



DATE: October 15, 2018
TO: Members of the Transportation Advisory Committee
FROM: Kennet Bertelsen, Chair
SUBJECT: Agenda for TAC Meeting – **Monday, October 22, 2018– 3:00 p.m.**
SRTC, 421 W Riverside Ave, Suite 504 (The Paulsen Building)

AGENDA

1. Call to Order
2. Roll Call/Record of Attendance
3. Public Comments
4. TAC Chair Report on SRTC Board of Directors Meeting (*Kennet Bertelsen*)
5. **Action** – Approval of August 27, 2018 Meeting Minutes Page 2
6. **Action** – Coordinated Public Transit-Human Services Transportation Plan Update Page 5
(*Ryan Stewart*)
7. **Action** – Call for Projects – Program of Projects Recommendation Page 7
(*Anna Ragaza-Bourassa*)
8. **Information & Discussion** n/a
Bikeshare (and Scooter!) Pilot Program in the City of Spokane
(*Brandon Blankenagel*)
9. TAC Member Comments/Roundtable
10. Staff Report
11. Adjournment

Next Meeting: November 26

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MEETING MINUTES

Spokane Regional Transportation Council Transportation Advisory Committee
 August 27, 2018
 421 W Riverside Ave Suite 504, Spokane, Washington

1. Call to Order - Chair Kennet Bertelsen brought the meeting to order at 3:00 pm.

2. Roll Call

Committee Members Present

Fred Beaulac	John Dietzman	Donald Moore	Tom Trulove
Kennet Bertelsen	Greg Francis	Rosemarie Schmidt	Margaret Watson
Justin Botejue	Carlie Hoffman	Jim Simon (via phone)	

Committee Members Not Present

Greg Szabo	Robert Race Sr
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Guests

Cameryn Flynn	SNAP	Paul Kropp	Citizen
Amber Johnson	SNAP		

Staff

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

3. Public Comments - There were no public comments.

4. TAC Chair Report on SRTC Board of Directors Meeting

Chair Bertelsen provided a summary of the most recent Board meeting. Highlights included election of a new Vice Chair (Mayor Steve Peterson from City of Liberty Lake), extension of Commissioner French’s term as Chair through 2019, a 15% increase in dues, discussion of the prioritized list of projects.

5. Approval of July 23, 2018 Meeting Minutes

Mr. Francis made a motion to approve the minutes as presented; Ms. Watson seconded. Motion carried.

6a. Ride to Care & Other Transportation Programs

Ms. Flynn from Spokane Neighborhood Action Programs (SNAP) outlined the transportation programs used to serve the community. She provided details about the Ride to Care program which has been operating for 19 months in the City of Spokane and City of Spokane Valley; she said it has saved approximately \$77,000 in transportation costs for non-emergent medical transportation. She said SNAP hopes to expand the program to all of Spokane County by the end of 2019.

6b. Performance Measures Update

Ms. Nelson described the purpose of performance management, the target setting framework team, and the performance management cycle. She reported that the Board already adopted Safety and Transit targets, but for the remaining target areas (Pavement & Bridge Condition, Congestion Measures & Air Quality Measures) SRTC has the choice to set quantitative regional targets or adopt the WSDOT statewide targets.

She said Target Setting Working Group made up of TTC members from five different agencies and SRTC staff has met twice for in-depth evaluation of the options. Ms. Nelson said the working group advised that the TTC recommend support of the WSDOT targets and she outlined their reasons. Ms. Nelson provided information about bridge performance targets and the locations of regional NHS bridges classified as in poor condition. She also described pavement performance targets and showed a map of regional NHS roadways in poor condition. Ms. Nelson spoke about travel time reliability indexes for trucks/freight and person-miles and presented details about statewide emission reduction targets. She said the Board will be presented with this information over the next few months and they will be asked to adopt targets in November.

6c. 2019 Education Series Topics

Ms. Lehman recapped the Education Series events held so far this year and described two upcoming events. She called for input on topics or speakers for next year. Suggestions included emergency evacuation plans for people with no personal vehicles, autonomous vehicles, ride sharing and work zone safety.

6d. 2019-2022 Transportation Improvement Program (TIP) Overview

Ms. Ragaza-Bourassa said there were approximately the same number of projects as in the 2018-2021 TIP and the public comment period opens on August 31. She noted that the projects from the 2018 Call for Projects are not in the draft 2019 TIP; those projects are scheduled to be incorporated into the TIP in the January 2019 TIP Amendment. There were no questions or comments.

6e. Call for Projects: Programming

Mr. Lien described how the recommended project priority lists from the TTC and TAC were synthesized into one hybrid list; the Board was presented with all three lists on August 9 and ultimately approved the hybrid list. He spoke about the movement of projects up and down the priority list as a result of the synthesizing.

Ms. Ragaza-Bourassa said that the first step of the process is prioritization was the second is project programming. She brought attention to the draft programming funding eligibility spreadsheet at each place, explained that different projects are eligible for different funding sources. She said the programming process was just beginning; staff has asked project sponsors to provide additional information about project phasing, leveraging additional funding sources, etc.

She said the input sought from the TAC today whether or not it is better to fully fund fewer projects or partially fund more projects. The group discussed additional funding source strategies, project delivery, review of project cost estimates by WSDOT Local Programs, and the Highway Infrastructure Program.

The group consensus was that partial funding could be advantageous but would not want to see it done at the expense of complete project delivery. Ms. Ragaza-Bourassa said any additional comments or input could be emailed to her.

7. TAC Member Comments/Roundtable

Chair Bertelsen added to the August 9 Board meeting summary, noting that there had been discussion about the requests from the Spokane Tribe and Kalispel Tribe for membership on the SRTC Board.

Mr. Simon reported that the City of Spokane and Gonzaga University are both launching bike share programs.

8. Staff Report

Ms. Ragaza-Bourassa said the region met the federal obligation target.

9. Adjournment

There being no further business, the meeting adjourned at 4:06 pm.

Julie Meyers-Lehman
Recording Secretary

MEMORANDUM

DATE: October 15, 2018

TO: Members of the Transportation Advisory Committee

FROM: Jason Lien, Senior Transportation Planner

SUBJECT: Coordinated Public Transit-Human Services Transportation Plan Update

Summary

Over the past several months, Spokane Regional Transportation Council, in coordination with Spokane Transit Authority, has been working on an update to the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). The plan addresses human services public transportation in Spokane County with emphasis on programs that serve persons with disabilities, older adults, and individuals with lower incomes. The goal is to enhance transportation access, identify unmet needs, minimize duplication of services, and facilitate the most appropriate cost-effective transportation services with available resources. The plan was last updated in 2014, and this update complies with state and federal requirements for human services transportation coordination.

The CPT-HSTP review draft was completed in September and is posted on the SRTC website: <https://www.srtc.org/human-services-transportation-plan/>. The review draft went through an initial comment period and adjustments have been made based on feedback received. These adjustments are reflected in the second review draft that is posted at the link shown above.

The plan is the guiding document for human services transportation project programming. For example, organizations participating in WSDOT's 2019-2021 Consolidated Grant Program must cite the need they are addressing in the CPT-HSTP. WSDOT uses a single process (one application) to evaluate human services public transportation projects and distribute funds from both state and federal program sources.

Public Involvement

Throughout the planning process, input has been gathered from service providers, employers, and the public to ascertain special transportation needs. In particular, the planning effort was focused on populations that depend on human services transportation—disabled, low-income, and elderly populations, as well as veterans, rural populations, and youth. This feedback is reflected in the plan document. The draft CPT-HSTP document has been available for public comment since early September. A formal 10-day public review and comment period is underway with legal notice appearing on October 16, 2018.

Policy Implications

Locally developed, coordinated public transit-human services transportation plans are a required element of the federal reauthorization program for surface transportation, known as

FAST Act, and an eligibility requirement for FTA's Section 5310 funding (Enhanced Mobility for Seniors and Individuals with Disabilities). It is also a required element for WSDOT's Consolidated Grant Program.

Technical Implications

None.

Prior Committee Actions

This item was previously presented to the TAC and the TTC at their respective March 2018 meetings in the early stages of the planning process. Most recently, an update was given to the TTC at their September 2018 meeting and to the SRTC Board at their October 11 meeting this month. No action has been taken to date.

Requested Action

Recommendation for Board Approval of the 2018 Coordinated Public Transit-Human Services Transportation Plan. SRTC Board action is targeted for the November 8, 2018 meeting.

MEMORANDUM

DATE: October 15, 2018
 TO: Members of the Transportation Advisory Committee
 FROM: Anna Ragaza-Bourassa, Senior Transportation Planner
 SUBJECT: Call for Projects – Program of Projects Recommendation

Summary

After receiving policy guidance from the Board of Directors and input from the TTC and TAC, SRTC staff worked with applicants on technical requirements, phasing, timing, leveraging other funding sources, etc. to develop a draft “Program of Projects” (**Attachment One**). The draft “Program of Projects” includes all projects sorted by board priority, funding eligibility, and geography and includes the funding award amounts for those projects that are recommended for funding.

This draft “Program of Projects” was presented to the Board at their October meeting. They were asked to provide input and direct any changes they would like to see to the draft. No changes were directed, and the comments were in support of the draft as presented.

Background

At the September meeting the Board of Directors provided the following policy guidance to SRTC staff on the programming methodology: Develop a program of projects that maximizes the region’s transportation investments. There was discussion about how the approach would need to be flexible to accommodate all the programming nuances and responsive to the unique financial and project delivery situations surrounding each project.

The TTC reviewed the draft “Program of Projects” at their September and a special October meeting and shared ongoing concerns related to partially funding projects. Those concerns center around the project sponsor’s ability to deliver the project if other funding sources need to be secured because a particular project was not fully funded through this call. The TAC however liked the idea of partial funding, but not at the expense of project delivery. Both committees recognized the value and the risk of leveraging other funding sources.

Remaining Call for Projects Schedule	
October 22	TAC makes recommendation regarding “Program of Projects”
October 24	TTC makes recommendation regarding “Program of Projects”
November 8	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. A 30-day public comment period on the prioritized list of projects ran from August 10 to September 9. Seven comments were received (**Attachment Two**). Once approved, the “Program of Projects” will go out for a public comment period 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.

At the August 9, 2018 meeting the Board approved a prioritized list of projects, which can be found at the following link: <https://www.srtc.org/prioritized-list-of-transportation-projects/>

Policy Implications

Funding projects consistent with performance objectives in Horizon 2040 is important to meet federal requirements of MPO’s and for long-range planning. Prioritizing based on quantitative criteria and vetted with local policy objectives ensures projects align with regional goals and values. Applying funding strategically and leveraging other funds helps the region to be competitive and encourages commitment to the projects by partner agencies.

Technical Implications

The prioritized list was used as the first step in the development of the draft “Program of Projects” for Board consideration. In addition to public comments, funding criteria, timing, phases, and availability of other funds were considered.

Requested Action

Recommendation for Board approval of the Program of Projects.

2018 SRTC Call for Projects - Draft Programming

Priority	Project #	Project Name	Match	Requested	STBG			CMAQ	STBG Set-Aside		HIP			Small Towns
					Urban	Urban Small	Rural	inside AQ boundaries	Urban Large	Rural	Urban Large	Urban Small	Rural	
					\$12,670,000	\$530,000 (min)	\$3.1M (min)	\$9.8M	\$1.8M	\$208,000 (min)	\$1,040,000	\$28,000	\$165,000	\$1.5M (min)
1	SC-1	Bigelow Gulch Project 5	76.0%	\$1,568,000			\$1,403,000						\$165,000	
2	COS-3	Thor-Freya Couplet	prog. 23.5%, 10% local	\$8,119,105	\$5,684,000									
3	SRHD-1	Safe Routes to School Walking School Bus	13.5%	\$611,181					\$600,000					
4	SV-1	Pines Grade Separation (RW only)	19.5%	\$3,795,000	\$1,890,000									
5	COS-1	Riverside-Monroe to Wall	prog. 23.5%, 10% local	\$5,003,141	\$850,000									
6	SRHD-2	Walk Bike Bus Downtown Spokane	13.5%	\$304,202				\$304,000						
7	SC-12	Commute Trip Reduction	23.5%	\$898,157				\$700,000						
8	STA-1	Upgrade 6 diesel buses to electric	60.0%	\$2,670,000				\$2,670,000						
9	SC-3	Bigelow Gulch Project 2	75.9%	\$2,601,000										
10	MW-1	Argonne Rd, Frederick to Liberty congestion relief	13.5%	\$1,270,000				\$1,270,000						
11	SC-2	Bigelow Gulch Project 6	50.7%	\$4,085,000	\$1,774,000						\$1,040,000			
12	SV-2	Barker Corridor reconstruction & widening (can be split into 3 segments)	30.0%	\$6,331,800	\$2,050,000									
13	STA-2	5-Mile Park & Ride Study	20.0%	\$200,000										
14	COS-12	Havana St-Sprague to Broadway	prog. 23.5%, 10% local	\$5,836,971										
15	DP-1	Crawford & Colville Roundabout/N Colville reconstructions	13.5%	\$1,943,514			\$1,944,000							\$1,944,000
16	SV-6	Argonne Rd preservation (PE + RW only option)	13.5%	\$2,508,500										
17	WSDOT-1	US 2 Garfield Rd intersection improvement	13.5%	\$2,220,000										
18	COS-7	Maple-Wellesley Intersection	33.0%	\$761,822				\$762,000						
19	SC-5	57th Avenue	prog. 0.9%; 41.7 local	\$2,126,000										
20	AH-2	21st Ave Craig Rd to Deer Heights Rd (Property Survey)	13.5%	\$89,545										
21	SV-4	Pines and Mission intersection improvement (can be split into 2 segments)	13.5%	\$1,211,000				\$509,000						
22	COS-10	Spokane Falls Blvd-Lincoln to Division	prog. 23.5%, 10% local	\$7,305,931										
23	DP-3	Colville Reconstruction Third St to north City Limits	13.5%	\$2,021,738										
24	SV-7	Park Road reconstruction (RW only)	13.5%	\$268,150										
25	COS-5	Centennial Trail Summit Gap	13.5%	\$2,532,198				\$2,532,000						
26	SC-6	57th Avenue & Freya St Roundabout	13.5%	\$728,300				\$728,000						
27	COS-6	Ben Burr Crossing Improvements	33.0%	\$746,099					\$746,000					
28	SC-14	Harvard Rd	13.5%	\$4,827,000										
29	COS-8	Driscoll-Alberta-Cochran Sidewalk Infill	33.5%	\$1,060,452					\$530,000					
30	COS-4	Washington-Stevens, Spokane Falls to Boone	prog. 23.5%, 10% local	\$2,014,581										
31	SC-13	Centennial Trail at Argonne	13.5%	\$719,000										
32	COS-2	Freya St - Wellesley to Decatur	prog. 23.5%, 10% local	\$3,658,690										
33	COS-13	North Bank Trail Study	33.5%	\$166,250										
34	SV-3	Sprague & Barker intersection improvement	23.6%	\$1,159,979				\$349,000						
35	COS-9	Napa-2nd Ave to Sprague	prog. 23.5%, 10% local	\$1,508,697										
36	SC-9	Craig Rd	13.5%	\$962,700										
37	CH-1	Washington St (Cheney)	23.5%	\$730,691		\$703,000						\$28,000		
38	AH-1	10th Ave Garfield Rd to Hayford Rd	13.5%	\$3,203,000										
39	DP-2	E Crawford Preservation	13.5%	\$575,650										
40	COS-11	37th Ave Sidewalk	33.5%	\$726,183										
41	SC-11	Cascade Way	60.9%	\$601,200										
42	SC-4	Brooks Rd Phase 1	13.5%	\$1,608,000										
43	SV-5	Mullan Road preservation	13.5%	\$1,211,000										
44	SC-8	Greta to Whitworth Bike Route	13.5%	\$299,300										
45	SC-10	Columbia Dr	42.8%	\$1,536,000										
46	FF-2	First St Sidewalk Phase 2	0.0%	\$272,034						\$315,000				\$315,000
47	SV-8	Wilbur Rd sidewalk	13.5%	\$557,060										
48	FF-1	Rattler Run Road reconstruction	13.5%	\$799,433										
49	SC-7	Cheney-Spokane Rd	13.5%	\$2,132,000										
					\$12,668,000	\$703,000	\$3,347,000	\$9,824,000	\$1,983,000	\$315,000	\$1,040,000	\$28,000	\$165,000	\$2,259,000

**SRTC 2018 CALL FOR PROJECTS
PUBLIC COMMENTS RECEIVED**

Submitted by: Lisa Duncan

Date Received: 08/10/2018

Method: SRTC Facebook page

Regarding Project: Sunset Boulevard from Royal Street to Lindeke Street

Comment: I live just down the road from the incinerator on Geiger. I'm so thrilled that Sunset Blvd is getting a complete facelift! I hope the top of the hill will come soon after.

Agency Response: Responded via email that input had been received and would be forwarded to the jurisdiction sponsoring that project.

Jurisdiction Response: None required

Submitted by: Scott Haney

Date Received: 08/13/2018

Method: SRTC website

Regarding Project: None specified

Comment: What about improving Nevada and Lincoln Road, Division and Lincoln/Cascade way. Repair the intersection, with protected Left Turns.

Improving Hamilton St, Trent/Spokane Falls Blvd, Mission, Indiana, Illinois Ave, North Foothills Dr. Repair intersections, Protected Left Turn Lights.

29th and Ray Turn lights for Ray, Two left turn lanes 29th to NB Ray.

Agency Response: Responded via email that input had been received and would be forwarded to the jurisdictions that own each of those facilities.

Jurisdiction Response: None required

Submitted by: Lynn Adolphson

Date Received: 08/13/2018

Method: SRTC website

Regarding Project: None specified

Comment: Do you have any plans to pave this part of a critical commute for Air Force folks?

Those of us who travel from 9-mile area to Fairchild AirForce Base would certainly appreciate being able to travel over Carlson Road to Pine Bluff to 7-mile to take the Arterial into Fairchild Air Force Base would really appreciate it. Thank you so much for your consideration

Agency Response: Responded via email that input had been received and would be forwarded to the jurisdictions that own each of those facilities.

Jurisdiction Response: None required

Submitted by: Judy Kight

Date Received: 08/13/2018

Method: Email

Regarding Project: None specified

Comment: Dear Spokane Regional Transportation Council:
I'm responding to Nick D's article in the paper Monday, Aug. 13, "Getting There, What Projects Should Get Funding?"

We moved three years ago to a home just off of E.Stoneman Rd, between Bruce/Argonne roads and Market St. Stoneman is a narrow, curvy, bumpy, and unfortunately dangerous road with poor lighting. Yet, it is a main thoroughfare for people commuting from Spokane to the Valley via Bruce/Argonne road.

On a daily basis, I see at least one car coming my way that has crossed onto or over the double yellow line. Some corners are blind as cars come around. It's hazardous.

For safety's sake, the road needs to be widened and repaved, with added lighting and probably signage.

Please drive along the road, preferably during either the morning or late afternoon commute. But be careful!

Thanks

Agency Response: Responded via email that input had been received and would be forwarded to the jurisdictions that own each of those facilities.

Jurisdiction Response: None required

Submitted by: Tom Engdahl

Date Received: 08/15/2018

Method: Email

Regarding Project: None specified

Comment: I'm happy to see the repairs planned. I have some streets I'd like to see on your list:

1. The half block just south of the Monroe St. Bridge that somehow was missed in the paving process the past year.
2. Riverside Ave. from Monroe to Division. As a life-long citizen it is an embarrassment to have our main artery in such deplorable condition. What do visitor's think?!
3. The section of 4th Ave. from Maple to Sunset Blvd. It receives a lot of traffic and is in very bad condition.
4. 27th Ave. from Southeast Blvd. to Ray. Looks like the street has received mortar fire.

Please visit and then add these streets to SRTC's list.

Thank you.

Agency Response: Responded via email that input had been received and would be forwarded to the jurisdictions that own each of those facilities.

Jurisdiction Response: None required

Submitted by: Erik Nelson
Date Received: 08/21/2018
Method: SRTC Facebook Page
Regarding Project: None specified
Comment: Need curb protected bike lanes and Dutch Intersections for bikes, if we want the same bike traffic found on Centennial trail expanded throughout the city. (It is not safe, people won't bike on it)
Agency Response: Responded via Facebook that his comment was received and would be forwarded to City of Spokane staff for consideration.
Jurisdiction Response: None required.

Submitted by: Joanna Williams
Date Received: 08/30/2018
Method: Email
Regarding Project: None specified
Comment: I have never seen or used a roundabout until the one that was installed at Hwy 902 and Craig Road. I really do not know how they work, so I make sure I do the 15 mph when going through one. They are confusing to me.

I have seen on facebook a description of a two-lane roundabout and how to use it but nothing on a single-lane roundabout which is the Hwy. 2 - Craig Road one.

Please, please, please publish something in the Cheney Free Press, the Spokesman-Review, facebook, etc., with explanation of how to properly use one and what the law(s) is (are). I have been told only one car in a roundabout at a time but when I stop to yield to others already in it, the people behind me are laying on the horn. They also do not slow down to the posted 15 mph.

Thank you for giving me this opportunity to comment.

P.S. This is based on an article in the Cheney Free Press.
Agency Response: Responded via email that comment was received, that SRTC recently hosted a symposium on roundabouts but that further education efforts would be considered. Included a link to education materials on how to use a single-lane roundabout.
Jurisdiction Response: None required.