

DATE: September 12, 2018  
TO: Members of the Transportation Technical Committee  
FROM: Mike Tedesco, Spokane Tribe, Chair  
SUBJECT: Agenda for TTC Meeting – Wednesday, September 19, 2018 - 1:30 pm  
**SRTC, 421 W. Riverside Avenue, Suite 504 (The Paulsen Building)**

**AGENDA** (Revised)

1. Call to Order
2. Roll Call / Record of Attendance
3. **Action** – August 22, 2018 Meeting Minutes Page 2
4. Public Comments
5. Technical Member Comments
6. **Action** – 2018-2021 Transportation Improvement Program (TIP) October Amendment Page 6  
(*Anna Ragaza-Bourassa*)
7. **Action** – 2019-2022 TIP Recommendation (*Anna Ragaza-Bourassa*) Page 9
8. **Information & Discussion**
  - a) North Spokane Corridor / Children of the Sun Trail Placemaking Process n/a  
(*Louis Meuler, City of Spokane*)
  - b) Performance Measures Target Setting (Eve Nelson) Page 11
  - c) 2019-2022 TIP: New Projects Programming (*Anna Ragaza-Bourassa*) Page 16
  - d) Coordinated Public Transit-Human Services Transportation Plan Update Page 21  
(*Jason Lien*)
9. Agency Update
10. Future Agenda Items
11. Adjournment Next Meeting: October 24

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**MEETING MINUTES**

Spokane Regional Transportation Council Transportation Technical Committee  
 August 22, 2018  
 421 W Riverside Ave Suite 504, Spokane, Washington

**1. Call to Order**

Mr. Mike Tedesco, Chair, called the meeting to order at 1:30 p.m.

**2. Roll Call**

**Committee Members Present**

Mike Tedesco	Spokane Tribe of Indians	Lisa Corcoran	Spokane International Airport
Sean Messner	Spokane County	April Westby	Spokane Regional Clean Air
Mark Bergam	City of Airway Heights	Heleen Dewey	Spokane Regional Health Dist
Todd Ableman	City of Cheney	Gordon Howell	Spokane Transit Authority
Louis Meuler	City of Spokane	Karl Otterstrom	Spokane Transit Authority
Inga Note	City of Spokane	Darrel McCallum	WSDOT-Eastern Region
Brandon Blankenagel	City of Spokane	Larry Larson	WSDOT-Eastern Region
Gloria Mantz	City of Spokane Valley		

**Committee Alternates Present**

Scott Engelhard	Spokane County	Adam Jackson	City of Spokane Valley
Barry Greene	Spokane County	Keith Martin	WSDOT-Eastern Region

**Guests**

Chris Mansfield	T-O Engineers	Mike Lopez	Spokane Fire Dept
Cameryn Flynn	Spokane Neighborhood Action Partners		

**Staff**

Anna Ragaza-Bourassa	Senior Transportation Planner	Mike Ulrich	Senior Transportation Planner
Eve Nelson	Senior Transportation Planner	Julie Meyers-Lehman	Administrative Assistant
Staci Lehman	Communications Coordinator		

**3. Approval of July 25, 2018 Minutes**

**Mr. Blankenagel made a motion to approve the July 25, 2018 minutes as presented. Mr. Otterstrom seconded the motion, which passed unanimously.**

**4. Public Comments**

There were no public comments.

**5. Technical Member Comments**

Mr. Bergam spoke about completion of complete streets/ADA projects in Airway Heights.

Mr. Larson said WSDOT has finished the major portion of placemaking for the Children of the Sun trail alignment and further information can be found on the website [www.nscplace.com](http://www.nscplace.com).

Mr. Otterstrom announced the ribbon cutting ceremony for the West Plains Transit Center will be September 18. He said STA is seeking public comment on bus stops and station locations for the Monroe Regal Line, which is scheduled to begin service next year. The survey can be accessed from the STA website. He said STA sent out over 10,000 postcards to residents living within a quarter mile of the route and a public open house will be later this fall.

Chair Tedesco reported that the Spokane Tribe is in process of adopting a new long-range transportation plan. He noted that part of the plan will incorporate roadways on the West Plains into the BIA (Bureau of Indians Affairs) Roadway Inventory, which can open up additional funding opportunities. He spoke about the roundabout on Highway 2; he noted that a Spokane Tribal member artist has been commissioned to create a piece of artwork for the center of the roundabout; landscaping on the roundabout will be planted after the artwork is installed.

Mr. Ableman said preservation work in Cheney was done end of July.

Mr. Martin congratulated SRTC members for reaching the obligation authority target.

Ms. Westby noted the region is in its tenth day of air quality exceedance for PM2.5 due to wildfires. She said they are working with Dept. of Ecology to get those days excused under the natural events policy.

## **6. 2018-2021 TIP September Amendment**

Ms. Ragaza-Bourassa described the three projects contained in the amendment:

- SRTC – US 195/I-90 Study
- SRTC – Division Street Corridor Study
- STA – Fixed Route Bus Replacement

**Ms. Corcoran made a motion to recommend approval of the 2018-2021 TIP September Amendment; Mr. Martin seconded. The motion carried unanimously.**

### **7a. 2019-2022 TIP: Overview**

Ms. Ragaza-Bourassa highlighted the TIP development schedule and stated that all agencies' project information has been received. She announced that a public meeting will be held in September to review the draft document and it will be presented to the TTC at the September 19 meeting. There were no questions or comments.

### **7b. 2019-2022 TIP: New Project Programming**

Ms. Ragaza-Bourassa brought attention to the Board approved prioritized list of projects and the programming funding eligibility spreadsheets at each place. She said staff is requesting TTC input today on the following questions:

- Does it make sense to partially fund projects?
- Pros/Cons to partially funding projects?
- Have any projects secured, or are actively seeking, additional funding sources?

The group discussed at length; some questions and comments included:

- If a project receives partial funding in this call, does that mean priority funding in the next call?
- Does a willingness to accept partial funding allow for a change or reduction in project scope? And how might that affect scoring?
- How would the partial funding decisions be made?
- Would partial funding be awarded to a project that prefers full funding?
- Concerns about partial funding and the "ten-year clock" that starts ticking after acceptance of federal funds.
- Partially funding many projects, versus fully funding fewer, can be risky in terms of not getting any full projects off the ground.

- A partial funding approach should be done very cautiously because of implications with project delivery.
- If a project receives partial funding and then applies for additional funding during the next call, it's possible that future call parameters may change, decreasing the chance of a fully funded project.
- A suggestion for researching additional funding sources.
- The public wants to see real things get done so having fully funded projects that can be delivered is a better option.

Mr. Ulrich described how the TTC and TAC project priority lists were synthesized and which projects the TAC recommended to be moved up in priority.

The group continued discussion; some comments included

- Details about Highway Improvement Program (HIP) funding requirements.
- The programming spreadsheet is helpful for strategic planning, however it is not very clear. Projects listed in multiple places makes it appear there are more than 49 projects and eligibility in more than one categories is hard to follow. Several members suggested revisions to the spreadsheet.
- Timing of when the draft programming list to the TTC and the Board.
- The Board has only seen the priority list; they should be provided this programming list as well. Then as the TTC has an opportunity to make adjustments to the list, the Board can start programming discussions from there.
- Unease at giving a blanket TTC statement regarding partial funding. It would be most appropriate on a project specific basis and suggested staff meet with agencies one-on-one for in-depth discussions.
- There is not enough time or information before the committee today to provide guidance on the issue of partial funding.
- Suggestion that a more in-depth discussion about funding should be done in a smaller group setting, such as one representative from each agency and SRTC staff, before the next TTC meeting.
- Agencies will not voluntarily agree to receive partial funding if they do not already have additional funding lined up.
- A draft program of projects should not be presented to the Board before it has been reviewed by the TTC
- Members need adequate time to take the programming eligibility back to their agency to discuss strategies to make this work for the region.
- Partial funding doesn't always work very well; a lot of pressure comes from having underfunded projects
- The amounts requested on the original applications were accurate representations of the amount needed for the project.
- Discussion about the project contingency list.

Ms. Ragaza-Bourassa said detailed project programming by the TTC was not expected; programming information will be brought back to the TTC by staff at the next meeting. The input sought from this discussion was in regards to partial funding and additional funding sources.

Ms. Ragaza-Bourassa asked if **(1) Reformating the programming spreadsheet for clarity (2) Seeking approval for the TIP Working Group (or another small group) to convene for further more in-depth partial funding and or additional funding source discussions and those conversations brought to the next TTC meeting and (3) Determination (and notification to the TTC) of what programming information will be presented to the Board** is what the committee desired as a result of this discussion; the group agreed.

### **7c. 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 Asset Management 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 support the WSDOT statewide targets.

She named the five TTC members that make up the Target Setting Working Group and said they have met twice for in-depth evaluation of which option would be best. 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.

Mr. Larson provided additional details about why the working group decided to recommend accepting WSDOT targets. The TTC discussed making a recommendation to the Board next month to support the state targets, unless through Board feedback, additional issues should be considered and discussed.

#### **7d. Title VI Plan Update and Comments Received**

Ms. Lehman outlined Title VI, explained the SRTC Title VI plan was being updated and the 30-day public comment period ended August 8. She said only one public comment had been received, which was the Spokane Tribe noting that on page 3 of the document it reads “Member agencies and Tribes include” rather than “Member agencies and *Participating* Tribes”, which is how the phrase reads in the SRTC Unified Planning Work Program. Ms. Lehman explained that the omission of the word “participating” was unintentional and has been corrected. She noted the final document will be forwarded to WSDOT. There were no questions or comments.

#### **7e. 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. Mr. Otterstrom noted that state legislative session recaps are done very well by Greater Spokane Incorporated and he provided names of several potential guest speakers.

#### **7f. 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 in place for 19 months in the City of Spokane and City of Spokane Valley and has saved approximately \$77,000 in transportation costs. She said SNAP hopes to expand the program to all of Spokane County by the end of 2019.

#### **8. TIP Working Group Update**

Ms. Ragaza-Bourassa reported that the region exceeded the federal obligation target by 21%.

#### **9. Agency Update**

Ms. Ragaza-Bourassa reported that Paul Parker from the Washington State Transportation Commission will make a presentation about the Washington Transportation Plan update at the September 13 SRTC Board meeting. She pointed out that the next TTC meeting will be one week early next month; it will be held on Wednesday September 19 at 1:30.

#### **10. Future Agenda Items**

Mr. Meuler suggested a presentation on the NSC Placemaking process.

#### **11. Adjournment -**

There being no further business, the meeting adjourned at 3:06 pm.

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Julie Meyers-Lehman  
Recording Secretary

## MEMORANDUM

DATE: September 14, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: 2018-2021 Transportation Improvement Program October Amendment

### Summary

The City of Spokane Valley has requested an amendment to the 2018-2021 TIP (see **Attachment**). The changes necessitating an amendment are:

- **City of Spokane Valley - Barker Rd/BNSF Grade Separation:** Update the total estimated project cost from \$36,035,000 to \$26,170,000. Decrease the right-of-way phase from \$3,086,000 to \$3,000,000. Add TIGER funds and reduce the local dollars accordingly.
- **WSDOT – Eastern Region High Friction Surface Treatment 2017-2019:** Delete project from 2018-2021 TIP.
- **WSDOT – Eastern Region High Friction Surface Treatment 2019-2021:** Delete project from 2018-2021 TIP.

### *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 September 19 through September 28 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and on the SRTC website ([www.srtc.org](http://www.srtc.org)) September 19. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their October 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 October 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 October amendment will be incorporated into the STIP on or around November 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 October amendment to the 2018-2021 TIP, as shown in the **Attachment**.

2018-2021 Transportation Improvement Program  
October Amendment (18-10)

Agency	Project Title	Amendment Description	Funding Adjustment		Amendment	
					New Project	Existing Project
1	Spokane Valley	<b>Barker Rd/BNSF Grade Separation</b> Update the total estimated project cost from \$36,035,000 to \$26,170,000. Decrease the right-of-way phase from \$3,086,000 to \$3,000,000. Add TIGER funds and reduce the local dollars accordingly.	TIGER	\$1,850,000		
			Local	-\$2,436,000		
			Total	-\$586,000		
2	WSDOT	<b>Eastern Region High Friction Surface Treatment 2017-2019</b> Delete project from the 2018-2021 TIP.	HSIP	-\$122,000		
			State	-\$3,000		
			Total	-\$125,000		
3	WSDOT	<b>Eastern Region High Friction Surface Treatment 2019-2021</b> Delete project from the 2018-2021 TIP.	HSIP	-\$122,000		
			State	-\$3,000		
			Total	-\$125,000		

HSIP Highway Safety Improvement Program  
TIGER Transportation Investment Generating Economic Recovery Federal grant program

**MEMORANDUM**

DATE: September 14, 2018  
 TO: Members of the Transportation Technical Committee  
 FROM: Anna Ragaza-Bourassa, Senior Transportation Planner  
 SUBJECT: 2019-2022 Transportation Improvement Project (TIP) Recommendation

**Summary**

SRTC staff has recently completed the draft 2019-2022 TIP, which includes 98 projects and approximately \$818 million in transportation investments to be spent over the next four years. 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, with two additional development years, 2023 and 2024. The TIP must be updated, at minimum, every two years. Per new federal regulations, the TIP now includes a new section dedicated to federal performance measures. Project selections from the 2018 call for projects are not currently in this TIP but will be amended into it via the January TIP amendment.

The 2019-2022 TIP document is available on the SRTC website and can be accessed using this link: <https://www.srtc.org/transportation-improvement-program/>.

Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects regardless of funding source, must be included in the TIP. Regionally significant for this purpose is defined as projects that have the potential to adversely impact air quality. This is typically a project that changes vehicular capacity on a facility that serves regional transportation needs. Projects cannot obligate federal funding unless they are both in the STIP and TIP. Per federal regulations, to be in the TIP and STIP projects also must be consistent with the long-range transportation plan of the region, Horizon 2040. 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	
<b>August 1</b>	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC in Secure Access Washington (SAW)
<b>August 1</b>	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.

<b>July-August</b>	TIP Development – review project information in SAW, finalize project list, fiscal constraint analysis, air quality conformity determination.
<b>August 22, 27</b>	TTC, TAC meetings – TIP Overview
<b>August 31 -September 1</b>	30-day public comment period
<b>September 13</b>	Board meeting – TIP Overview
<b>September 19</b>	Public meeting to review draft TIP
<b>September 19</b>	TTC meeting – Recommend approval of draft TIP
<b>October 11</b>	<b>SRTC Board Approval</b>
<b>October 19</b>	WSDOT STIP Due Date
<b>~ January 1</b>	<b>FHWA/FTA STIP Approval</b>

### **Public Involvement**

Pursuant to the SRTC Public Involvement Policy, the development and approval of the TIP will include a 30-day public comment period (August 31 – September 30), a public meeting hosted by SRTC on September 19 at the STA Plaza, and presentation of the TIP document at Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC) and SRTC Board meetings. Additionally, individual agencies have developed and adopted their six-year programs in accordance with their own public involvement procedures.

### **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. There have been no committee actions taken on this item to date. The TTC, TAC and SRTC Board of Directors were briefed on the 2019-2022 TIP at their August and September meetings, respectively.

### **Requested Action**

Recommendation for SRTC Policy Board approval of the 2019-2022 TIP.

A link to the draft TIP can be found at [www.srtc.org/TIP.html](http://www.srtc.org/TIP.html). Copies of the draft will be available at the September meeting.

## MEMORANDUM

DATE: September 14, 2018  
TO: Members of the Transportation Technical Committee  
FROM: Eve Nelson, Senior Transportation Planner  
SUBJECT: Performance 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.

As provided by 23 CFR 490.105 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:**

- 1) **Agree to plan and program projects to support the statewide targets; or**
- 2) **Commit to a quantitative target for performance measures for the SRTC planning area.**

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 that SRTC set quantitative targets specific to the region or simply agree to support state targets through planning and programming. The Working Group met June 13 and July 26 to review technical details of

each performance measure and target, reviewed data supplied by WSDOT and their target setting methods, and reviewed SRTC specific data & potential targets, see **Attachment**.

At the August TTC meeting the working group initially suggested the TTC consider a Board recommendation to support the following WSDOT targets, possibly at the September meeting. 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.

The Board presentation on September 13, 2018 revealed that some Board members have interest in committing to quantitative targets for all measures. The Board directed staff to populate potential targets for bridge and pavement measures, if possible. Other potential SRTC targets for congestion and air quality are already projected, see **Attachment**. SRTC will reinitiate conversations with WSDOT's technical team experts to determine if we can arrive at potential target bridge and pavement trend data, specific to the Spokane planning area. Additionally, we will reconvene the working group and report back to the TTC in October.

### **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**

SRTC must report our performance management process and targets in the next Metropolitan Transportation Plan (MTP). The MTP must include a systems performance report describing how current planning efforts, program investment priorities and policies contribute to regional and/or state performance targets. SRTC is also required to include similar discussion in the 2019-2022 Transportation Improvement Program (TIP).

### **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**

- Reconvene Target Setting Working Group for further discussion
- TTC presentation of potential targets October 24, 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 <sup>3</sup>	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	
<b>Safety Performance Measure (Target Zero 2030) SRTC approved Dec 2017</b>	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 <b>90% or greater</b> of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	100%	Maintain the paratransit van fleet that <b>90% or greater</b> of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	100%	Maintain the rideshare van fleet that <b>90% or greater</b> of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that <b>90% or greater</b> 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 <b>90% or greater</b> 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 <b>equal to or greater than 90%</b> have a TERM condition rating of 3 (adequate) or better

## MEMORANDUM

DATE: September 14, 2018

TO: Members of the Transportation Technical Committee

FROM: Anna Ragaza-Bourassa, Senior Transportation Planner

SUBJECT: Call for Projects - DRAFT Programming

### Summary

SRTC staff has been developing a draft “Program of Projects” – applying available funds to the identified Board approved priorities. After receiving input from the TTC and TAC, SRTC staff worked with applicants on technical requirements, phasing, timing, leveraging other funding sources, etc.

The SRTC Board of Director’s meet on September 13 and provided the following policy guidance 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 all projects.

The TIP working group met on September 14 to review and provide input on the draft “Program of Projects”. The draft “Program of Projects” will be emailed to the TTC prior to the September 19 meeting.

Remaining Call for Projects Schedule	
September 13	SRTC Board – review public comments on prioritized list. Information and discussion on draft “Program of Projects” methodology
<b>September 19</b>	<b>TTC review of technical requirements as input on the draft “Program of Projects”</b>
September 24	TTC review of policy considerations as input on the draft “Program of Projects”
October 11	SRTC Board – Provide input and direct changes on draft “Program of Projects”
October 22	TAC recommends Board approval of “Program of Projects”
<b>October 24</b>	<b>TTC recommends Board approval of “Program of Projects”</b>
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. The Board approved prioritized list is currently out for a 30-day public

comment period from August 10 through September 9. Seven public comments were received and have been attached (see **Attachment**).

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.

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**

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 draft “Program of Projects”. The TTC will be asked to make a recommendation for Board approval on the “Program of Projects” at the October meeting.

**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

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**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.

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**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.

## MEMORANDUM

DATE: September 14, 2018

TO: Members of the Transportation Technical 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 transportation with emphasis on programs that serve persons with disabilities, older adults, and individuals with lower incomes. The goal is to enhance transportation access, 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 has been completed and is posted on the SRTC website at <https://www.srtc.org/human-services-transportation-plan/>. The plan is the guiding document for organizations participating in WSDOT's 2019-2021 Consolidated Grant Program, with applications for the current biennium due on September 14, 2018. WSDOT uses a single process (one application) to evaluate 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. With release of the CPT-HSTP review draft, the plan will be published for a formal public review and comment period.

### **Policy Implications**

Locally developed, coordinated public transit-human services transportation plans are a required element of FAST Act and an eligibility requirement for FTA's Section 5310 funding. 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 TTC at the March 2018 meeting in the early stages of the planning process. No action was requested at that time.

**Requested Action**

For information and discussion. This item will be brought back to the TTC at the October meeting and will seek a recommendation for SRTC Board approval. SRTC Board action is targeted for the November meeting.