

DATE: January 17, 2018
TO: Members of the Transportation Technical Committee
FROM: Brandon Blankenagel, City of Spokane, Chair
SUBJECT: Agenda for TTC Meeting – Wednesday, January 24, 2018 - 1:30 pm
SRTC, 421 W. Riverside Avenue, Suite 504 (The Paulsen Building)

AGENDA

1. Call to Order
2. Roll Call / Record of Attendance
3. **Action** Approval of December 20, 2017 Meeting Minutes Page 2
4. Public Comments
5. Technical Member Comments
6. **Action** - City of Spokane Valley ITS Infill Project Award Increase Request Page 7
(Anna Ragaza-Bourassa)
7. **Action** – 2018-2020 Transportation Improvement Program (TIP) February Page 14
Amendment (Anna Ragaza-Bourassa)
8. **Information & Discussion** Call for Projects Update Page 18
(Anna Ragaza-Bourassa)
9. **Information & Discussion** Barker Rd. Grade Separation / Roundabout n/a
(Adam Jackson, City of Spokane Valley)
10. TIP Working Group Update
11. Agency Update
12. Future Agenda Items
13. Adjournment

Next Meeting: Wednesday, February 26

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
December 20, 2017
421 W Riverside Ave Suite 504, 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	Brandi Colyar	Spokane County
Mike Tedesco	Spokane Tribe	John Pederson	Spokane County
Todd Ableman	City of Cheney	April Westby	Spokane Regional Clean Air
Andrew Staples	City of Liberty Lake	Heleen Dewey	Spokane Regional Health Dist.
Louis Meuler	City of Spokane	Gordon Howell	Spokane Transit Authority
Inga Note	City of Spokane	Karl Otterstrom	Spokane Transit Authority
Gloria Mantz	City of Spokane Valley	Mike Frucci	WSDOT Eastern Region
Mike Basinger	City of Spokane Valley	Larry Larson	WSDOT Eastern Region

Committee Alternates Present

Keith Martin	WSDOT Eastern Region	Sean Messner	Spokane County
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Guests

Juliet Sinisterra	Downtown Spokane Partnership	Mark Bergam	City of Airway Heights
Brian Hicks	Century West Engineering	Greg Wright	WSDOT Eastern Region

Staff

Sabrina Minshall	Executive Director	Jason Lien	Senior Transportation Planner
Mike Ulrich	Senior Transportation Planner	Julie Meyers-Lehman	Administrative Assistant

3. Approval of November 29, 2017 Minutes

Mr. Tedesco made a motion to approve the November 29, 2017 minutes as presented. Mr. Otterstrom seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments.

5. Technical Member Comments

Ms. Dewey announced that Spokane Regional Health District has hired Jenny Arnold as the Wike-Bike-Bus and Safe Routes to School Coordinator.

Mr. Otterstrom stated that bidding opens today for the new STA maintenance facility.

Mr. Tedesco announced that the Spokane Tribe Casino will open on January 8. He said the Spokane Tribe met with WSDOT yesterday to discuss the next roundabout planned for Highway 2.

6. Fairfield – First Street Sidewalk Project Award Increase Request

Ms. Minshall referred to a letter received by SRTC from the Town of Fairfield requesting additional funding. She noted that the letter and an outline of the SRTC policies that apply to this situation were in the packet

She stated that applicable SRTC policies from the 2017 TIP Guidebook allow the opportunity for projects to request additional funds and are considered on a case-by-case basis. She said she has concerns about some of the policies and would like the group to discuss them in greater depth in the future. She reported that sufficient funds are expected to become available when Spokane County de-obligates the Appleway Trailhead project. She invited the group to discuss the topic then a recommendation on the Fairfield funding request.

Mr. Tedesco noted that it is especially challenging for small towns to plan for new construction, and therefore he supported the proposed request.

Ms. Note questioned if there was any information available about the project bidding. Mr. Hicks from Century West Engineering responded with details about the bidding process. He said they are approximately \$15,000 short of being able to award the project right now and due to current market conditions they didn't feel that re-bidding the project would have different results.

Mr. Frucci asked if there had been any change to the project scope and Mr. Hicks replied it had been scaled back a little bit. Chair Blankenagel reported that many agencies have experienced the same situation this year because of rising costs for everything, especially concrete work.

Mr. Otterstrom asked for clarification about why an administrative modification request was being brought before the TTC, as policy 6.2.1 gives the Executive Director authority to approve or disapprove it. Ms. Minshall replied she had requested it be brought to the group for discussion since this situation has not occurred for such a long time; also because she has concerns about the policies and wanted TTC guidance and input. Mr. Otterstrom asked which policies were of concern. She replied that she is concerned that member agencies are being left on their own when SRTC awards funding based on very early estimates; she also expressed concern that there are no policies in place requiring planned contingency funds and these challenges can effect project obligation and delivery.

Mr. Otterstrom stated he felt that the request from Fairfield seems very reasonable. He spoke about the benefit of addressing this kind of situation in the grant application process by using specific language and the importance of a checks-and-balances process afterward. He noted the process is more difficult for smaller agencies and possibly benefit from additional technical assistance.

Mr. Frucci stated that the cost overrun policy was put in place fairly recently; he said it was created because previously many projects were coming back for additional funding and questions were being raised about the process. He said these policies were designed intentionally to try to put agencies in a position of putting forth their very best effort in the initial project estimate and to minimize increase requests; he feels it has been successful, as evidenced by the fact that there has not been an additional funding request in a long time. He said possibly the policy can be tweaked, but he would not like to see it removed completely. The group discussed project delivery, scope reduction, scoring of project features.

Ms. Mantz stated that she supported Fairfield's request because after several years of a flat economy, there have been pretty aggressive cost increases in the past two years.

Ms. Minshall thanked the group for their input and perspective.

Mr. Tedesco made a motion to recommend approval by the SRTC Executive Director of the Town of Fairfield Sidewalk Project Award Increase Request and Ms. Note seconded. The motion passed unanimously.

7. Election of TTC Officers

Ms. Minshall referred to the committee by-laws, read duties of the Chair and Vice-Chair, and reviewed the selection process.

Ms. Dewey nominated Mr. Tedesco as 2018 Chair and Mr. Otterstrom seconded. Mr. Tedesco accepted the nomination. Chair Blankenagel called for additional nominations and there were none. A vote was taken and all votes were in favor of Mr. Tedesco as 2018 Chair.

Mr. Frucci nominated Ms. Westby; she did not accept the nomination. The group discussed the historical practice of agency/jurisdiction rotation for the two positions and clarified the bylaw.

Ms. Westby nominated Mr. Messner and Mr. Otterstrom seconded. Mr. Messner accepted the nomination. Chair Blankenagel called for additional nominations and there were none. A vote was taken and all votes were in favor of Mr. Messner as 2018 Vice-Chair.

8. Spokane Cultural Trail

Ms. Dewey reported that the Spokane Cultural Trail is a concept study for an urban cultural trail designed to get people to actively experience downtown Spokane; the trail would run along Riverside Avenue from Browne's Addition to the University District. She provided a history of the proposed trail and said this was brought before the TTC because it touches on multiple Horizon 2040 Guiding Principles. She said the trail would not only be an economic development opportunity, but also contains health and safety benefits.

Ms. Dewey showed a map of the proposed trail, described several of the "character zones" along the route, and highlighted some of the points of interest. She discussed the branding or "bread crumbs" which could be installed along the trail for ease of identification.

9. Call for Projects Update

Ms. Minshall stated that highlights of the upcoming call for projects were outlined in the memo and emphasized there are more details to be worked out before the application is released. She provided additional information for each of the memo's bullet points and reviewed the call for projects schedule.

Ms. Colyar asked if there any TAC members were involved in Call for Projects Working Group. Ms. Minshall replied there are not, but that there have been discussions with the TAC about the call for projects and there more to come. Ms. Colyar noted that many of the application's two-point questions came from conversations with the TAC. Ms. Minshall said the intent behind streamlining the application is to make the process easier for agencies. She also discussed the need for greater scoring diversification, project ranking by the agencies and the need for greater flexibility in project selection.

Ms. Note stated that in the past requests to update the call for projects application originated with the TTC, primarily after issues arose about project allocation, she had not heard those types of concerns that after the last call and inquired what was driving the application change. She said she participated frequently in working groups over the years and felt a pretty good process had been developed. Ms. Minshall replied there had been some complaints, it was felt that the application too many subjective sections, and had overall too many questions reducing the impact of focus areas. Ms. Minshall addressed the subjective scoring with the previous application and spoke about the need to align the measurement of questions with the long-range plan and the TIP.

Ms. Note stated she is surprised at the scope of the change in the application. Ms. Minshall discussed the need to line up the SRTC scoring methodology with best practices in project scoring. Ms. Note said she is concerned there will not be enough time after the application is released for agency staff to get in front of councils, administrative staff, and elected officials who are involved in the project application process. Chair

Blankenagel agreed. Ms. Minshall replied she will review the schedule again with Anna Ragaza-Bourassa. The group discussed the possibility of changing some of the deadline dates.

Mr. Tedesco asked how individuals were appointed to the Call for Projects Working Group. Ms. Minshall replied it is primarily an extension of the TIP Working Group; Chair Blankenagel explained how the TIP Working Group was developed and stated membership is not limited. He mentioned that he and Ms. Ragaza-Bourassa have discussed the possibility of forming an application development committee, because it had been done in the past, but no decisions have been made yet. He said the TIP Working Group does represent most agencies and has been a functional group to help vet some of the comments and questions of the application update.

Mr. Messner agreed with Ms. Note's comment about the need for an increased time frame.

Chair Blankenagel said he is concerned about the application public comment period because it would mean comments would be received the Board without context and without the Board being made aware the public outreach was already completed by agencies. He felt we should be very thoughtful about the addition of comments, that there should be a strong justification as to how this will work, and how the results as will be addressed. Ms. Minshall noted that in the existing process there is a public comment period for project applications, but it occurs at the time they are incorporated into the TIP; the difference is in the timing. She noted that to value meaningful public input, the public should have an opportunity to comment before projects are incorporated into the TIP.

Chair Blankenagel requested that there be a clearly understood process as to how comments are incorporated into the decision-making on the call for projects. Ms. Minshall explained the similarities of the existing public comment period and the proposed change. Chair Blankenagel spoke about the importance of providing context along with public comments.

Mr. Messner remarked that according to the schedule, scoring will be done before the public comment period ends, so the scoring would likely be relatively independent of comments and an agency would have a chance to respond.

Mr. Frucci supports the schedule but would suggest the addition of a step allowing the sponsor agency an opportunity to review comments and respond to public comments, just as the process is now.

Mr. Meuler suggested that maybe documentation of the public involvement process should be part of the application. Mr. Martin said he interested in having public outreach as a criteria item for project scoring. Ms. Minshall noted review of the public comment proposal would be reviewed with these comments.

Ms. Minshall summarized the concerns raised:

- Review the timeline to get as much time available from call for projects to when applications are due;
- Make sure that the application is as quantitative as possible;
- Not change things that aren't broken;
- Add in areas for documented public process, build in opportunities for agencies to respond to public comment before they are seen by the Board, and review how it could be implemented.

The group discussed set-aside funds, the SRTC planning projects proposed to be funded off the top as part of the Board Strategic Plan, the possibility of other agencies receiving funds for planning or sub-area studies, and SRTMC/SRTC funding in the call for projects. No specific recommendations were made.

10. TIP Working Group Update

Chair Blankenagel reported that the target for this fiscal year is \$8.5 million, they are starting to gather project information and delivery timeframes from all the agencies. The group expect to provide a delivery report and obligation update at the January TTC meeting.

11. Agency Update

Ms. Minshall provided details about the upcoming "SRTC 101" workshop, a possible pavement management survey. She noted the Board adopted Horizon 2040 on December 14 and said those wanting a hard copy of the document should notify staff. She discussed the addition of two new working groups next year; a model/land use group and a freight group, both of which will report to the TTC and to the Board.

Ms. Minshall reported that staff will come before the TTC in the next few months to discuss topics for the Education Series; she also mentioned that SRTC will be hiring a Data Scientist in 2018 and a job description will be released towards the end of January.

12. Future Agenda Items

There were no suggestions.

13. Adjournment

There being no further business, the meeting adjourned at 3:23 pm.

Julie Meyers-Lehman
Recording Secretary

MEMORANDUM

DATE: January 17, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: City of Spokane Valley – ITS Infill-Phase 1 Project Award Increase Request

Summary

The City of Spokane Valley is requesting an additional \$99,443 in SRTC regional grant funding for the ITS Infill-Phase 1 project. This project was originally awarded \$283,341 in CMAQ funds through SRTC in 2013. A letter from the City of Spokane Valley follows (see **Attachment**) to this memo detailing their request.

Any applicable policies from the 2018 TIP Guidebook have been listed below:

Policy 6.1 - **After a project has been selected by SRTC for regional allocations of federal funds, any cost overruns are the responsibility of the project sponsor.** Project sponsors are required to sign SRTC's Local Agency Project Endorsement Form, which states that any cost overruns are the responsibility of the project sponsor.

Policy 6.2 - **Although cost overruns are the responsibility of the project sponsor, for eligible cost overruns (see Policy 6.3) on projects awarded on regional allocations of federal funds, the project sponsor may request additional funds through the SRTC Executive Director or the SRTC Board.** The process for requesting a fund increase is described below.

Policy 6.2.1 is not applicable (the requested award increase is greater than 15% of the total project cost)

Policy 6.2.2 - Requests greater than 15% of the total project cost or greater than \$300,000 would require SRTC Board action. Fund increase requests requiring SRTC Board action will be brought first to the TTC for discussion and input. Fund increase requests approved or denied by the SRTC Board will take place during an SRTC Board meeting, which are open to the public. ***The original total estimated project cost for this project was \$327,562. The additional award request of \$99,443 is greater than 15% of the total estimated project cost.***

Policy 6.2.3 - It is the responsibility of the project sponsor to submit a written request to SRTC for the increase in the award amount. The request shall document the circumstances of the cost overrun and describe why the cost overrun should be considered eligible by SRTC and/or the SRTC Board for a fund increase.

Policy 6.2.4 - Fund increases that are considered by the SRTC Executive Director shall be limited to available funds. Available funds are allocated funds (this includes but is not limited to annual allocations, carryover funds, returned funds from projects

that came in under budget) that have not been awarded or programmed for a specific project. If a fund source has been fully programmed in the current TIP (all available funds and forecasted funds are associated with planned projects), approving a fund increase request will impact currently programmed projects. These impacts could include delaying one or more projects out of the first four years of the TIP or reducing the award amount for one or more projects.

Policy 6.2.5 - If a fund increase request is denied by the SRTC Executive Director or the SRTC Board, the project sponsor may finance the cost increase through other funding sources, reduce the scope of the project to available funds (with SRTC concurrence on the scope change), or withdraw the project from the TIP and return any previously obligated funds to SRTC for redistribution. In addition, fund increase requests denied by the SRTC Executive Director may be appealed by the project sponsor; appeals may be considered by the SRTC Board, at their discretion.

Policy 6.3 - Fund increase requests related to cost overruns will be considered on a case-by-case basis. Policies 6.3.1 and 6.3.2 describe possible causes for eligible and ineligible cost overruns. The examples provided below are not exhaustive and do not imply the eligibility or ineligibility of any specific project. The SRTC Executive Director and/or SRTC Board shall make the determination on whether a project cost overrun is considered eligible or ineligible for a fund increase.

Policy 6.3.1 - A cost overrun may be eligible for a fund increase if it is considered outside of the control of the project sponsor. Examples of possible eligible cost overruns could include: unanticipated weather events, "Acts of God", or other external events including war, labor strikes, or national security threats or events; new federal or state mandatory requirements; significant unanticipated utility, environmental, cultural/historical issues; or significant unanticipated pavement condition.

Policy 6.3.2 - A cost overrun may be ineligible for additional funds through SRTC if the cost overrun is considered to be within the control of the project sponsor. Examples of possible ineligible cost overruns could include: a change in scope for owner betterment; omitted requirements that could have reasonably been anticipated; or poor judgment or inadequate planning, design, or implementation of the project.

Policy 6.4 - Approved fund increase requests related to cost overruns must maintain or increase the original local match commitment (i.e. percentages).

Public Involvement

This item is being presented in a public forum for the first time.

Policy Implications

The policies related to cost overruns have been detailed in the summary portion of this memo.

Technical Implications

Board approval of the \$99,443 award increase will impact how much money is available for the 2018 call for projects. This project is currently not programmed in the 2018-2021 TIP and would need to be added with the additional award via a future TIP/STIP amendment cycle.

Prior Committee Actions

None.

Requested Action

Recommendation for SRTC Board approval of City of Spokane Valley's \$99,443 award increase for the ITS Infill-Phase 1 project.



January 16, 2018

Sabrina Minshall
Executive Director
Spokane Regional Transportation Council
421 W Riverside, Suite 500
Spokane, WA 99201

RE: ITS Infill – Phase I Project (CIP 201)

Dear Sabrina,

This letter is a follow up to our conversation regarding the Intelligent Transportation System (ITS) Infill – Phase I Project explaining the reasons this project is currently underfunded. As part of this letter, the City is formally requesting additional grant funds to be able to construct this project in 2018. We understand that the SRTC Board of Directors must approve the request because the funding shortfall exceeds 15% of the original estimate.

Project Background

The project installs ITS fiber optic lines along several road segments, including: University Road between 4th and 16th Avenue; Sprague Avenue between I-90 and Fancher Road; Fancher Road between Sprague and Broadway; and Broadway Avenue between Fancher Road and Park Road. The purpose of providing the ITS system is to connect city traffic signals to the Washington State Department of Transportation (WSDOT) I-90 ITS trunk line, connect to the Spokane Regional Transportation Management Center (SRTMC), and to provide redundancy to the City's system. This project provides critical ITS infrastructure connections for the City and the region.

In 2013, the City submitted a grant application and was awarded Congestion Mitigation Air Quality (CMAQ) funds for the project. The initial, 2013, project budget was:

City Match	\$ 44,221
CMAQ Grant	\$ 283,341
Total Estimated Costs	\$ 327,562

The following was assumed at the time of the grant application.

- Conduit Requirements: All of the conduit, except at the Union Pacific Railroad (UPRR) crossing on Fancher, was in place and useable. As part of this assumption, the initial project estimate assumed that installation of the conduit at the UPRR crossing would cost \$16,000. When the engineering phase was initiated, it was determined that there is approximately 440 feet of additional conduit that needed to be installed which lead to higher than anticipated engineering costs.

- Right-of-Way Phase: The initial project estimate did not include a right-of-way (ROW) phase. As the project progressed through design, two signal utility easements, a temporary construction permit and railroad right-of-way entry permit were needed, triggering a ROW Phase at a cost of \$13,005.

To account for the additional engineering costs, the City increased the City match from \$44,221 to \$67,061 in June 2016, prior to seeking construction bids. Construction bids were opened in August 2016 and the low bid was \$107,150 over the Engineer's Estimate, which was over the project budget. The main difference in cost versus grant estimate was the construction of the conduit under the UPRR. The construction cost for the crossing was \$76,000 while, as previously noted, the grant estimate for the crossing was \$16,000. The City did not award the construction contract and investigated alternative crossing methods to reduce project construction costs.

A geotechnical firm, hired by the City to investigate the crossing, found several 11-inch diameter cobbles at the boring depth under the UPRR. This size cobble may not break apart using traditional crossing techniques and could prevent the successful completion of the crossing. The geotechnical firm recommended using an air rotary drill method of construction. The size or nature of any boulder encountered does not matter, since the drill can advance through any type of rock found in the region. The estimated cost to install the crossing using this technique is approximately \$200 per linear foot versus \$1,175 per linear feet associated with the bid received in August 2016. In November 2016, the City contacted the UPRR to determine if the proposed air rotary method was acceptable for the UPRR crossing permit, which specified a "Jack and Bore, Dry Method." In February 2017, the UPRR ultimately rejected the proposed air rotary method.

To continue moving the project along to fruition, City staff researched the use of Horizontal Directional Drilling (HDD) for the UPRR crossing. To achieve the minimum cover (15 feet) under the tracks specified by UPRR, and avoid construction impacts to businesses, the drilling length increased substantially. In April 2017, staff submitted to UPRR a revised crossing application with HDPE conduit under the tracks using HDD procedures. In July 2017, the UPRR approved the application with the revised construction method.

In revising the current project cost estimates, utilizing HDD as the UPRR crossing, results in a construction cost of \$331,367, approximately \$34,000 less than the August 2016 bid results. However, the redesign work by City staff and the geotechnical consultant resulted in an engineering phase cost of \$83,000, well above the \$26,000 grant estimate.

Additionally, in 2017, the Spokane Regional Transportation Management Center (SRTMC), in cooperation with the City, began a process to upgrade the controllers for all signals currently tied into the regional system so they all use compatible software. New controllers for the four signals included in this project must now be provided to tie in the intersections located at: Fancher Road at Broadway Ave; Broadway Ave at Park Road; University Road at 8th Ave; and University Road at 16th Ave. The cost to purchase the controllers and have the County Signal Shop install them is estimated to be \$17,000.

Current Project Costs / Funding

The following summarizes the initial and current project estimated costs and funding needs:

PROJECT ESTIMATED COSTS

	Current Cost	Initial Cost	Difference
Engineering Phase	\$84,000	\$26,205	(\$57,795)
Right-of-Way Phase	\$13,005		(\$13,005)
Signal Controllers	\$17,000		(\$17,000)
Construction with Contingency	\$364,540	\$262,050	(102,490)
Construction Engineering	\$21,300	\$39,307	\$18,007
Project Cost	\$499,845	\$327,562	(\$172,283)

PROJECT FUNDING

	Current Funding	Initial Funding	
City Match *	\$67,061	\$44,221	See Note Below
CMAQ Grant	\$283,341	\$283,341	
Total Funding	\$350,402	\$327,562	

Additional Funds Needed	(\$149,443)		
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Note: City Contribution Increased in 2016 by \$22,840

Existing CMAQ Grant Summary

To date, the City has been reimbursed approximately \$50,000 from CMAQ. According to the terms of the grant, the project must be constructed in 2018 with a reimbursement request for the remainder of the CMAQ funds submitted by year-end. If the City does not to complete the project through construction, the City must refund the reimbursed funds to the grant program.

Request Summary

As summarized above, many reasons have led the funding shortfall of this project. Unfortunately, the City is not able to cover the entire shortfall on its own. The City is requesting SRTC to provide an additional \$99,443 in grant funds. The City will increase its contribution by \$50,000 to cover the remaining shortfall balance.

If the SRTC grants the additional funds, the proposed project funding will be:

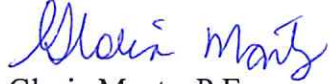
Existing City Funds	\$ 67,061
Additional City Funds	\$ 50,000
Existing CMAQ Funds	\$ 283,341
<u>Additional Grant Fund Request</u>	\$ 99,443
Total Project Funding	\$ 499,845

Ms. Sabrina Minshall
ITS Infill Project – Phase I

January 16, 2018
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We appreciate your time and consideration. Please do not hesitate to contact me if you have any questions or need additional information at 720-5014.

Sincerely,



Gloria Mantz, P.E.
Engineering Manager
Community & Public Works Department

MEMORANDUM

DATE: January 17, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: 2018-2021 Transportation Improvement Program February Amendment

Summary

Five member agencies have requested an amendment to the 2018-2021 TIP (see **Attachment**). The changes necessitating an amendment are:

- Fairfield - First Street Sidewalk Upgrades - Carlton Ave to Spokane Ave: *new project* to the 2018-2021 TIP (formerly in the 2017-2020 TIP), add additional TAP award of \$24,000 (\$1,0000 local funds)
- Spokane - Triangle Truss Bridge Deck Replacement (*new project*)
- Spokane County - Elk-Chattaroy Bridge Over Little Spokane River (*new project*)
- Spokane County - Frideger Road (*new project*)
- Spokane County - Monroe Street - Francis Avenue to Greta Avenue: delete project from 2018-2021 TIP; all funds obligated in 2017
- Spokane County - North Kentuck Trails Road (*new project*)
- Spokane Valley – Argonne Rd Preservation – Broadway to Mission (formerly Indiana): Scope change to reduce the project length from 0.8 mile to 0.37 miles
- Spokane Valley - Barker Rd/BNSF Grade Separation: Add right-of-way phase (\$3,086,000 in local funds)
- WSDOT - I-90/2nd Ave W Bridge WB On-Ramp - Deck Repair: Increased the total project cost by \$406,543
- WSDOT - I-90/3rd Ave Bridge WB On-Ramp - Deck Repair (*new project*)

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 Board of Directors.

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 17 through January 26 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 17.

Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors 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 TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.

Pending approval by the SRTC Board, the February amendment will be incorporated into the STIP on or around March 16.

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 2018-2021 TIP, as shown in the **Attachment**.

2018-2021 Transportation Improvement Program
February Amendment (18-02)

Agency	Project Title		Funding Adjustment		Amendment	
	Amendment Description				New Project	Existing Project
1	Fairfield	First Street Sidewalk Upgrades - Carlton Ave to Spokane Ave New project to the 2018 TIP. Previously in the 2017 TIP. Upgrade sidewalks and pedestrian signals on 1st Street from Carlton Ave to Spokane Ave.	TAP Local Total	\$24,000 \$1,000 \$25,000	✓	
2	Spokane	Triangle Truss Bridge Deck Replacement New Project. Replace bridge deck of existing Riverfront Park pedestrian bridge.	WSDOT Total	\$300,000 \$300,000	✓	
3	Spokane County	Elk-Chattaroy Bridge Over Little Spokane River New Project. Bridge deck repair over Little Spokane River near intersection of Elk-Chattaroy Rd and Bridges Rd.	STP(BR) Local Total	\$385,527 \$60,168 \$445,695	✓	
4	Spokane County	Frideger Road New Project. Bridge Replacement over Little Spokane River near intersection of Elk-Camden Rd and Frideger Rd.	STP(BR) Local Total	\$1,040,356 \$260,089 \$1,300,445	✓	
5	Spokane County	Monroe Street - Francis Avenue to Greta Avenue Delete project from 2018 TIP. All funds obligated in 2017.	STP(UL) Local Total	-\$909,733 -\$279,461 -\$1,189,194		✓
6	Spokane County	North Kentuck Trails Road New Project. Bridge scour mitigation of North Kentuck Trails Rd bridge that crosses Latah Creek. Scour removes soil from around bridge piers and abutments, leaving bridge foundations exposed and in some cases undermined. Mitigation efforts will repair that damage.	STP(BR) Local Total	\$481,807 \$75,195 \$557,002	✓	

2018-2021 Transportation Improvement Program
February Amendment (18-02)

	Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
					New Project	Existing Project
7	Spokane Valley	Argonne Rd Preservation - Broadway to Mission Scope change to reduce the project length from 0.8 miles to 0.37 miles. The north project limit will be Mission Ave instead of Indiana Ave. Funding adjustments were made to compensate for additional funds that were obligated in the right-of-way phase.	STP(UL)	-\$77,160		✓
			Local	-\$12,042		
			Total	-\$89,202		
8	Spokane Valley	Barker Rd/BNSF Grade Separation Add local funds for right-of-way phase.	Local	\$3,086,000		✓
			Total	\$3,086,000		
9	WSDOT	I-90/2nd Ave W Bridge WB On-Ramp - Deck Repair Increased total project cost from \$578,108 to \$1,110,954.	NHPP	\$398,413		✓
			State	\$8,130		
			Total	\$406,543		
10	WSDOT	I-90/3rd Ave Bridge WB On-Ramp - Deck Repair New Project. Grind the 3rd Avenue Ramp bridge deck and replace it with a modified or latex concrete overlay to preserve the structural integrity of the bridge.	STP	\$2,563,994	✓	
			State	\$52,326		
			Total	\$2,616,320		

NHPP National Highway Performance Program
 STP Surface Transportation Program (State Allocation)
 STP(BR) Bridge Program
 STP(UL) Surface Transportation Program (Urban Large, SRTC Allocation)
 TAP Transportation Alternatives Program

MEMORANDUM

DATE: January 16, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: Upcoming Call for Projects Update

Summary

SRTC staff will release a call for projects for the Surface Transportation Block Grant (STBG) program, Congestion Mitigation & Air Quality (CMAQ) program and STBG Set-Aside funds in March 2018.

STBG is the most flexible of all FHWA funding programs. Eligible STBG projects types include: roadway and bridge construction and repair, pedestrian and bicycle projects, and transit capital projects.

The purpose of the CMAQ program is to fund transportation projects that improve air quality in the Spokane region. CMAQ funding can be expended on projects that reduce carbon monoxide (CO) and/or coarse particulate matter (PM₁₀) emissions. Eligible CMAQ project types include transit improvements, travel demand management strategies, traffic flow improvements and pedestrian and bicycle facilities.

STBG Set-Aside, introduced with the Fixing America's Surface Transportation (FAST) Act, replaces the Transportation Alternatives Program (TAP). Examples of eligible projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and safe routes to school projects.

The Call for Projects working group along with SRTC staff are working on the following items related to the upcoming call for projects:

- Streamlining the application process to consolidate the evaluation criteria into one application with supplemental applications (as needed) for specific funding source criteria (i.e. CMAQ air quality benefit)
- Capital maintenance project selections for only the first two years (2020 and 2021 annual allocations of STBG). Hold \$3M of STBG funds in 2022 and 2023 for capital maintenance projects. The capital maintenance project selections for 2022 and 2023 will take place with our next call for projects in 2020. This change is in response to member agencies' concerns around the uncertainty of predicting pavement condition too far into the future.
- Allocating a minimum percentage of STBG and STBG Set-Aside funds for small town projects
- Funding SRTC planning projects off the top

An update on these items will be provided at the TTC meeting. In addition, the updated schedule is as follows:

SRTC Call for Projects Schedule	
2017	
December 20	TTC meeting – Call for Projects overview
2018	
December - February	Call for Projects Working Group – develop applications, evaluation criteria, principles of investment discussion
January 22, 24	TAC, TTC meetings – Call for Projects update, applications & evaluation criteria update
February 8	SRTC Board of Directors - Call for Projects overview
February 26, 28	TAC, TTC meetings – Principles of investment recommendation, applications & evaluation criteria update
March 8	SRTC Board of Directors – Principles of investment approval; Off the top funding
March 9	CALL FOR PROJECTS RELEASED
April 6	Project Eligibility Worksheet and Complete Streets Checklists DUE by 4:00 pm.
May 11	APPLICATION Package DUE by 4:00 pm.
May 14-31	SRTC staff screens projects for completeness, consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ project at this time.
June 5-7	Project scoring
June 25, 27	TAC, TTC meeting - review preliminary results
July 12	SRTC Board - review preliminary results
July 23, 25	TAC, TTC Meeting - recommend prioritized lists of STBG, CMAQ and STBG Set-Aside projects to fund and contingency lists for Board approval
August 9	SRTC Board – Approve STBG, CMAQ & STBG Set-Aside projects to fund and contingency lists.
August – October	2019-2022 TIP development process which includes a 30-day public comment period on the draft TIP.

Public Involvement

This item was presented at the October and January TAC and December TTC meetings, which were open to the public.

Policy Implications

The applications and evaluation criteria will need to be crafted in a way that prioritizes projects that implement the goals, policies and strategies outlined in Horizon 2040.

Technical Implications

As stated in the Goals and Objectives section of the 2017 TIP Guidebook, SRTC will fully program annual allocations of regional (STBG, CMAQ and STBG Set-Aside) funds. This upcoming call for projects is a critical step for SRTC to select projects for these regional funds. Following project selections and award notification, all projects will be incorporated into the 2019-2022 TIP.

Prior Committee Actions

None.

Requested Action

For information and discussion.