

DATE: August 15, 2018
TO: Members of the Transportation Technical Committee
FROM: Mike Tedesco, Spokane Tribe, Chair
SUBJECT: Agenda for TTC Meeting – Wednesday, August 22, 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 July 25, 2018 Meeting Minutes Page 2
4. Public Comments
5. Technical Member Comments
6. **Action** – 2018-2021 Transportation Improvement Program (TIP) September Amendment: Page 6
(*Anna Ragaza-Bourassa*)
7. **Information & Discussion**
 - a) 2019-2022 TIP: Overview (*Anna Ragaza-Bourassa*) Page 9
 - b) 2019-2022 TIP: New Project Programming (*Anna Ragaza-Bourassa*) Page 11
 - c) Performance Measures Update (*Eve Nelson*) Page 14
 - d) Title VI Plan Update and Comments Received (*Staci Lehman*) Page 18
 - e) 2019 Education Series Topics (*Staci Lehman*) Page 21
 - f) Ride to Care & Other Transportation Programs (*SNAP – Spokane Neighborhood Action Partners*) n/a
8. TIP Working Group Update (*Anna Ragaza-Bourassa*)
9. Agency Update
10. Future Agenda Items
11. Adjournment

**** Please note the next TTC meeting will be Wednesday, September 19 at 1:30 pm.****

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
 July 25, 2018
 421 W Riverside Ave Suite 504, Spokane, Washington

1. Call to Order - Mr. Sean Messner, Vice-Chair, called the meeting to order at 1:33 pm.

2. Roll Call

Committee Members Present

Sean Messner	Spokane County	Lisa Corcoran	Spokane Airports
Roger Krieger	City of Deer Park	April Westby	Spokane Regional Clean Air
Brandon Blankenagel	City of Spokane	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
Mike Basinger	City of Spokane Valley	Larry Larson	WSDOT-Eastern Region
Gloria Mantz	City of Spokane Valley		

Committee Alternates Present

Mark Bergam	City of Airway Heights	Keith Martin	WSDOT-Eastern Region
Barry Greene	Spokane County		

Staff

Sabrina Minshall	Executive Director	Ryan Stewart	Senior Transportation Planner
Eve Nelson	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

3. Approval of June 27, 2018 and July 12, 2018 Meeting Minutes

Ms. Corcoran made a motion to approve the minutes of both meetings; Mr. Blankenagel seconded the motion, which passed unanimously.

4. Public Comments

There were no public comments.

5. Technical Member Comments

Mr. Larson spoke about the newly completed WSDOT roundabouts near the new Costco store and on SR 902.

Mr. Bergam stated work is continuing on the second phase of the Garfield Rd project in Airway Heights.

Mr. Otterstrom announced that the West Plains Transit Center will open on September 16 with a ribbon cutting ceremony on another date to be determined. He said STA will be reaching out to residents near the proposed Monroe Regal line for public comments.

Mr. Krieger spoke about the learning curve for drivers using the new roundabout in Deer Park and how it provides better access to the highway.

Mr. Blankenagel said the City of Spokane has opened a public comment period for the Riverside project and almost 700 comments have been received already. He also said the City will launch a bike share pilot program this fall, possibly with the bike share company Lime Bike.

Chair Messner said Spokane County has lots of construction going on and last week the County applied for a BUILD grant.

6. 2018 SRTC Call for Projects: Project Prioritization Recommendation

Chair Messner remarked that the task before the group at this meeting was to develop a prioritized list of projects for recommendation to the Board; not discussing funding or programming at this time.

Ms. Minshall stated that the Board was given the list of projects and their raw scores at their last meeting and in August will receive a list with prioritization recommendations from both the TAC and the TTC.

Mr. Ulrich summarized the Guiding Principle weighting exercises which the Transportation Advisory Committee (TAC) completed at their June meeting. He said the individual and group weighting results were very close. He explained how the results were averaged together to arrive at the following weighting:

25% - Quality of Life	15% - Economic Vitality
19% - Safety & Security	14% - Cooperation & Leadership
15% - Systems Operations, Maintenance & Preservation	14% - Stewardship

Mr. Ulrich described how the project list shifted after the GP weighting was applied and then explained the project prioritization exercise done at the July 23 TAC meeting. He said the TAC made the following recommendations:

- Prioritize Bigelow Gulch Project 5 over Project 6
- Prioritize Argonne Road Congestion Relief higher
- Prioritize Pines Grade Separation lower
- Prioritize all active transportation projects higher

He outlined the reasons the TAC provided for recommending the changes and called for questions.

Mr. Otterstrom said it seems that the TAC made recommendations on technical project details; he asked if the group was provided cost benefit analysis information or if Spokane County presented to the TAC about the two Bigelow Gulch projects. Mr. Ulrich replied no to both questions. Mr. Otterstrom said he thought the TAC was tasked with weighting Guiding Principles only; historically the TAC has not analyzed projects.

Mr. Meuler stated that weighting of GP should be factored into the long-range plan, not at the call for projects level.

The group discussed the role of the TAC in the project prioritization process, future GP weighting, and the project information provided to the TAC. Chair Messner remarked that the discussion today was not to question how or why the TAC made the recommendations; the TTC just needs to be aware of the TAC's recommendation and determine if those results are valuable to the TTC's prioritization process.

Mr. Otterstrom stated that this is a list of regional priorities generated as a result of a call for projects that is specific to certain types of funding eligibility. He stated concern that as the TTC addresses this list for a prioritization recommendation, and with programming as a separate step, the group will essentially be displacing the role of the Metropolitan Transportation Plan (MTP) and under-representing the actual regional priorities because a call for projects process is filtered by what projects will require federal funds in the next five to six years.

Ms. Minshall replied this call for projects was not for a specific pot of money; it was discussed with the Board as a needs assessment representative in time and place. She said the results of the call are an example of the regional needs at the time and STBG funds can be used for a variety of sources, which is why jurisdictions were asked to prioritize their applications. She said this prioritized list is a snapshot in time; a representation of need. She spoke about separation of prioritization and programming and emphasized this strategy has been discussed with the Board on many occasions this year.

The group discussed prioritization by project inclusion in the long-range plan versus prioritization by inclusion on the results of the call for projects. Ms. Minshall said the intent of the list is not to be an end all be all list of regional priorities; it is a snapshot in time of project priorities to demonstrate need and apply programming of funds. She said the TTC is being asked to prioritize the list, both the TTC list and the TAC list will be presented to the Board, then the Board-approved list will come back to the TTC and where programming discussions the funding available will be held.

Ms. Minshall summarized TTC involvement in the process to date and described the additional factors reviewed apart from overall score. She presented the results of the group TTC prioritization exercise done on July 12 and said, based on those results, SRTC staff made no adjustments to the overall priority list.

Chair Messner said the list with raw scores, the prioritized list from the TAC, and lists of projects separated by types so this body needs to take action today to determine a priority list to recommend to the Board.

Mr. Meuler talked about the value of preliminary discussions of programming and said he felt the recommended list should be by overall score.

Ms. Corcoran felt the group should recommend the list based of the raw score because any weighting should have been done up front in order to be transparent to all applicants.

Ms. Note made a motion to recommend Board approval of the list of projects labeled Agenda Item 6 in the packet. Mr. Greene seconded the motion.

Mr. Meuler made a motion to amend the motion to also include a recommendation that the list not be adjusted by a weighting of the Guiding Principles. Ms. Corcoran seconded the motion to amend.

Ms. Note agreed to amend her motion and Mr. Greene agreed to amend the second.

Mr. Larson asked for clarification of the role of the TAC in the prioritization process and Ms. Minshall responded.

Mr. Otterstrom observed that the TAC was beginning a programming effort by moving projects' rank and deviating from a rational scoring approach. He expressed concerns that the TAC went beyond their scope by changing the order of projects based on their programming assumptions without regard to points. Conversation continued about TAC prioritization and the intent behind their recommendation.

Chair Messner pointed out that almost all funding sources are starting to require that each agency or region prioritize their top projects and in the future the TTC will likely help guide these types of policies to the Board.

Ms. Note commented that at the last Board meeting, the group spent an hour trying to prioritize four BUILD applications and could not to come to any kind of agreement about prioritization.

Discussion continued. TTC comments included the importance of keeping objectivity and integrity in the process.

A vote was taken on the amended motion and it carried unanimously.

Ms. Dewey asked Chair Messner if he or Mr. Tedesco will be attending the August 9 Board meeting in case there are questions from the Board about the TTC's action or discussion. Chair Messner replied that it makes more sense for him to attend, but he will discuss with Mr. Tedesco first.

7. US 195 / I-90 Study

Mr. Stewart stated the proposed study was discussed at Board strategic planning meetings and the Board authorized set-aside funds for the study from the Surface Transportation Block Grant (STBG) funding in the

recent Call for Projects. He said the project team consists of staff from WSDOT, STA, City of Spokane, Spokane County, and SRTC and emphasized that the study is in a planning and scoping phase right now.

He said the study will utilize a systems approach and consider all modes of transportation. He stated that the primary issues of the study are safety, operations (congestion and reliability issues) and infrastructure (such as bridge conditions) along the US 195 and I-90 corridors; additionally, local network needs, infrastructure constraints and plans for additional local infrastructure will be examined. Mr. Stewart spoke about how land use and development can influence safety and operations along corridors and addressed the proposed funding for the study from SRTC, WSDOT and City of Spokane. He presented a tentative schedule and spoke about the next steps and called for questions.

The group discussed how multimodal concerns will be addressed, scope constraints due to funding, the influence of external factors, prospective solutions of the study, and proposed funding sources.

8. TIP Working Group Update

Ms. Minshall said as of June 30 local agencies have obligated \$8.27M, or 93% of the target, although the working group's goal is to over-obligate.

9. Target Setting Working Group Update

Ms. Minshall described the purpose of the group. She said targets will be set for pavement, congestion, bridge condition and system reliability. Ms. Nelson said the working group is scheduled to meet tomorrow and will discuss setting regional targets or accepting state targets; she said some state targets will be harder for the region to meet and in others, such as congestion, the state targets could be easier. She noted the process will take several years to be fully implemented.

10. Agency Update

Ms. Minshall announced that Dr. Michael Clay from Brigham Young University will be at SRTC August 1 presenting an evaluation of the regional land use allocation and SRTC processes. She noted SRTC staff will be at the Hillyard Farmer's Market on July 30 to take public input on the updated Title VI Plan and the Coordinated Public Transit-Human Services Transportation Plan. She said SRTC plans to host a project management training in late October or early November, the cost will be \$500 per person.

11. Future Agenda Items

Mr. Meuler suggested a presentation in September of the placemaking process for the Children of the Sun Trail.

12. Adjournment

There being no further business, the meeting adjourned at 3:00 pm.

Julie Meyers-Lehman
Recording Secretary

MEMORANDUM

DATE: August 15, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: 2018-2021 Transportation Improvement Program September Amendment

Summary

Spokane Transit Authority (STA) and SRTC have requested an amendment to the 2018-2021 TIP (see **Attachment**). The changes necessitating an amendment are:

- **Spokane Regional Transportation Council – US 195/I-90 Study (new project):** This is a multimodal study to address safety, operational, and infrastructure issues in the corridors, particularly in the vicinity of the US 195/I-90 interchange.
- **Spokane Regional Transportation Council – Division Street Corridor Study (new project):** This study involving multiple jurisdictions will consider the implementation of STA's High Performance Transit (HPT) and evaluate the broader transportation system along the Division Street corridor and its vicinity.
- **Spokane Transit Authority – Fixed Route Bus Replacement:** Increase FTA 5339 funds by \$273,365 and local funds by \$403,090. Add recently awarded 5339c funds.

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 August 22 through August 31 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and on the SRTC website (www.srtc.org) August 22. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their September 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 September 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 September amendment will be incorporated into the STIP on or around October 19.

Prior Committee Actions

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

Requested Action

Recommendation for SRTC Board approval of the September amendment to the 2018-2021 TIP, as shown in the **Attachment**.

2018-2021 Transportation Improvement Program
September Amendment (18-09)

	Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
					New Project	Existing Project
1	SRTC	<p>US 195/I-90 Study</p> <p>New project. This is a multimodal study to address safety, operational, and infrastructure issues in the corridors, particularly in the vicinity of the US 195/I-90 interchange. Project awarded \$150,000 in STP(UL) funds at the March 8, 2018 Board meeting.</p>	STP(UL)	\$150,000	✓	
			State	\$200,000		
			Local	\$50,000		
			<u>Total</u>	<u>\$400,000</u>		
2	SRTC	<p>Division Street Corridor Study</p> <p>New project. This study involving multiple jurisdictions will consider the implementation of STA's High Performance Transit (HPT) and evaluate the broader transportation system along the Division Street corridor and its vicinity. Project awarded \$400,000 in STP (UL) funds at the March 8, 2018 Board meeting.</p>	STP(UL)	\$400,000	✓	
			State	\$100,000		
			<u>Total</u>	<u>\$500,000</u>		
3	Spokane Transit	<p>Fixed Route Bus Replacement</p> <p>Increase FTA 5339 funds by \$273,365 and local funds by \$403,090. Add recently awarded 5339c funds (\$1,375,000).</p>	5339	\$237,365		✓
			5339c	\$1,375,000		
			Local	\$403,090		
			<u>Total</u>	<u>\$2,015,455</u>		

MEMORANDUM

DATE: August 15, 2018
 TO: Members of the Transportation Technical Committee
 FROM: Anna Ragaza-Bourassa, Senior Transportation Planner
 SUBJECT: 2019-2022 Transportation Improvement Project (TIP) Overview

Summary

SRTC staff is currently preparing the 2019-2022 TIP and will provide a brief overview at the August TTC meeting. SRTC is required to develop a TIP that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area (SMPA) over a four year period. The TIP must be updated, at minimum, every two 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. Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP) which is reviewed and approved by FHWA and FTA.

Below is the schedule for the development and approval of the 2019-2022 TIP:

2019-2022 TIP Development Schedule	
August 1	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC in Secure Access Washington (SAW)
August 1	Complete Streets Checklists due to SRTC for projects that are not exempt from the Safe & Complete Streets policy or were not previously submitted with an SRTC call for projects.
July-August	TIP Development – review project information in SAW, finalize project list, fiscal constraint analysis, air quality conformity determination.
August 23	TTC meeting – TIP Overview
September 1 - 30	30 day public comment period
September 14	Board meeting – TIP Overview
September TBD	Public meeting to review draft TIP
September 19	TTC meeting – Recommend approval of draft TIP

October 11	SRTC Board Approval
October 19	WSDOT STIP Due Date
~ January 1	FHWA/FTA STIP Approval

Public Involvement

There has been no public involvement on the draft TIP to date. However; individual agencies have developed and adopted their six year programs in accordance with their own public involvement procedures. Pursuant to the SRTC Public Involvement Policy, the development and approval of the TIP will include a 30 day public comment period (September 1-30), a public meeting hosted at SRTC, and presentation of the TIP document at Transportation Technical Committee (TTC) and SRTC Board meetings.

Policy Implications

The TIP is an important tool for implementing the goals and policies of the Metropolitan Transportation Plan (MTP). Projects that are programmed in the TIP must be consistent with the MTP.

Technical Implications

SRTC is required to update the TIP at least every two years and it must be consistent with the approved MTP, Horizon 2040.

Prior Committee Actions

None. The 2019-2022 TIP is being discussed with the TTC for the first time.

Requested Action

For information and discussion.

MEMORANDUM

DATE: August 15, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: 2019-2022 TIP: New Project Programming

Summary

The SRTC Board of Directors approved a prioritized list of projects at their August 9, 2018 meeting. This list can be found at the following link: <https://www.srtc.org/prioritized-list-of-transportation-projects/>. This prioritized list will be used as the first step in the development of a Program of Projects for Board consideration.

SRTC staff is developing a draft “Program of Projects” – applying available funds to the identified Board approved priorities. A programming spreadsheet will be provided to the TTC at the August meeting. This table will include projects sorted by board priority, funding eligibility and geography. The draft programming strategy will be discussed in detail, and staff will be seeking input on the following:

- A project sponsor’s ability to leverage other funds
- Timing of funding/obligation
- Options for phasing of projects

After receiving input from the TTC and TAC, SRTC staff will work with each applicant on technical requirements, phasing, etc., to develop an overall program recommendation and options for the Board. At the Board of Directors meeting in September, we will present early options for programming and request feedback on issues such as complete and partial funding of projects, strategy for leveraging additional funding, and process for projects not currently in the Horizon 2040. This information will be brought back to the committees for review and feedback in September. Please note that the September TTC meeting has been rescheduled to one week earlier (**September 19**) to allow more time for staff to finalize the program of projects for the October Board meeting.

The fifth priority project on the list, Spokane’s Riverside – Monroe to Wall is currently not in the long-range plan (MTP). If funded, it will require a MTP amendment before it can be amended into the TIP to access funds.

Remaining Call for Projects Schedule	
August 9	SRTC Board – approve a prioritized list of projects
August 10- Sept 9	30-day Public comment period on prioritized list of projects 2
August 23, 27	TAC, TTC – review strategy to develop draft “Program of Projects”
September 13	SRTC Board – review public comments on prioritized list. Information and discussion on draft “Program of Projects”
September 19	TTC review of technical requirements as input on the draft “Program of Projects”
September 24	TTC review of policy considerations as input on the draft “Program of Projects”
October 11	SRTC Board – approve “Program of Projects” (will be added to 2019 TIP via the January TIP amendment)
December 19	TTC – recommend January TIP amendment approval
January 13	SRTC Board – approval of January TIP amendment

Public Involvement

The call for projects process has been discussed at multiple committee and Board meetings, all open to the public. The Board approved prioritized list is currently out for a 30-day public comment period from August 10 through September 9. The new “Program of Projects” will go out for a public comment period again in late December as part of the January TIP amendment 10-day public comment period.

Prior Board Actions

The SRTC Board of Director’s took the following principles of investment action at their March 8, 2018 meeting:

1. Funding of the following set-asides were approved by the Board:
 - *SRTC planning operations* – An additional \$50K in 2018 (\$250K total); additional \$150K in 2019 for a total of \$350K per year through 2023.
 - *SRTC data acquisition* - \$150K per year 2018-2023; additional \$100K in 2019.
 - *I-90/US 195 Study* - \$150K
 - *Division Street Corridor Study* - \$400K
 - *SRTMC Operations & Maintenance* - \$1,834,000
2. Hold \$3M each year of STBG funds in 2022 and 2023 for capital maintenance projects with project selection to occur in next call for projects (2020).
3. Allocate a minimum of 5% of the STBG (\$1.35M) and STBG Set-Aside funds (\$100K) for small town projects.
4. Require project sponsors to certify that they will use all project delivery tools available, including eminent domain to acquire right-of-way, if necessary, to meet project obligation schedules.

The SRTC Board of Director’s approved a prioritized list of projects at their August 9, 2018 meeting. This list can be found at the following link: <https://www.srtc.org/prioritized-list-of-transportation-projects/>.

Policy Implications

Developing a program of projects from the Board’s prioritized list is a critical step to align the MTP with the programming of SRTC’s regional funding allocations as included in the TIP.

Technical Implications

The prioritized list will be used as the first step in the development of a Program of Projects for Board consideration. In addition to public comments, funding criteria, timing, phases, and availability of other funds will be considered and presented to the committees for recommendations, and ultimately to the Board for action.

Requested Action

For information, discussion and input on the development of the draft “Program of Projects”.

MEMORANDUM

DATE: August 15, 2018
TO: Members of the Transportation Technical Committee
FROM: Eve Nelson, Senior Transportation Planner
SUBJECT: WSDOT & SRTC Performance Measure Target-Setting Update

Summary

The basis for performance management is for government agencies to understand the condition of and the operational performance of the National Highway System (NHS) (i.e., Interstates, Highways & Principal arterials) and the condition of public transit assets. In addition to understanding the state of the system this process lends itself to identify and spur improvements in the system. Performance measures indicate the state of the system. Performance targets are a projected condition or expectation of how the system will perform in the future.

The deadline for Washington State Department of Transportation (WSDOT) to set many statewide transportation performance measure targets was May 20, 2018, see **Attachment**. SRTC has 180 days after WSDOT (i.e., Nov 15, 2018) to make our target setting decisions. The targets will fulfill federal requirements that were established in federal final rules in 2016 and 2017.

SRTC did set a quantitative safety target with the adoption of Horizon 2040 and in June 2018, the SRTC Board adopted the Spokane Transit Agency Transit Asset Management targets for State of Good Repair. **However, for the remaining targets SRTC can choose to set quantitative regional targets or simply agree to the statewide targets through a SRTC Board resolution.**

In March 2018, five SRTC Transportation Technical Committee (TTC) members volunteered to form a working group to do a deeper dive on technical information to help advise the TTC and subsequently the Board on target setting. Those members are:

- Mike Basinger, City of Spokane Valley
- Brandon Blankenagel, City of Spokane
- Barry Green, Spokane County
- Larry Larson, WSDOT
- Mike Tresidder, Spokane Transit Authority

The Working Group was charged with recommending setting quantitative targets specific to the region or simply agreeing to support state targets. The Working Group met June 13th and July 26th to review technical details of each performance measure & target, reviewed data supplied by WSDOT and their target setting methods, and reviewed SRTC specific data & potential targets, see Attachment.

Working Group Recommendation to the TTC

The working group is suggesting the TTC consider a recommendation to the Board to support the WSDOT targets in lieu of developing our own quantitative targets for this four-year cycle. The basis for this recommendation included the following points:

1. SRTC can track our regional performance without setting quantitative targets and incurring an additional reporting burden to WSDOT.
2. In several of the performance areas we lack detailed information to make an educated target.
3. We are not aware that setting regional quantitative targets will negatively or positively impact funding streams to the region.
4. WSDOT is agreeable to MPOs supporting state targets.
5. We may learn more as the process unfolds and therefore choose to adopt quantitative regional targets during future performance cycles.

Public Involvement

Stakeholder workshops, surveys and meetings include members of the public have been ongoing since 2015 regarding performance measure development at the regional level.

Policy Implications

Establishing a performance management process intends to provide more objectivity in developing, implementing, and measuring the effectiveness of future transportation projects and programs. Federal requirements set clear expectations that our regional performance management system must link transportation performance to funding decisions and annually evaluate & report progress to inform the next performance cycle.

Technical Implications

The SRTC Board has three key responsibilities under federal surface transportation regulations that are directly related to the Horizon 2040 Implementation Toolkit. First, the Board is responsible for selecting projects for Surface Transportation Block Grant Program-Regional (STBG-Regional) funds, STBG-set aside funds and Congestion Mitigation and Air Quality (CMAQ) funds. Second, the Board is responsible for ensuring that all federally funded transportation projects are consistent with Horizon 2040. Third, the Board is responsible for determining that all regionally significant transportation projects meet air quality conformity requirements.

Prior Committee Actions

The SRTC Board Approved Horizon 2040 and the safety performance targets on December 14, 2017 and agreed to Public Transit Asset Management (TAM) Targets on June 14, 2018.

Key Steps

- TTC Performance Target -Working Group Recommendation by August 22, 2018
- TTC Recommendation by September 27, 2018
- SRTC Board decision on or before November 8, 2018

Requested Action

For information and discussion.

WSDOT and SRTC PERFORMANCE MEASURES & TARGET DATA as of 8/2/2018

FHWA Performance Measure	State Baseline 2018	State Target 2-year 2020	State Target 4-year 2022	Potential Penalty to WSDOT	SRTC Baseline 2018	SRTC portion of State Target 2-year 2020 DRAFT	SRTC portion of State Target 4-year 2022 DRAFT
% person miles traveled on the interstate system that are reliable	73%	70%	68%	No	91%	87%	84%
% of person miles traveled in the non-interstate system that are reliable	77%	N/A ³	61%	No	83%	N/A	71%
Truck Travel Time Reliability (TTTR Index)	1.63	1.7	1.75	No	1.42	1.49	1.55
Carbon Monoxide (CO) Emission Levels	313.16	309	309.06	No	347.942	N/A	306.856
Particulate Matter less than 10 microns (PM10) Emission Levels	435.69	0.305	224	No	0.029	N/A	0.029
% of lane miles of interstate pavements on the NHS in good condition	32.5%	N/A	30%	No	53.30%	N/A	
% of lane miles of interstate pavements on the NHS in poor condition	3.6%	N/A	4%	Yes	0%	N/A	
% of lane miles of non-interstate pavements on the NHS in good condition	18%	45%*	18% **	No	5.5%	N/A	
% of lane miles of non-interstate pavements on NHS in poor condition	5%	21% *	5% **	No	19.5%	N/A	
% of NHS bridges in good condition	32.8%	30%	30%	No	47.36%	N/A	
% of NHS bridges in poor condition	7.8%	10%	10%	Yes	7.96%	N/A	
Safety Performance Measure (Target Zero 2030) SRTC approved Dec 2017	State 2016	State 2018			SRTC 2016	SRTC 2018	
Fatalities - 5 Year Average	484.4	415.5		Yes	30.4	26.1	
Fatality rate - 5 Year Average	0.828	0.709		Yes	0.828	0.71	
Serious Injuries - 5 Year Average	2,086	1,788		Yes	133	114	
Serious Injuries rate - 5 Year Average	3.568	3.058		Yes	3.619	3.102	
Non-motorized fatalities and serious injuries - 5 Year Average	503.4	431.5		Yes	38	32.6	

* IRI Only

**IRI, cracking, rutting and faulting

Spokane Transit Authority, State of Good Repair Targets
 SRTC Board Approved June 14, 2018

FTA Performance Measure- Asset Category	Asset Class	Current Performance	STA Target & Proposed Regional Target
State of Good Repair of Rolling Stock	Buses	100%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	100%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	100%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
State of Good Repair of Equipment	Support of Non-Revenue Vehicles	95%	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
State of Good Repair of Facilities	Administration, Maintenance, passenger and parking facilities	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3 (adequate) or better

MEMORANDUM

DATE: August 15, 2018
TO: Members of the SRTC Board of Directors
FROM: Staci Lehman, Communications Coordinator
SUBJECT: Title VI Plan Update: Comments Received

Summary

SRTC's Title VI Plan was recently updated as required upon any substantial organizational changes. Changes include the hiring of a new Executive Director in 2017 and new outreach methods and tools. All government agencies receiving federal funds are required to comply with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color, and national origin in the provision of benefits and services. The Title VI Program includes a requirement to submit a plan specifying how agencies will implement their Title VI responsibilities.

The update to the plan was completed in June and released for a 30-day public comment period that ended August 8. The only comment received was from the Spokane Tribe that points out that, on page 3 of the document, it read "Member agencies and tribes include" rather than "Member agencies and *Participating* Tribes....", which is consistent with the language in SRTC's Unified Planning Work Program (UPWP).

The omission of the word "participating" was an oversight or a typographical error and was not intended.

A letter signed by Spokane Tribal Chairwoman Carol Evans said the statement "Member agencies and Tribes" is inaccurate as it suggests the Spokane Tribe is a member of SRTC. The letter goes on to suggest a revision of the statement or the list of member agencies that follows it.

In response, staff edited the document (see **Attachment**) and separated member agencies and participating Tribes into two separate bulleted lists.

The TTC does not need to formally act on the Plan update but was informed that any comments received on it would be brought back for consideration.

Public Involvement

The updated Title VI Plan went through a 30-day public comment period. It was posted on the agency's website, sent out via multiple press releases and social media posts and sent directly to stakeholders via email. In addition, staff published two legal notices and spent an evening at the Hillyard Farmer's Market talking to people about Title VI and the updated Title VI Plan.

Policy Implications

Local agencies are expected to comply with the U.S. Department of Transportation’s (USDOT) Title VI regulations contained in 49 CFR Part 21, and the Federal Highway Administration’s (FHWA) regulations contained in 23 CFR 200.

Prior Committee Actions

This item is being presented to the TTC for the second time. It was also presented to the Board.

Requested Action

This item is for information and discussion. Absent any other substantial comments, the Plan as-is will be finalized.

INTRODUCTION

The Spokane Regional Transportation Council (SRTC) is designated the Regional Transportation Planning Organization (RTPO) at the state level and a Metropolitan Planning Organization (MPO) for Spokane County at the Federal level. MPOs ensure transportation expenditures are based on a continuing, cooperative and comprehensive planning process. RTPOs cover both urban *and* rural areas and receive state funding for planning activities.

Funds for transportation projects and programs are channeled through SRTC and awarded to local agencies and jurisdictions that deal with transportation. Additionally, as a regional intergovernmental agency, SRTC encourages communication, coordination and collaboration between planning and transportation departments at member agencies to assure connectivity throughout Spokane County. A signatory Interlocal Agreement between the following agencies shows SRTC's commitment to working together to provide each other, and the public, with quality transportation planning services:

~~Member agencies and Tribes include:~~

- City of Spokane
- Spokane Valley
- Spokane County
- Washington State Department of Transportation (WSDOT) Eastern Region
- Spokane Transit Authority (STA)
- Spokane Airport Board
- Small cities and towns
- Washington State Transportation Commission

Participating Tribes include:

- Spokane Tribe of Indians
- Kalispel Tribe of Indians

~~An Interlocal Agreement between these agencies shows SRTC's commitment to working together to provide each other, and the public, with quality transportation planning services:~~

Operational Guidelines

Primary guidance to SRTC is provided by:

- The Metropolitan Planning Organization (MPO) Regulations 23 CFR 450.
- RCW 47.80 Regional Transportation Planning Organization (RTPO).
- SRTC's Interlocal Agreement
- Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94)
- State and Federal Clean Air Acts and Amendments
- Washington State Growth Management Act
- SRTC's Public Participation Plan
- SRTC's Procurement Process Policy

Formatted: Left, Indent: Left: 0"

MEMORANDUM

DATE: August 15, 2018

TO: Members of the Transportation Technical Committee

FROM: Staci Lehman, Communications Coordinator

SUBJECT: 2019 Education Series Topics

Summary

SRTC started an education series in 2017 that included the following events:

- An SRTC 101 event for Board members, committee members and stakeholders,
- A recap of the 2017 legislative session in Olympia,
- A roundabout symposium, and
- Speaker Mick Cornett, former mayor of Oklahoma City.

There are two more events scheduled for this year. On September 13, Joe Minicozzi will speak on shifting how we think about development patterns to create more livable communities. On October 3, SRTC will partner with the American Planning Association Washington Chapter to bring Parris Glendening to Spokane. Glendening is President at Smart Growth America's Leadership Institute and the Governor's Institute on Community Design. Glendening advises state and local governments on smart growth, transit and sustainability policies and practices.

As we start planning and budgeting for 2019, staff is looking for input on the education series for next year. Some potential topics discussed include transit-oriented development, performance management, freight, and safety (bike/ped). Please bring be ready to weigh in on these ideas and bring additional topic ideas and names of potential speakers you would like to recommend.

Public Involvement

The Education Series brings in speakers to present on transportation topics. Most speakers have a session for Board members, committee members and stakeholders, and members of the public. All events are free for the public.

Policy Implications

Public and Stakeholder Participation and Coordination is task 2 in SRTC's Unified Planning Work Program that guides the agency's activities and work each year. The Education Series is a way to reach out to the public and inform and educate them on transportation topics.

Prior Committee Actions

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

Requested Action

This item is for information and discussion.