

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
 June 27, 2018
 421 W Riverside Ave Suite 504, Spokane, Washington

1. Call to Order

Mr. Mike Tedesco, Chair, called the meeting to order at 1:32 p.m.

2. Roll Call

Committee Members Present

Mike Tedesco	Spokane Tribe of Indians	Brandi Colyar	Spokane County
Sean Messner	Spokane County	Lisa Corcoran	Spokane Airports
Derrick Braaten	City of Airway Heights	April Westby	Spokane Regional Clean Air
Todd Ableman	City of Cheney	Heleen Dewey	Spokane Regional Health Dist
Roger Krieger	City of Deer Park	Gordon Howell	Spokane Transit Authority
Louis Meuler	City of Spokane	Karl Otterstrom	Spokane Transit Authority
Inga Note	City of Spokane	Larry Larson	WSDOT-Eastern Region
Brandon Blankenagel	City of Spokane	Glenn Wagemann	WSDOT-Eastern Region
Mike Basinger	City of Spokane Valley		

Committee Alternates Present

Adam Jackson	City of Spokane Valley	Keith Martin	WSDOT-Eastern Region
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Guests

Robyn Lashbrook	T-O Engineers	Paul Kropp	Community Assembly
Mike Bjordahl	WSDOT-Eastern Region	Mark Bergam	City of Airway Heights

Staff

Anna Ragaza-Bourassa	Senior Transportation Planner	Staci Lehman	Communications Coordinator
Mike Ulrich	Senior Transportation Planner	Tristan De Alwis	Data Scientist
Jason Lien	Senior Transportation Planner	Julie Meyers-Lehman	Administrative Assistant

Ms. Ragaza-Bourassa introduced new SRTC Data Scientist, Tristan De Alwis. Mr. De Alwis spoke about the type of work he will be doing at SRTC.

3. Approval of May 23, 2018 Minutes

Mr. Messner made a motion to approve the May 23, 2018 minutes as presented. Mr. Larson seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments.

5. Technical Member Comments

Mr. Messner reported that Spokane County received a \$2.3 million Freight Mobility Strategic Investment Board (FMSIB) grant for Bigelow Gulch Project 3.

Ms. Note said the City coordinated with the railroad to close a section of railway for four hours to allow for University District Pedestrian Bridge construction.

Mr. Jackson stated FMSIB awarded \$1.7 million to Spokane Valley for the Barker Road Corridor Project.

Mr. Ableman said Cheney is starting up on annual preservation projects.

Mr. Martin reminded the group to get complete funding packages to his office by July 11.

Mr. Meuler reported the North Spokane Corridor placemaking project and Children of the Sun Trail alignment process with the public is ramping back up and will continue until November. He said a collaboration team has been created to vet information gathered from the public charrettes held earlier this year.

Mr. Braaten spoke about continuing street projects in Airway Heights and updates to ADA ramps in various locations throughout the city.

Mr. Otterstrom noted that construction of the West Plains Transit Center is still on track to be completed in September. He said STA is in partnership with City of Spokane for design engineering on the Central City Line.

Mr. Blankenagel talked about the upcoming Riverside Avenue from Division to Monroe project and said the City of Spokane is setting up the next level of public comment and outreach for this project.

Ms. Corcoran reported that construction of phase two of the convenience store project was underway as well as a new 12-acre parking lot, a new hotel near the airport, and a \$18 million investment of improvements to the airfield.

Ms. Dewey announced that the City of Spokane Parking Advisory Committee has committed \$25,000 towards design of the Spokane Urban Cultural Trail project.

Mr. Larson stated that WSDOT is wrapping up the Division/Ruby paving projects and beginning two roundabouts in Deer Park.

Ms. Westby reported that SRCAA received notice from the EPA that the official particulate matter monitors currently located on the SRCAA building at Augusta and Mission must be moved before the NSC is completed, as it will no longer meet the EPA siting criteria. SCRAA is trying to find a new location and secure funding to move the monitors.

6. 2018-2021 Transportation Improvement Program (TIP) July Amendment

Ms. Ragaza-Bourassa reported that the July amendment consists of the following projects:

- City of Spokane – Spokane Street Preservation North (*scope change*)
- Spokane County – Geiger Boulevard (*new project*)
- Spokane International Airport – Airport/Spotted Rd Interchange & Realignment (*new project*)
- Spokane Regional Health District – Walk Bike Bus Millwood (*new project*)

Mr. Larson made a motion to recommend Board approval of the 2018-2021 TIP July Amendment. Mr. Greene seconded the motion.

Mr. Otterstrom asked if alternatives for the preliminary engineering on Airport/Spotted Rd interchange will be considered, such as a roundabout in lieu of an interchange. Ms. Corcoran replied that many alternatives had been evaluated, but in looking at the purpose of the road improvements it was decided that an interchange was the desired option to separate freight and passenger traffic.

A vote was taken and the motion passed unanimously.

7a. 2018 SRTC Call for Projects – Preliminary Results

Ms. Ragaza-Bourassa stated she will talk about updates to the final funding allocations, safety scoring methodology and the schedule, Mr. Lien will present the preliminary results, and then receive input from the group on how to package an investment strategy based on performance areas for both review by the TTC; ultimately make a recommendation in July to the Board.

She summarized the number and types of project applications received for funding consideration and the total amount available would be \$1.8M less now that the final federal fiscal year (FFY) 2018 allocations. She noted the updated estimated funding available is:

- \$16M for Surface Transportation Block Grant (STBG)
- \$8.4M for Congestion Mitigation & Air Quality (CMAQ)
- \$1.8 M for STBG Set-Aside

Ms. Ragaza-Bourassa provided information about the updated scoring methodology used in the safety section of the application, described the proposed schedule changes for the remainder of the Call for Projects process, and getting projects into the TIP. Mr. Otterstrom commented that anytime the TIP process can be moved along more quickly is better because then there is more certainty when it comes to pursuing other grants and opportunities.

She stated that the Transportation Advisory Committee (TAC) has been asked to review and weight the Guiding Principles and the TTC is being asked to provide input on Performance Areas; not performance *measures* because staff recognizes that some of the final performance measure metrics have not yet been released and also the criteria in the application might not completely align with the federal performance measures. Ms. Ragaza-Bourassa outlined, briefly described each of the five Performance Areas and asked for input on two questions (1) How can staff use performance areas to develop a prioritized list of projects and (2) How should staff handle capital maintenance projects.

The group then discussed the item at length. TTC Member comments included:

- There have been conversations by this group predicting this would be challenging, there is no framework for creating value points, and asked if there is a planned approach to arrive at a consensus;
- The applications already were submitted into different categories at the beginning; it was thought a decision had been made to not slice-and-dice up front; not sure if we can go back and weight after the fact;
- The earlier direction of the process said all the projects would be put in to the ring to see how they measured up for priority. Suggestion that a sampling of only 50 projects may not be enough to determine regional priorities;
- Confusion about what the group is supposed to be trying to do with the performance areas, asking to choose which to emphasize is nebulous without direction or correlation to the Guiding Principles;
- Mr. Otterstrom read from the February 2018 TTC minutes where it was announced that the TAC would be asked to weight the Guiding Principles which is the reason the application did not weight them and the TTC will be asked to assist in grouping and packaging of the applications for presentation to the Board;
- A lot of effort had gone into the development of the application and overlaying performance areas would skew the raw scores. It would be helpful to see which projects are eligible for the different funding buckets. To put another weighting on top after the scoring doesn't seem right. The raw scores should be sufficient;
- Deciding to prioritize performance areas before the list of scored projects is seen is a shift of the whole method of evaluation; makes more sense to see the scores first;
- Suggestion to see how each project ranked based on each performance area.

Ms. Ragaza-Bourassa turned the floor over to Mr. Lien who presented the scoring spreadsheet, 49 projects from eleven jurisdictions and the sum total of amount requested is \$98M and there is approximately \$26M to disburse. He outlined the agencies and jurisdictions that participated in the scoring process. Ms. Ragaza-Bourassa spoke about pavement condition scoring. Mr. Lien described the categories, scoring criteria, and ranking values. He said as a comparative metric, staff applied different methods of scoring to see if the results changed much from simple raw scores and said it changed an insignificant amount. Chair Tedesco said the goal for this conversation is to give feedback to SRTC staff about how the group would like to go about pursuing a formal recommendation to the Board next month.

Discussion by the group ensued. TTC member comments included:

- Questions on how and why final scoring would deviate from raw scores;
- The need for additional information if the group is being asked to move beyond the raw score and look at projects through a filter;
- The desire to avoid adding another filter to the process;
- Request to see the scored project list divided by existing filters (CMAQ, TAP, small town minimums, urban/rural minimums);
- Question about if projects could accept funding less than was requested on the application to make distribution more equitable;
- Difficulties with receiving partial funding for projects because the lead agency is then committed to finishing the project or paying back the federal funds;
- Desire to maximize federal dollars for regional benefits.

Ms. Ragaza-Bourassa said the Board will be presented with this list at the July meeting. Chair Tedesco asked Ms. Note to reiterate her earlier recommendation for clarity. She said it would be helpful to see a similar list that shows the raw scores priority points and overall rank, but summarized by whether its eligible to be funded by a certain funding category; so essentially three separate lists, showing which projects are eligible for STBG, CMAQ and STBG Set-Aside, and indication as to which projects qualify for rural funding and the rural funding targets.

The group discussed the upcoming additional TTC meeting on July 12, receiving the modified list prior to that meeting, and how and when a debrief on the process may occur.

Chair Tedesco noted that item #9 had been removed from the agenda. He had to leave the meeting at 3:02 pm and turned the meeting over to Vice Chair Sean Messner.

7b. I-90 Operations Study Update

Mr. Bjordahl reported that the study has been completed and the final report includes:

- Existing conditions report;
- Needs, goals and objectives memorandum;
- Implementation plan;
- Operational Concept Report;
- Washington State Patrol Wrong Way Driver Incidents.

He spoke about a retrofit ramp meter planned for the US-195/I-90 interchange and the consideration of five additional ramp meters in 2019. He provided details about wrong way driver notification technology on I-90 ramps; he said in 2017 there were 21 known incidents and one fatality as a result of wrong way vehicles.

Mr. Bjordahl described the next steps of the study:

- Short-term - reviewing need for additional ramp meter locations on the West Plains;
- Mid-term - closer study of the Walnut ramp closure and a study of the US 195/I-90 area;
- Long-term – Active Traffic Management System elements and a further study of downtown on/off ramp reconfigurations.

The group discussed high occupancy vehicle lanes.

8. TIP Working Group Update

Ms. Ragaza-Bourassa said 87.5% of the target, or \$7.2M, has been obligated.

9. Agency Update

Ms. Lehman spoke about the next event in the Education Series, former Oklahoma City Mayor Mick Cornett coming to Spokane for three different sessions on July 10 and 11.

11. Future Agenda Items

There were no suggestions for future agenda items.

13. Adjournment

There being no further business, the meeting adjourned at 3:15pm.

Julie Meyers-Lehman
Recording Secretary