](#), reflect the specified guidelines and principles under the RCW¹, and satisfy the requirements of the GMA².

Discussion

This report summarizes the findings and recommendations of SRTC staff regarding the update to the City of Spokane Valley Comprehensive Plan 2017 – 2037. SRTC coordinated with City staff in the development of this report. This review is based on a review and certification process approved by the SRTC Board on September 10, 2015.

Under each heading, a link to the scope of the consistency certification review, as guided by the Plan Review and Certification Checklist, is provided. The discussion under each topic includes highlights from the plan as well as provisions of Horizon 2040 for the City to consider.

Certification Recommendation

Based on the review of the City of Spokane Valley's comprehensive plan, the following action will be recommended to the SRTC Policy Board at the December 8, 2016 Board meeting:

The Spokane Regional Transportation Council certifies that the transportation-related provisions in the City of Spokane Valley Comprehensive Plan 2017 – 2037 are generally consistent with the specified transportation planning requirements of the Revised Code of Washington, including the Growth Management Act, and SRTC's Regional Transportation Plan: Horizon 2040.

¹ [RCW 47.80.026](#)

² [RCW 36.70A.070\(6\)](#)

Part I: Conformity with GMA Transportation Planning Requirements

SCOPE OF REVIEW

The GMA includes several requirements related to the transportation chapter in comprehensive plans. This consistency review and certification process looks for general consistency within the transportation chapter with these requirements. See [RCW 36.70A.070\(6\)](#) for details.

DISCUSSION: PLAN HIGHLIGHTS

The City of Spokane Valley Comprehensive Plan 2017 – 2037 is generally consistent with some of the transportation planning requirements of the GMA. Highlights include:

GMA Transportation Planning Requirements (RCW 36.70A.070(6))	Consistency Determination (based on consistency with the requirements)	Notes
Intergovernmental coordination efforts	✓	The Transportation Element includes the City's process for outreach to other jurisdictions and agencies as it relates to transportation LOS and land use impacts.
Demand-management strategies	✓	The DEIS includes reference to the City's Commute Trip Reduction Implementation Plan Update: 2015-2019.
Consistency with the land use chapter	✓	Transportation goals T-G1 and T-G2 ensure that transportation planning efforts reflect land use, quality of life and economic development policies. Land Use policies LU-P8, LU-P15 and LU-P16 demonstrate consistency with Transportation Element polices that support non-motorized transportation, reduced parking requirements, and concentration of dense transit-oriented development.
Strategies to maintain passing LOS on local roads	✓	DEIS (pp. 20-28); Transportation Element (pp. 5-89 and 5-94)
Inventory of transportation facilities and services including state-owned, to define facilities and traffic levels for future planning	✓	Transportation Element (pp. 5-78 – 5-85); Capital Facilities Element (p. 7-116); Transportation System Report (pp. 5-17)

GMA Transportation Planning Requirements (RCW 36.70A.070(6))	Consistency Determination (based on consistency with the requirements)	Notes
Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements	✓	The DEIS, Transportation, Capital Facilities, Parks and Open Space, and Land Use elements address the City's Bike and Pedestrian Master Program, and include policies for addressing infrastructure gaps/barriers, Commute Trip Reduction (CTR), and Multi-modal (MM) LOS.

Part II: Consistency with Horizon 2040

SCOPE OF REVIEW

As previously stated, the RCW requires that the transportation chapters of comprehensive plans are consistent with the RTP. This consistency review and certification process looks for general consistency within the transportation chapter with the requirements of Horizon 2040. See appendices B (Horizon 2040 Seven Guiding Principles) and E (SRTC Comprehensive Plan Review and Certification Checklist (Non-UZA Cities and Cities)) within the SRTC [Plan Review and Certification Instruction Manual](#) for details.

DISCUSSION: PLAN HIGHLIGHTS

The City of Spokane Valley Comprehensive Plan 2017 – 2037 is generally consistent with some of the transportation planning requirements of Horizon 2040. Highlights include:

Horizon 2040	Related Guiding Principle Policies	Consistency Determination (based on consistency with requirements)	Notes
Guiding Principle 1: Economic Vitality	1e. Support the efficiency of freight movement	✓	The Transportation Element contains freight-efficiency supportive language
Guiding Principle 3: Stewardship	3c. Develop a plan that provides for the responsible use of public and private funds	✓	The Capital Facilities Element lays out how the City will use funding wisely and efficiently for transportation projects
Guiding Principle 4: System Operations, Maintenance and Preservation	4a. Develop cost-effective strategies; pursue alternative funding sources and mechanisms	✓	The City uses lowered LOS standards at certain

Horizon 2040	Related Guiding Principle Policies	Consistency Determination (based on consistency with requirements)	Notes
			intersections and includes alternative funding sources in its Capital Facilities Element Funding Sources List
Guiding Principle 6: Choice and Mobility	6a. Strengthen connections by filling gaps within and between modes. 6d. Expand the pedestrian and bicycle networks while focusing on moving people between centers and linking with transit.	✓	While the DEIS and comprehensive plan do not include non-motorized/transit mitigation measures, they address the City's Bike and Pedestrian Master Program, and include supportive policies.
Guiding Principle 7: Quality of Life	7c. Support health-promoting transportation option for people of all abilities like walking, biking and transit that provide options to reduce single occupant-vehicle use and overall vehicle miles traveled.	✓	See above.

DISCUSSION: AREAS FOR FURTHER WORK

The City of Spokane Valley should consider the following provision of Horizon 2040:

1. The Transportation Element, policy T-P1 states that the City intends to “Continue to pursue funding for the BNSF mainline separation projects of Bridging the Valley program to reduce rail/vehicle collisions, improve emergency access, eliminate vehicle waiting times, reduce noise, and improve traffic flow.” From the regional perspective, Bridging the Valley is a long-term, unfunded project. Further, as stated in Horizon 2040 (p. 2-10), “The priority of BTV projects continues to be evaluated by regional decision makers, especially in light of limited transportation funding resources and the need to secure commitment from the railroads.”

Part III: Consistency with Revised Code of Washington (RCW) [47.80.26](#) Guidelines and Principles Related to Regional Transportation Planning

SCOPE OF REVIEW

As previously stated, the RCW requires that transportation chapters of comprehensive plans reflect the guidelines and principles under [RCW 47.80.026](#). This consistency review and certification process looks for general consistency within the transportation chapter with these guidelines and principles. See [RCW 47.80.026](#) for details.

DISCUSSION: PLAN HIGHLIGHTS

The City of Spokane Valley Comprehensive Plan 2017 – 2037 is generally consistent with some of the guidelines and principles of the [RCW 47.80.26](#). Highlights include:

RCW Guidelines and Principles (RCW 47.80.026)	Consistency Determination (based on addressing the relationship between transportation and specified factors)	Notes
Concentration of economic activity, joint and mixed use developments, and residential density	✓	The Transportation Element, Land Use Element, Housing Element, Parks and Open Space Element, and Retail Recruitment Report include goals and policies that demonstrate support for dense, mixed use environments accessible by non-motorized facilities for the purpose of economic development and accommodating non-SOV travelers.
Retention and attraction of jobs and private investment	✓	The Retail Recruitment Report demonstrates support for harnessing the potential of shared-use paths to spur development.

Part IV: Regional Level of Service (LOS) Performance Measure Analysis

SCOPE OF REVIEW

SRTC evaluates the LOS of regional corridors using travel times forecast in the 2040 travel demand model. SRTC evaluates LOS using a methodology based, in part, on the 2010 Highway Capacity Manual. The travel forecast looks at baseline system-wide travel conditions and compares them to system-wide conditions resulting from the comprehensive plan update including the land use change within the land use chapter.

DISCUSSION

SRTC’s LOS analysis did not identify a forecasted LOS failure for the regional mobility corridors

as a result of the City of Spokane Valley's Comprehensive Plan 2017-2037. SRTC staff acknowledges that the active transportation policies included in the comprehensive plan update as well as the 2011 Bike and Pedestrian Master Program are not modelable and, therefore, are not reflected in the LOS analysis. It is expected that many of these non-motorized strategies will have a beneficial local and regional impact. SRTC staff also acknowledges that the transportation projects included in the mitigation measure project list from the City's Draft Environmental Impact Statement (DEIS) reflect local-level improvements. Should regional-level congestion issues occur in the future, SRTC will facilitate coordinated discussions with the appropriate jurisdictions and agencies to resolve these issues.

Thank you again for working with us through the plan review process. If you have questions or need additional information, please contact Amanda Mansfield at amansfield@rtc.org or 509-343-6384. For questions about SRTC's *Regional Level of Service (LOS) Performance Measure Analysis*, please contact Ryan Stewart at rstewart@rtc.org or 509-343-6395.