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DATE: June 21, 2017

TO: Members of the Transportation Technical Committee

FROM: Brandon Blankenagel, City of Spokane, Chair

SUBJECT: Agenda for TTC Meeting – Wednesday, June 28, 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 TTC Meeting Minutes
 4. Public Comments
 5. Technical Member Comments
 6. **Action** 2017-2020 Transportation Improvement Program (TIP) July Amendment
 7. **Information & Discussion** Introduction of new SRTC Executive Director
 8. **Information & Discussion** Horizon 2040 Scenario Planning Update
 9. **Information & Discussion** Title VI Presentation
Janet Sharp, WSDOT-Eastern Region
 10. **Information & Discussion** I-90: Four Lakes to Stateline Operation Study
Mike Bjordahl, WSDOT-Eastern Region
 11. TIP Working Group Update
 12. Agency Update
 13. Future Agenda Items
 14. Adjournment
- Next Meeting: Wednesday, July 26

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MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
 May 24, 2017
 421 W Riverside Ave Suite 500, Spokane, Washington

1. Call to Order

Mr. Brandon Blankenagel, Chair, called the meeting to order at 1:32 p.m.

2. Roll Call

Committee Members Present

Brandon Blankenagel	City of Spokane	Gloria Mantz	City of Spokane Valley
Mike Tedesco	Spokane Tribe of Indians	Brandi Colyar	Spokane County
Derrick Braaten	City of Airway Heights	Lisa Corcoran	Spokane International Airport
Todd Ableman	City of Cheney	Heleen Dewey	Spokane Regional Health Dist
Andrew Staples	City of Liberty Lake	Karl Otterstrom	Spokane Transit Authority
Louis Meuler	City of Spokane	Larry Larson	WSDOT-Eastern Region
Inga Note	City of Spokane		

Committee Alternates Present

Joe Southwell	Spokane Regional Clean Air	Keith Martin	WSDOT-Eastern Region
Barry Greene	Spokane County	Sean Messner	Spokane County

Guests

Boyd Foster	Spokane Regional Health Dist	Rich Burnett	Citizen
Michele Percussi	Hill International	Mark Bergam	City of Airway Heights
Betsy Pozzanghera	Special Mobility Services		

Staff

Anna Ragaza-Bourassa	Senior Transportation Planner	Julie Meyers-Lehman	Administrative Assistant
Amanda Mansfield	Assoc. Transportation Planner	Staci Lehman	Communications Coordinator

3. Approval of April 26, 2017 Minutes

Mr. Otterstrom noted a correction to the minutes; on page 2 paragraph 2; it should read that “STA would soon submit an application for evaluation under the Small Starts program for the Central City Line project.”

Mr. Otterstrom made a motion to approve the April 26, 2017 minutes as amended. Mr. Greene seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments

5. Technical Member Comments

Mr. Martin stated NHS applications were due this Friday and also a Section 130 Rail Crossing Grant Program call for projects would open on Friday.

Mr. Staples reported that most of the pavement maintenance work was wrapping up and work on Liberty Lake Road would begin soon.

Mr. Larson said WSDOT painting and ADA projects were well underway and the work in Cheney was recently completed. He mentioned there was a lot of pavement repair work in progress to fix roads damaged by the severe winter weather.

Mr. Ableman stated that overlay projects in Cheney would start the second or third week of June and last most of the summer; the largest project being SR 904 all the way through Cheney.

Ms. Corcoran announced that Neighbor Day at Felts Field was Saturday, June 3.

Mr. Otterstrom distributed an updated organization chart of the Planning & Development departments at STA and discussed recent organization changes in regards to staffing. He noted the first bus service improvements as part of the Moving Forward plan were launched this week with later Saturday night service on many routes and a new route in Spokane Valley. He announced that bid opening for the West Plains Transit Center was last Friday and they hope to break ground in July.

Mr. Braaten arrived at 1:45

Ms. Dewey reported SRHD recently hired a new Health Officer, Dr. Bob Lutz. She stated that Walk Bike Bus Millwood was currently underway and enrollment has been higher than expected. She said the Walking School Bus program started back up in May and data has shown that students who participate in the program have increased rates of school attendance.

Mr. Tedesco asked if a new Executive Director for SRTC had been selected. Ms. Ragaza-Bourassa replied that the Board selected Ms. Sabrina Minshall, formerly of COMPASS in Boise, and she will start work at SRTC on June 1.

Chair Blankenagel noted a Millwood Trail Open House would be held at Felts Field Neighbor Day. He said the City has also injected additional funding into the maintenance program this year in response to roads damaged by the harsh winter and so there will be more street repair work this season.

Mr. Meuler stated the City of Spokane was working with WSDOT on the North Spokane Corridor public engagement process and the kick-off event would be held on June 21 at SCC from 6:00 pm to 8:30 pm. He said the purpose of the meeting was to discuss how the neighborhood and the public want to be engaged and communicated with about the project. He remarked that the public engagement process would be active throughout the rest of this year and next year.

6. State Fiscal Year (SFY) 2018 Unified Planning Work Program (UPWP)

Ms. Mansfield noted this agenda item was for action and requested a recommendation of Board approval. She described UPWP federal requirements and outlined the nine work task categories. She presented the development schedule and reported on the successful on-site coordination meeting between SRTC, STA, WSDOT-Eastern Region, Federal Highway Administration and Federal Transit Administration on April 19. Ms. Mansfield stated no significant feedback was received in terms of how to improve or change the UPWP document.

Ms. Mansfield reported that on May 22 the Transportation Advisory Committee (TAC) recommended Board approval of the 2018 UPWP. She noted that the TAC commented on the 12 year gap since the last regional household travel survey and recommended that the Board consider ways to contract such a study as soon as possible.

Mr. Otterstrom made a motion to recommend approval of the SFY 2018 UPWP by the SRTC Board. Mr. Staples seconded the motion.

Mr. Otterstrom remarked that the UPWP's for the past several years have all noted the need for a new travel survey and inquired why it had not progressed any further. Ms. Ragaza-Bourassa replied that Ryan Stewart

had done preliminary scoping and rough cost estimates for a survey and related costs are between \$500,000 and \$750,000, which was not in the SRTC budget. She explained that SRTC would likely need to request STP funds and this will be discussed with the new Executive Director. The group then discussed the need for and purpose of a current household travel survey, along with the benefits and uses of the data collected.

A vote was taken on the motion and it passed unanimously.

7. Quality of Life Report Presentation – Spokane Regional Health District

Mr. Boyd Foster, from Spokane Regional Health District, outlined the funding and founding partners in the recently released Quality of Life (QOL) report. He defined QOL, the factors which affect it and explained why it is measured. Mr. Foster spoke about the use of QOL measurements in Spokane County and provided examples of the ways other communities have used their social capital survey data.

Mr. Foster outlined the project's milestones and described the data collection methods. He noted the report was divided into individual sections:

- Social Capital
- Citizen Satisfaction-Spokane County
- Citizen Satisfaction-City of Spokane
- Public Safety
- Physical Health and Health Behaviors
- Mental Health

He presented maps of city neighborhoods and local geographic boundaries which show the reported QOL level. He explained the report's overall key findings, the concept of Social Capital, and how the social capital score is used. Mr. Foster defined Citizen Satisfaction and the different areas and factors that go into the calculation.

Mr. Foster then supplied information about the percentages of survey respondents reporting roads and transportation as an issue for the community and for their neighborhood; for example in the City of Spokane 33% of respondents were very satisfied with the conditions of roads and street while 46% were somewhat satisfied. He summarized the public safety findings and then discussed potential uses for QOL data.

Chair Blankenagel thanked Mr. Foster for the presentation.

8. TIP Working Group Update

Ms. Ragaza-Bourassa distributed copies of a report outlining Federal Fiscal Year 2017 Project Obligations to date. She stated that 69% of the target has been met and based on information from the TIP Working Group it appears the target will likely be reached by the end of June and a buffer of \$1.3 million remains

Chair Blankenagel called for questions and there were none.

9. Agency Update

Ms. Ragaza-Bourassa announced that SRTC will host a meeting on June 13 at 2:00 pm to discuss the 2020 Census Local Update of Census Addresses Operation. She said those with GIS, planning, land use, building permits or other duties related to addressing are welcome to attend.

She noted that in regards to national performance measures progress, on May 20 two of the frozen rules took effect. Freight movement, Interstate and Non-Interstate performance, Bridge and Pavement condition and Congestion and on-road mobile source emissions as it relates to CMAQ projects which will to add to the existing CMAQ reporting requirements. States and MPO's are required to create targets in these performance areas 180 days after the rule is final. SRTC is currently working closely with the state to get that work done.

10. Future Agenda Items

Chair Blankenagel stated several future items had been brought up at this meeting already; Mr. Meuler to talk about the USDOT Grant Assistance Program, and an update by staff on the household travel data collection process. Mr. Braaten said he could present an update on City of Airway Heights projects in the near future.

11. Adjournment

There being no further business, the meeting adjourned at 2:40 p.m.

Julie Meyers-Lehman
Recording Secretary

MEMORANDUM

DATE: June 21, 2017

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: 2017-2020 Transportation Improvement Program July Amendment

Summary

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

- Spokane's Centennial Trail Gap – Summit Blvd to Pettet Dr
- Spokane's Sprague Avenue Investment Phase II – Browne St to Scott St
- Spokane Transit's West Plains Transit Center

Additional details of the project changes included in this amendment are attached to this memo (see **Attachment**).

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 June 21 through June 30 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and on the SRTC website (www.srtc.org) June 21.

Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Policy Board in their July 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 July 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 included in the STIP in order to be eligible for reimbursement on the project.

Pending approval by the SRTC Board, the July amendment will be incorporated into the STIP on or around August 18.

Prior Committee Actions

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

Requested Action

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

2017-2020 Transportation Improvement Program
July Amendment (17-07)

	Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
					New Project	Existing Project
1	Spokane	Centennial Trail Gap, Summit Boulevard to Pettet Drive Added a right-of-way phase.	Local	\$250,000		✓
			Total	\$250,000		
2	Spokane	Sprague Avenue Investment Phase II - Browne Street to Scott Street Added a right-of-way phase and increased the total estimated project cost to \$5,014,640.	Local	\$70,000		✓
			Total	\$70,000		
3	Spokane Transit	West Plains Transit Center Added \$1,000,000 in federal 5339 funds. Local amount programmed decreased by \$1,000,000.	FTA 5339	\$1,000,000		✓
			Local	-\$1,000,000		
			Total	\$0		

FTA 5339 Federal Transit Administration 5339 funding

MEMORANDUM

DATE: June 21, 2017

TO: Members of the TTC

FROM: Eve Nelson, Senior Transportation Planner

SUBJECT: Horizon 2040 Scenario Planning Update

Summary

SRTC is currently updating its long range transportation plan, Horizon 2040. As part of the update and per federal guidance, SRTC is including scenario planning in the update. The exploratory scenario planning process provides narratives about uncertainties concerning the area transportation system and how the future *might* unfold. This is so the agency can intentionally develop long range plans to recognize and adapt to potential changing aspects in transportation. The Washington State Department of Transportation (WSDOT) is currently using this scenario planning tool to update the Washington Transportation Plan. SRTC's scenario planning process mirrors WSDOT's process.

The following uncertainties about the future were identified for this process.

Area Development Trends

- The majority of development is focused on the urban fringe, increasing average travel distances in the future.
- A large portion of development is focused in the urban core, reducing average travel distances and increasing the viability of alternatives to the automobile.

Transportation System Operations and Maintenance

- New funding provides the resources to adequately operate and maintain the transportation system. However, new delivery methods will be needed to accommodate the significant increase in capital projects and their associated disruptions to residents and businesses.
- Funding is not adequate to operate and maintain the transportation system, necessitating new methods to identify the most critical projects for the region.

These uncertainties were discussed and evaluated against the current policies in Horizon 2040 in a joint Transportation Advisory Committee (TAC) and Transportation Technical Committee (TTC) workshop, under the leadership of KBW Consulting. The process resulted in recommendations to consider including in Horizon 2040 as additional policy language in the Guiding Principles or Strategies.

The joint workshop results lead to the following recommendations:

- Enhance Regional Coordination and Cooperation
- Enhance Planning for a Resilient Transportation System
- Increase Trends Monitoring and Data Analysis to Anticipate Changing Conditions
- Establish a Regional Technical Assistance Program
- Consider Opportunities to Better Integrate Transportation, Land Use and Economic Development Planning.

The final *Scenario Planning Recommendation* report can be found in the **Attachment**. SRTC staff will consider these recommendations for inclusion in the Horizon 2040 update. Also it's important to note, several of the recommendations impact the agency's mission and resources and therefore require additional discussion as an SRTC Board agenda item or workshop at a later date before moving forward.

Public Involvement

The public involvement process for Horizon 2040 has been ongoing and continuous throughout the development of the plan. A formal public comment period will be scheduled in the fall of 2017 and the report will be available at www.srtc.org.

Policy Implications

Horizon 2040 establishes the regional transportation policies for the next 20+ years.

Technical Implications

Horizon 2040 assists the Board in developing regional priorities that guide the project selection of Surface Transportation Block Grant (STBG) Program, Congestion Mitigation and Air Quality (CMAQ), and STBG Set-Aside (formally TAP) funding. Additionally, the Board is responsible for ensuring that all federally funded transportation projects are consistent with Horizon 2040.

Prior Committee Actions

The TTC has been briefed on Horizon 2040 throughout the year. The update to Horizon 2040 will have TAC, TTC and SRTC Board review throughout 2017.

Requested Action

This item is provided for information and discussion.



MEMORANDUM

Date: May 30, 2017
To: Eve Nelson, SRTC
From: Kevin Wallace
Subject: Task 4: Scenario Planning Recommendations

The purpose of this memorandum is to provide scenario planning recommendations for SRTC to consider in the Horizon 2040 update and in the overall regional planning process. The memorandum includes the following four sections: 1) Process Summary; 2) Policy Analysis; 3) Scenario Planning Recommendations; and 4) Horizon 2040 Strategies.

Process Summary

SRTC is currently updating its long-range transportation plan (Horizon 2040). This exploratory scenario planning process was undertaken to assist SRTC in evaluating the plan's flexibility and resilience in preparing for an uncertain future. The process has included the following steps:

- Review Horizon 2040 Guiding Principles
- Identify uncertainties that could disrupt Horizon 2040 Guiding Principles
- Identify two relevant uncertainties
- Develop scenarios around those two uncertainties
- Scenario planning joint workshop with TAC and TTC members
- Scenario planning recommendations

Additional information about the overall study process is available in the following documents, which were previously provided to SRTC:

- SRTC Scenario Planning Scope of Work: January 24, 2017
- Task 2 Memo: Identification of Potential Scenario Planning Topics: January 27, 2017
- April 24th workshop materials
- Task 3 Memo: Workshop Summary: May 1, 2017

SRTC staff identified two critical uncertainties based on topics that occur in regional planning conversations and are relevant to the present planning environment. The two critical uncertainties evaluated in the April 24th joint workshop are summarized below. Risks and opportunities associated with the scenarios that were prepared around these uncertainties are presented in the Appendix of this Memorandum.

- Area Development Trends
 - Urban fringe development
 - Urban core development

- Operations and Maintenance
 - Funding increases for future transportation capital projects and for operations and maintenance
 - Funding decreases and is not adequate for future capital projects and for operations and maintenance

Policy Analysis

Regional transportation policy provides the fundamental building block for a rational decision making process. An effective transportation policy framework provides an appropriate balance of flexibility and specificity. Policies that are overly general provide a high level of flexibility, but may not provide enough direction for decision making. On the other hand, overly specific (or rigid) policies can constrain decision makers in their deliberations about an appropriate course of action. Often, the best solution is a framework that includes both general (intention setting) and specific (direction setting) policies.

An in-depth policy analysis is beyond the scope of this project. However, we can gain some insights by reviewing the existing Horizon 2040 policies in relation to the key risks and opportunities identified at the April 24th workshop (**see Tables 1 and 2 in the Appendix**). From this level of evaluation, Horizon 2040 addresses 25 of the 31 risks and six of the nine opportunities identified. However, it is important to note that this evaluation is qualitative in nature and does not address the impacts of the policies on the risks and opportunities. In other words, we know that the policies address most of the risks and opportunities at some level; what we don't know is how effectively they are being addressed.

With that understanding, the Horizon 2040 policy structure effectively sets out the intent of regional decision makers and is well integrated with the plan's Guiding Principles. In addition, Horizon 2040 includes seven strategies that provide additional information about how the region intends to implement the policies. However, as discussed at the April 24th workshop, there are areas where the plan could be more specific in terms of establishing regional transportation policy. To this end, Tables 1 and 2 also present general strategies for each group of risks and opportunities, which are more clearly defined in the following section. Some of the strategies discussed at the workshop are not brought forward in these recommendations. SRTC staff may want to review the workshop summary and tables in this appendix to see if there are other issues that should be brought forward in the Horizon 2040 update.

Recommendations

The following recommendations are based on SRTC's exploratory scenario planning process. More detailed information follows on each recommendation. Each recommendation will require careful consideration by SRTC staff, advisory committees, and Policy Board.

1. Expand Regional Coordination
2. Enhance Planning for a Resilient Transportation System
3. Increase Trends Monitoring and Data Analysis to Anticipate Changing Conditions
4. Establish a Regional Technical Assistance Program
5. Consider Opportunities to Better Integrate Transportation, Land Use, and Economic Development Planning

1. Expand Regional Coordination

Recommendation

Develop a new policy and strategy that defines SRTC's approach to engaging partners in the transportation planning process. The strategy should include existing partners (e.g., cities and towns) and service providers such as school districts, medical institutions, and utility providers.

Sample Policy Language

Guiding Principle 2: Cooperation and Leadership

New Policy: **Strengthen avenues of coordination with community service providers such as school districts, medical institutions, and utility providers.**

Purpose and Rationale

Workshop participants noted the importance of incorporating service providers in the regional transportation planning process. For example, plans for locating new schools should be considered in the Horizon 2040 update. Similarly, utility companies such as Avista and medical facilities can have a significant influence on future land development. SRTC should consider expanding its coordination efforts to include these regional partners.

2. Enhance Planning for a Resilient Transportation System

Recommendation

Include a policy and associated strategies in Horizon 2040 to make the transportation system more sustainable and resilient to the possible negative impacts of climate change. Existing Horizon 2040 language for Strategy 3 (page 4-25) related to the creation of a pavement management system should be expanded to a regional asset management system that includes measures to consider the resilience of existing and new infrastructure.

Sample Policy Language

Guiding Principle 3: Stewardship

New Policy: **Establish planning and asset management mechanisms to increase the resilience of the regional transportation system.**

Purpose and Rationale

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." The new transportation law established new rules for metropolitan transportation planning, as defined in the Code of Federal Regulations (49 CFR Part 613). In particular, Section 450.306(b)(9) requires an MPO's long range transportation plan to "improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation."

The Federal Highway Administration's (FHWA's) website includes information on planning for climate change and resilience, which it defines as "an ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions." FHWA recommends that measures to increase resilience include:

- **Existing Infrastructure Resilience:** Existing transportation infrastructure is owned and operated by various public agencies and private firms, and covers an enormous range of ages, service life and levels of sophistication. Existing infrastructure has been built based on many different design standards, and its current and future environmental risk is similarly varied. As environmental risks change, the probability of unexpected failures may increase. Further, as existing infrastructure approaches the end of its service life, decisions about replacement or abandonment should, but may not currently, take into account changing future risks.
- **New Infrastructure Resilience:** Similarly, newly constructed infrastructure should be designed and built in recognition of the best current understanding of future environmental risks. For this to happen, understanding of projected climate changes would need to be incorporated into infrastructure planning and design processes, across the many public and private builders and operators of transportation infrastructure.
- **System Resilience:** Transportation systems are more than just the sum of their individual parts. Some elements are important because of their vital economic role, absence of alternatives, heavy use, or critical function. The National Airspace System, for example, plays a vital economic role, while hurricane evacuation routes perform a critical function. Transportation systems are potentially vulnerable to the loss of key elements. Selectively adding redundant infrastructure may be a more efficient strategy than hardening many individual facilities on the existing system. System resilience is best viewed across transportation modes and multiple system owners. While some key elements are obvious, other dependencies may be less well recognized. For example, some airports rely on petroleum pipelines, which may depend, in turn, on electric power for pumping. Transportation systems are also interdependent when passengers or freight carriers rely on multiple transportation modes to reach their destination.

<https://www.transportation.gov/mission/sustainability/adapting-climate-change>

An important issue discussed at SRTC's scenario planning workshop was the opportunity to develop a regional asset management system. To address FAST Act requirements related to resilience, the asset management system could be developed to incorporate climate variability and change impact considerations.

3. Increase Trends Monitoring and Data Analysis to Anticipate Changing Conditions

Recommendation

Create a transportation policy and strategy that defines a routine data monitoring and analysis program to identify changing regional conditions. Specific emphasis should be on establishing a regional transportation asset management program, increasing the flexibility in SRTC's financial forecasting, and monitoring demographic and growth trends.

Sample Policy Language

Guiding Principle 2: Cooperation and Leadership

Revised Policy 2d: **Establish and maintain a regional data monitoring and analysis program to improve the region's ability to plan for changing conditions. Include transportation, land use, financial, economic, and demographic data in the program.**

Purpose and Rationale

This scenario planning process has illustrated the importance of planning for an uncertain future. Sometimes change happens suddenly and sometimes change is more subtle and difficult to detect. For example, demographic trends indicate that the population of Spokane County is growing older and is living in smaller households than in the past. Horizon 2040 recognizes these trends in a general sense, but doesn't include specific recommendations to address their impacts.

Similarly, as required by federal law, Horizon 2040 is based on projected financial resources. These forecasts are reviewed every four years when the plan is updated. During the plan update, SRTC should report on the actual revenues in relation to the forecasted revenues and should consider policy changes if the actuals are significantly higher or lower than the forecasts. This issue is important from a policy perspective because SRTC may wish to change existing funding allocations if revenues are coming in significantly higher or lower than anticipated. In the case of lower revenues, the region may also want to consider opportunities to increase funding.

4. Establish a Regional Technical Assistance Program

Recommendation

Establish a new policy and strategy to establish a technical assistance program. The purpose of the program would be to assist local agencies in planning for future transportation challenges, including transportation resilience, linking transportation and land use planning, asset management planning, and alternative project delivery methods.

Sample Policy Language:

Guiding Principle 2: Cooperation and Leadership

New Policy: **Establish and maintain a Regional Technical Assistance Program to assist SRTC members in planning for future transportation challenges.**

Purpose and Rationale

A topic of discussion at the April 24th workshop was how some local agencies are less prepared than others to deal with an uncertain future. In particular, smaller agencies do not have the technical resources to conduct much of the needed planning work. Many regional agencies across the country provide technical assistance programs to their members.

For example, the Wasatch Front Regional Council (WFRC) has a Transportation and Land Use Connection Program that provides technical assistance such as staff time, consulting, and training to local communities for planning, implementation, and visioning efforts that proactively address anticipated growth. The program encourages communities to integrate their land use and regional transportation plans through the Wasatch Choice Vision key growth principles.

http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection

5. Consider Opportunities to Better Integrate Transportation, Land Use, and Economic Development Planning

Recommendation

SRTC should consider opportunities to improve the integration of transportation, land use, and economic development planning.

Sample Policy Language

Guiding Principle 2: Cooperation and Leadership

New Policy: **Explore opportunities with area partners to improve the integration of transportation, land use, and economic development planning.**

Purpose and Rationale

Transportation decisions can have a profound impact on regional growth patterns, economic vitality, and overall quality of life. The scenario planning workshop reinforced the importance of effective regional collaboration to address uncertainty in the transportation planning process. Workshop participants stressed the importance of regional coordination to address interconnected transportation, land use, and economic development issues. Examples of topics that should be considered would include the following:

- Growth occurring faster, slower, or in different locations than anticipated
- Encouraging transportation efficient land use patterns (e.g., mixed use development)
- Ensuring that transportation investments are strategically placed to support regional economic development objectives
- Ensuring that transportation projects are right-sized in relation to land use and economic development objectives
- Integrating transportation infrastructure investments with other services and utilities

Regions across the country have addressed the need for more interconnected planning in a myriad of different ways, ranging from enhanced voluntary coordination (as presented below on Des Moines, Iowa) to stringent regulatory frameworks (e.g., Portland, Oregon). The purpose of this section isn't to suggest an approach for the SRTC region; rather, the intent is to illustrate the wide range of options that are used in other parts of the country.

Voluntary Coordination – Des Moines, Iowa

The Des Moines metropolitan area is one of the nation's hotspots for new businesses, startups, and millennials. It has been ranked among the best cities for young professionals and jobs. Key industries include insurance and financial services, data centers, ag-bioscience, advanced manufacturing, and logistics. Much of the region's economic success can be attributed to collaboration among business, government, and community groups. The Des Moines Area MPO has been effective in integrating transportation priorities into the broader conversations about growth and improving the region's quality of life.

In looking at the Des Moines model, it's important to stress the voluntary nature of the work being done. There is no regulatory framework that requires the integration of land use, transportation, and economic development planning; rather, the regional partners have worked together to integrate a multitude of issues, including multimodal transportation investments, job retention and creation, equity and diversity, natural resource protection, quality of life, affordable housing, and others. Following are short summaries of some of the key regional plans in the Des Moines region.

Mobilizing Tomorrow is the long-range transportation plan (2050) for the Des Moines region. It outlines how the MPO's member communities will invest approximately \$600 million in transportation funding over the next 35 years.

<https://dmampo.org/mobilizing-tomorrow/>

The Tomorrow Plan is also created and approved by the Des Moines Area MPO. It is a forward-thinking plan for the sustainable development of the Greater Des Moines region over the next 40 years. The Tomorrow Plan was adopted by the region in 2013 as a voluntary guide of best practices. The plan is being implemented by individuals, community organizations and local governments with support and coordination from the MPO.

A Steering Committee, composed of business, community, and government representatives, was formed in 2010 to guide the planning process. Once the plan was completed, the Steering Committee transitioned to implementing the plan's goals and objectives. In 2015, a smaller Implementation Team was created to focus on devising and carrying out implementation tactics.

Another important element of this process is the Tomorrow Plan Today, an annual publication celebrating the successes of the previous year of implementation and looking ahead to the major initiatives of the coming year.

<https://dmampo.org/the-tomorrow-plan/>

Capital Crossroads is a vision plan for the Greater Des Moines area and central Iowa. The process is managed by three tri-chairs, a director, and a board from multiple business, government, and community groups. The Capital Crossroads program is centered around 10 capitals (e.g., business, social, governance) and implementation work is carried out by nearly 700 volunteers from throughout the region.

<http://www.capitalcrossroadsvision.com/>

Integrated Transportation and Land Use Planning – Sacramento, California

The Sacramento Area Association of Governments (SACOG) has long been a national leader in scenario planning work that links transportation and land use planning. In 2002, the Sacramento region faced a prospective future of worsening congestion and air pollution, based on current land-use patterns, transportation funding levels, and transportation investment priorities. To address these challenges, the SACOG Board of Directors initiated the Sacramento Region Blueprint Project, an extensive study of the linkages between transportation, land use and air quality.

As its core goal, the Blueprint Project supports local governments with high quality data and modeling tools so that decisions regarding future growth and its impacts on quality of life issues such as traffic congestion and air pollution could be made with the best information available. In addition to developing detailed land-use and travel data, an extensive community outreach effort was conducted to develop and assess guiding principles for the region's long-term growth. Through its public outreach and education component, a wealth of technical data for local decision makers, and funding for "smart growth" development, the Blueprint provides a tangible opportunity to help make Sacramento as attractive tomorrow as it is today.

The Sacramento Region Blueprint is a smart growth vision for the region that was adopted by the SACOG Board of Directors in 2004. The spirit of the Blueprint is to integrate land use and transportation planning to curb sprawl, cut down on vehicle emission and congestion to improve the quality of life for residents of the region.

It accomplishes this by implementing smart growth principles that encourage a variety of housing options closer to employment, shopping, and entertainment hubs, which gives options for people to walk, bike, or take public transportation to work and play. Key Blueprint Growth Principles include the following:

- Transportation Choice
- Compact Development
- Mixed-Use Development
- Housing Choice and Diversity
- Use of Existing Assets
- Natural Resource Conservation
- Quality Design

<http://www.sacog.org/sacramento-region-blueprint>

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region supports the Sacramento Region Blueprint by providing increased transportation options while reducing congestion, shortening commute times, and improving air quality. The MTP/SCS is a key component of the quality of life and economic health of the Sacramento region.

<http://www.sacog.org/metropolitan-transportation-plansustainable-communities-strategy>

Integrated Transportation, Land Use, and Economic Development Planning – Salt Lake City, Utah

The Salt Lake City region is recognized as a national leader in transportation and growth management planning. From the statewide *Envision Utah* project to substantial progress in developing a high quality regional transit system, the Salt Lake region has made impressive strides in planning for a sustainable future.

The Wasatch Front Regional Council (WFRC) is an Association of Governments and the Metropolitan Planning Organization for the region. WFRC utilizes various committees to bring recommendations on transportation, land use/growth, and economic development planning to the Council Board. Following is a summary of the regional planning initiatives that are organized under the WFRC umbrella.

Wasatch Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for residents in Utah's Front Range. Beginning with the *Envision Utah* effort that led to the Quality Growth Strategy in 1999, residents from across the region came together to explore a variety of potential futures and the benefits and disadvantages of each. From an extensive community engagement process, the Wasatch Choice 2040 Vision includes Principles for Growth and a Vision Map. The Wasatch Choice 2050 update is currently underway and represents the most significant update to the Wasatch Choice for 2040 Vision in over a decade.

<http://wasatchchoice.com/>

WFRC's Regional Transportation Plan includes projects to meet the travel needs and improve quality of life within the Wasatch Front for the next 30 years. WFRC developed project lists with residents, local government stakeholders, and partner agencies by collecting project ideas and testing them against the RTP Goals.

http://www.wfrc.org/new_wfrc/index.php/regional-transportation-plan

WFRC also serves as the Economic Development District for the region. Because the region's Comprehensive Economic Development Strategy (CEDS) is prepared by the Council, it is more well integrated with ongoing growth and transportation planning than might otherwise be expected. The 2016 CEDS Annual Update includes a section on Integrated Economic Development, Transportation, and Land Use (page 46). This section is important from a regional planning perspective because it integrates three strategies into the Wasatch Choice 2050 Vision, Regional Transportation Plan, and CEDS:

1. Coordinate transportation investments with economic cluster locational and service needs
2. Coordinate transportation investments to improve access to opportunity
3. Ensure fiscal sustainability through efficient growth and infrastructure investments

Equally important, each of the three integrated strategies includes associated Progress Measures and Collaborative Actions. By residing under the Council's umbrella, regional policy makers are well positioned to consider the full implications of economic development, land use, and transportation issues.

http://wfrc.org/new_wfrc/index.php/wasatch-front-economic-development-district

http://wfrc.org/new_wfrc/publications/CEDS/2016%20Comprehensive%20Economic%20Development%20Strategy%20June%202016.pdf

Horizon 2040 Strategies

Horizon 2040 includes seven strategies that are intended lead to the development of an integrated multimodal transportation system. Following are suggestions for how the recommendations included in the previous section could be incorporated into Horizon 2040 as part of two new transportation strategies.

Enhanced regional coordination and cooperation

- Expand Regional Coordination
- Consider Opportunities to Better Integrate Transportation, Land Use, and Economic Development Planning

Effective coordination and cooperation are hallmarks of successful metropolitan regions. When it's done right, local and regional interests are in balance and all the players feel like they have had a voice in the process. Through the Horizon 2040 update process, SRTC could consider the following opportunities:

- Integrate capital planning, design, and construction among local jurisdictions and other utility providers
- Increase coordination to improve project delivery and to minimize disruptions from construction
- Coordinate investments in technology to meet future transportation needs
- Evaluate opportunities to increase funding for needed transportation investments
- Increase coordination among local jurisdictions in transportation, land use, and economic development planning
- Consider a regional charter that defines roles and responsibilities for coordinating transportation, land use, and economic development planning

Increased focus on plan implementation and monitoring

- Establish a Regional Technical Assistance Program
- Increase Trends Monitoring and Data Analysis to Anticipate Changing Conditions
- Enhance Planning for a Resilient Transportation System

SRTC has increased its analytical capabilities in recent years. As discussed at the April 24th workshop, additional work is needed to help the region prepare for an uncertain future. The purpose of a strategy centered around plan implementation and monitoring is threefold: 1) to ensure that future decisions are based on good information; 2) to help ensure that local agencies are prepared for future uncertainties; and 3) to plan for a resilient transportation system.

- Allocate funding and identify work activities in the annual Unified Planning Work Program (UPWP) for a Regional Technical Assistance Program
- Allocate funding and identify work activities in the UPWP for trends monitoring and data analysis
- Monitor land use changes in relation to transportation investments
- Monitor the condition of transportation infrastructure in relation to transportation investments
- Review land use and demographic trends every four years. If warranted, provide recommendations for changes to funding priorities, call for project evaluation criteria, and local comprehensive plan certification criteria.
- Review the Horizon 2040 financial forecasts every four years. Provide recommendations if actual revenues are significantly (e.g., 20%) above or below the anticipated revenues.
- Monitor environmental risks for existing and new transportation infrastructure