

DATE: September 18, 2019  
TO: Members of the Transportation Technical Committee (TTC)  
FROM: Karl Otterstrom, Chair  
SUBJECT: **Agenda for TTC Meeting Wednesday, September 25, 1:30 pm**  
SRTC, 421 W. Riverside Avenue, Suite 504 (The Paulsen Building)

1. Call to Order
2. Roll Call / Record of Attendance
3. **Action** – Approval of August 28, 2019 Meeting Minutes Page 2
4. Public Comments
5. TTC Member Comments
6. Chair Report on SRTC Board of Directors Meeting
- ACTION**
7. **Supplement to Henry Road Overpass: Preserve High Performance Transit/Congestion Relief Corridor** *(Eve Nelson)* Page 5
8. **Funding Requests from City of Millwood and City of Spokane** *(Eve Nelson)* Page 9
9. **2019-2022 Transportation Improvement Program (TIP) October Amendment** *(April Gunderson)* Page 17
10. **2020-2023 Transportation Improvement Program** *(Eve Nelson)* Page 20

### **INFORMATION & DISCUSSION**

11. **Presentation on Spokane Walkability Action Project** *(Spokane Walkability Action Team)* n/a
12. TIP Working Group Update (if needed)
13. Agency Update
14. Adjournment Next Meeting: October 23

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**MEETING MINUTES**

Spokane Regional Transportation Council Transportation Technical Committee  
 August 28, 2019  
 421 W Riverside Ave Suite 504, Spokane, Washington

**1. Call to Order** - Mr. Karl Otterstrom, Vice-Chair, called the meeting to order at 1:30 p.m.

**Vice-Chair Karl Otterstrom stepped into position as Chair** – TTC Chair Mr. Sean Messner had a change in employment and resigned his position as Chair of the TTC. Committee Bylaws state that Vice-Chair becomes Chair. Chair Otterstrom stated that he will hold this position through until the end of 2019 and that officer elections for 2020 will take place in November as usual.

**2. Roll Call**

**Committee Members Present**

Mark Bergam	City of Airway Heights	April Westby	Spokane Regional Clean Air
Todd Ableman	City of Cheney	Heleen Dewey	Spokane Regional Health District
Roger Krieger	City of Deer Park	Gordon Howell	Spokane Transit Authority
Scott Bernhard	City of Liberty Lake	Karl Otterstrom	Spokane Transit Authority
Inga Note	City of Spokane	Mike Tedesco	Spokane Tribe of Indians
Gloria Mantz	City of Spokane Valley	Darrell McCallum	WSDOT-Eastern Region
Adam Jackson	City of Spokane Valley	Glenn Wagemann	WSDOT-Eastern Region
Brandi Colyar	Spokane County		

**Committee Alternates Present**

Barry Greene	Spokane County	Scott Englehard	Spokane County
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**Guests**

Paul Kropp	Citizen	Jennifer Martin	Iteris
Becky Spangle	Spokane Regional Transportation Management Center	Adam Dorsey	Welch Comer

**Staff**

Eve Nelson	Senior Transportation Planner	David Fletcher	Assoc. Transportation Planner
Mike Ulrich	Senior Transportation Planner	April Gunderson	Assist. Transportation Planner
Shauna Harshman	Assoc. Transportation Planner	Julie Meyers-Lehman	Administrative Assistant
Sabrina Minshall	Executive Director		

**3. Approval of June 26, 2019 Minutes**

***Mr. Tedesco made a motion to approve the June 26, 2019 minutes as presented. Mr. Bernhard seconded the motion, which passed unanimously.***

**4. Public Comments** - There were no public comments.

**5. Chair Report on SRTC Board of Directors Meeting** – Since Mr. Messner was not there to report, Ms. Minshall provided a brief report on the topics discussed at the July 11 Board meeting.

## **ACTION ITEMS**

**6. 2019-2022 Transportation Improvement Program (TIP) September Amendment** – Ms. Gunderson described the three projects in the amendment and read the one public comment received.

***Mr. Tedesco made a motion recommend Board approval of the 2019-2022 TIP September Amendment. Ms. Note seconded the motion. All votes were in favor.***

**7. Election of Vice-Chair** - Ms. Nelson provided a summary of the section of committee bylaws regarding TTC officers and described the responsibilities of the Vice-Chair. She noted a history of past Chair/Vice Chair rotation was in the packet, and although the group has practiced rotating office positions between agencies, there is no bylaw requiring this. Ms. Note nominated Ms. Mantz for Vice Chair, but she declined the nomination and suggested Mr. Jackson. Ms. Note then nominated Mr. Jackson, who accepted the nomination. Chair Otterstrom called for additional nominations and there were none.

***Mr. Tedesco made a motion to elect Mr. Jackson as Vice-Chair for the remainder of 2019; Mr. Krieger seconded. Motion passed unanimously.***

## **INFORMATION & DISCUSSION ITEMS**

**8. Regional Building Permit Data Program: 2018 Update & Analysis** – Mr. Ulrich explained that SRTC has historically maintained building permit data from jurisdictions within Spokane County to use in growth and forecasting analysis and this data was recently updated to include 2018 building permits. He said staff created a series of data visualizations to present to the Growth Management Steering Committee of Elected Officials on June 19 and to the Planning Technical Advisory Committee on August 22.

Mr. Ulrich presented three visualizations, which illustrated (1) Permit Data with UGA Boundaries (2) Housing United Added by Census Block and (3) User Selection Compared to County-Wide. He provided details about the building permit data program and validation of the data with Office of Financial Management information, and the block group/combined block group analyses. He noted that staff is working on incorporating additional information and will present this again before the Steering Committee of Elected Officials on September 18. He spoke about integration with partner agency data.

Mr. Tedesco questioned if information from the Kalispel Tribe was included; Mr. Ulrich replied it was pending.

**9. 2020-2023 TIP Overview and Fund Requests** - Chair Otterstrom noted this item is two separate topics and will be discussed separately. Ms. Nelson said the 2020-2023 TIP contains 99 projects, 12 of which are new, and the program totals approximately \$786 million over a four-year time span. She presented a breakdown of projects by type and explained the TIP must (1) be consistent with the MTP (2) be consistent with regional plans (3) conform with state air quality plans and (4) be fiscally constrained. Ms. Nelson spoke about the 30-day public comment period and the public open house event scheduled for 09/17. There were no questions or discussion.

Ms. Nelson said the City of Millwood has requested additional funding for the Millwood Argonne Road: Empire to Liberty Congestion Relief project. She turned the floor over to Mr. Adam Dorsey of Welch Comer who discussed the existing project and scope and the new scope components and funding request. He presented a map and the group discussed details. Chair Otterstrom requested that staff bring back an analysis of this request as it pertains to the policy in the TIP Guidebook to make sure the policy is being applied consistently.

Ms. Nelson stated that the City of Spokane requested a funding change for the Driscoll-Alberta-Cochran Sidewalk Infill project. Ms. Note took the floor and provided additional details about the funding. Ms. Nelson said the funding requests will be brought back before the TTC next month for action.

**10. Spokane Regional Transportation Management Center ITS Plan** – Ms. Spangle provided information about the most recent updates to the Intelligent Transportation Systems (ITS) Architecture Plan and the legislation requirements for conformance. She highlighted federally required ITS elements and described the ITS projects and service areas in which Regional ITS Architecture is used.

Ms. Spangle outlined the ways in which ITS and TSMO help the region meet transportation goals and noted that the updated ITS architecture objectives reinforce SRTC’s Horizon 2040 Guiding Principles. She addressed the ways in which SRTC supports regional ITS architecture and noted the next steps in the process were (1) education on the existence and use of the system for regional planning and scoping (2) presentation of system to SRTC Board for acceptance of plan for regional planning and funding consideration and (3) posting of the accepted plan on the SRTC website for use with other regional long range plans.

**11. TIP Working Group Update** - Ms. Nelson said it is not known yet if the federal obligation authority target was met because a last-minute project closure which made us fall below the target. She said the policy allows the state to waive closures in this situation, but a decision has not been reached yet.

She stated that the TIP Working Group is evaluating the requests for additional funding and will meet again on September 11 to discuss de-obligated funds that have become available.

**12. Technical Member Comments** - Members shared information about current projects or programs in their jurisdiction or agency.

**13. Agency Update** – Ms. Nelson said the first of the SRTC federal certification meetings was held today. She announced that a Request for Proposals for the SRTC Regional Data Tools project was recently released, and the State freight rail assistant program call for projects opened today and deadline is October 18. She asked that any comments in the draft 2020-2023 TIP be forwarded to her as soon as possible.

**14. Adjournment** - There being no further business, the meeting adjourned at 2:57 pm.

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Julie Meyers-Lehman,  
Recording Secretary

To: Members of the Transportation Technical Committee September 18, 2019

From: Eve Nelson, Senior Transportation Planners

Topic: **Supplement to Henry Road Overpass: Preserve High Performance Transit/Congestion Relief Corridor**

**Requested Action:**

Recommendation to the SRTC Policy Board of funding availability and project delivery schedule of the Supplement to Henry Road Overpass by October 10, 2019.

**Key Points:**

- On September 12, 2019 the SRTC Board of Directors approved the placement of the “*Supplement to Henry Road Overpass: Preserve High Performance Transit Corridor/Congestion Relief Corridor*” to the top of the SRTC Priority Project List, with the intent to provide SRTC funding to the project to preserve the corridor.
- The same Board action also requested that the TTC and SRTC staff provide an analysis of funding availability and project delivery schedule to the Board prior to their October 10, 2019 meeting.
- SRTC Priority Project list was adopted by the Board of Directors at the August 2018 meeting. It was the result of the prioritized call for projects process. Funding decisions, including additional funding, are made for projects based upon this list.
- Henry Road Overpass is currently a “Connecting Washington” funded project, scheduled for design in SFY2020 and construction in SFY2021.
- Henry Road Overpass is listed in the Metropolitan Transportation Plan (MTP), *Horizon 2040*, as an interchange. The down-scoping of the project was the result of a WSDOT and community practical solutions process.
- The TIP Working Group is currently assessing funding availability and project delivery to meet our annual obligation authority.

**Board/Committee Discussions:**

This is the first TTC discussion on this project. The Board took action on September 12, 2019 as listed above.

**Public Involvement:**

All Board and TTC meetings are open to public comment. When additional funds are allocated by SRTC to this project, a Transportation Improvement Program (TIP) Amendment and public comment period will be open.

**Supporting Information/Implications:**

The Henry Road project is listed in Horizon 2040, the SRTC Metropolitan Transportation Plan, as an I-90 interchange project. The project submitted by WSDOT for the City of Liberty Lake also appears on the SRTC Long-Term (2025-2040) Regionally Significant Project List. However, since being incorporated into Horizon 2040, the project has been re-scoped to an I-90 overpass.

Through legislative action, the Henry Road Overpass is now fully funded project at \$14.5M in the State's Connecting Washington funding package. The current project, as scoped and funded, interferes with the Milwaukee Railroad Right of Way (ROW) which is preserved for future high-performance transit use. This design interference would require an easement from Spokane County or a re-design to preserve future transit operations.

At the 9/12/19 SRTC Board meeting the Chair, Spokane County Commissioner Al French, presented a design option for Henry Road overpass that would maintain the ROW for future transit use, see **Attachment 1**. This option would require additional funds to be acquired to ensure that future transit projects along the corridor could be accommodated. The amount of funding necessary is currently estimated at between \$1.5M-\$3 M.

A motion was approved by the majority of the SRTC Board to preserve the ROW with intent to use available SRTC funding to assist in delivering the project which could accommodate future transit and bring this opportunity project to the top of the Regional Priority List, see **Attachment 2**. Additionally, the TTC was instructed to recommend funding and a project delivery schedule before the October 10 SRTC Board meeting.

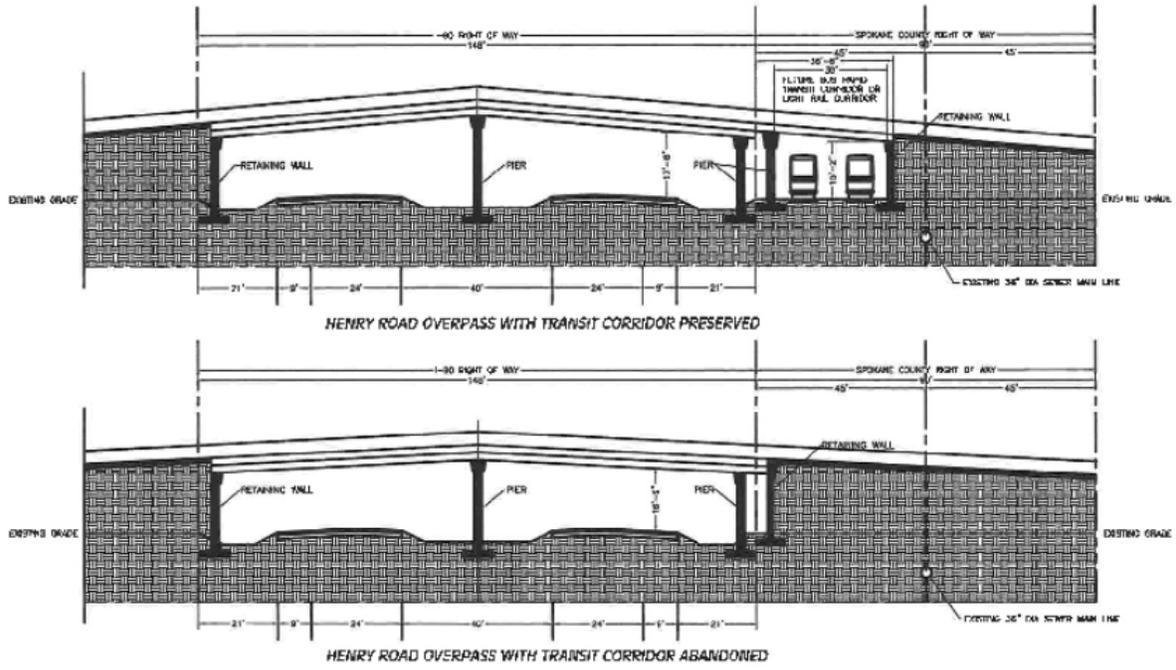
At the time of this memo, WSDOT is refining the financial needs of this specific request. SRTC is currently aware of the following available funding that could meet the needs of this project:

- Surface Transportation Block Grant (STBG) de-obligations of \$1.2 M
- Highway Improvement Program (HIP) Funding of \$1.4 M.

Additionally, SRTC Staff is reviewing *projected* future STBG allocation levels for any additional funding that may become available. It is also important to note the SRTC TIP is presently under-programmed to meet our annual obligation authority target. The funding needs of Henry Road Overpass and annual obligation authority requirements will be discussed at the next TIP Working Group meeting. The TIP Working Group will provide a recommendation to the TTC.

**More Information:**

- For detailed information contact: Eve Nelson at (509)343-6370 or [enelson@srtc.org](mailto:enelson@srtc.org).



**2019 SRTC Contingency List - Board Approved 9/12/19  
(From 2018 Call for Projects Prioritization)**

Priority	Project #	Project Name	Requested	STBG			CMAQ	STBG Set-Aside		HIP			Small Towns-min	AWARD
				Urban	Urban Small-min	Rural-min	inside AQ boundaries	Urban Large	Rural-min	Urban Large	Urban Small	Rural		Total Award
1	Board -1	Supplement to Henry Road Overpass ROW Preservation		\$12,670,000	\$530,000	3,100,000	\$9,800,000	\$1,800,000	\$208,000	\$1,040,000	\$28,000	\$165,000	\$1,500,000	Total Award
2	SC-1	Bigelow Gulch Project 5	\$1,568,000			\$1,403,000						\$165,000		\$1,568,000
3	COS-3	Thor-Freya Couplet	\$8,119,105	\$5,684,000										\$5,684,000
4	SRHD-1	Safe Routes to School Walking School Bus	\$611,181					\$600,000						\$600,000
5	SV-1	Pines Grade Separation (RW only)	\$3,795,000	\$1,890,000										\$1,890,000
6	COS-1	Riverside-Monroe to Wall	\$5,003,141	\$850,000										\$850,000
7	SRHD-2	Walk Bike Bus Downtown Spokane	\$304,202				\$304,000							\$304,000
8	SC-12	Commute Trip Reduction	\$898,157				\$881,327							\$881,327
9	STA-1	Upgrate 6diesel buses to electric	\$2,670,000				\$2,670,000							\$2,670,000
10	SC-3	Bigelow Gulch Project 2	\$2,601,000											\$0
11	MW-1	Argonne Rd, Frederick to Liberty congestion relief	\$1,270,000				\$1,270,000							\$1,270,000
12	SC-2	Bigelow Gulch Project 6	\$4,085,000	\$1,774,000					\$1,040,000					\$2,814,000
13	SV-2	Barker Corridor reconstruction & widening (can be split into 3 segments)	\$6,331,800	\$2,050,000										\$2,050,000
14	STA-2	5-Mile Park & Ride Study	\$200,000											\$0
15	COS-12	Havana St-Sprague to Broadway	\$5,836,971											\$0
16	DP-1	Crawford & Colville Roundabout/N Colville reconstructions	\$1,943,514			\$1,944,000							\$1,944,000	\$1,944,000
17	SV-6	Argonne Rd Reconstruction	\$2,508,500											\$0
18	WSDOT-1	US 2 Garfield Rd intersection improvement	\$2,220,000											\$0
19	COS-7	Maple-Wellesley Intersection	\$761,822				\$762,000							\$762,000
20	SC-5	57th Avenue	\$2,126,000											\$0
21	AH-2	21st Ave Craig Rd to Deer Heights Rd (Property Survey)	\$89,545											\$0
22	SV-4	Pines and Mission intersection improvement (can be split into 2 segments)	\$1,211,000				\$509,000							\$509,000
23	COS-10	Spokane Falls Blvd-Lincoln to Division	\$7,305,931											\$0
24	DP-3	Colville Reconstruction Third St to north City Limits	\$2,021,738											\$0
25	SV-7	Park Road reconstruction (RW only)	\$268,150											\$0
26	COS-5	Centennial Trail Summit Gap	\$2,532,198				\$2,532,000							\$2,532,000
27	SC-6	57th Avenue & Freya St Roundabout	\$728,300				\$728,000							\$728,000
28	COS-6	Ben Burr Crossing Improvements	\$746,099					\$746,000						\$746,000
29	SC-14	Harvard Rd	\$4,827,000											\$0
30	COS-8	Driscoll-Alberta-Cochran Sidewalk Infill	\$1,060,452					\$530,000						\$530,000
31	COS-4	Washington-Stevens, Spokane Falls to Boone	\$2,014,581											\$0
32	SC-13	Centennial Trail at Argonne	\$719,000											\$0
33	COS-2	Freya St - Wellesley to Decatur	\$3,658,690											\$0
34	COS-13	North Bank Trail Study	\$166,250											\$0
35	SV-3	Sprague & Barker intersection improvement	\$1,159,979				\$349,000							\$349,000
36	COS-9	Napa-2nd Ave to Sprague	\$1,508,697											\$0
37	SC-9	Craig Rd	\$962,700											\$0
38	CH-1	Washington St (Cheney)	\$730,691		\$703,000						\$28,000			\$731,000
39	AH-1	10th Ave Garfield Rd to Hayford Rd	\$3,203,000											\$0
40	DP-2	E Crawford Preservation	\$575,650											\$0
41	COS-11	37th Ave Sidewalk	\$726,183											\$0
42	SC-11	Cascade Way	\$601,200											\$0
43	SC-4	Brooks Rd Phase 1	\$1,608,000											\$0
44	SV-5	Mullan Road preservation	\$1,211,000											\$0
45	SC-8	Greta to Whitworth Bike Route	\$299,300											\$0
46	SC-10	Columbia Dr	\$1,536,000											\$0
47	FF-2	First St Sidewalk Phase 2	\$272,034						\$315,000				\$315,000	\$315,000
48	SV-8	Wilbur Rd sidewalk	\$557,060											\$0
49	FF-1	Rattler Run Road reconstruction	\$799,433											\$0
50	SC-7	Cheney-Spokane Rd	\$2,132,000											\$0
				\$12,668,000	\$703,000	\$3,347,000	\$10,005,327	\$1,983,000	\$315,000	\$1,040,000	\$28,000	\$165,000	\$2,259,000	\$29,727,327

Shaded=Fully Funded  
Dotted=Partial Award

To: Members of the Transportation Technical Committee September 18, 2019

From: Eve Nelson, Senior Transportation Planner

**Topic: Funding Requests from the City of Millwood and the City of Spokane**

**Requested Action:**

Recommend Board approval of \$380,000 of available Congestion Mitigation Air Quality (CMAQ) to complete the expanded scope for the City of Millwood Argonne Rd: Frederick to Liberty Congestion Relief Project.

Recommend Board approval of \$175,200 in of available Surface Transportation Block Grant- Set Aside (STBG-SA) to complete the funding needs and advance the construction of the Driscoll-Alberta-Cochran Sidewalk project by one year.

**Key Points:**

- Millwood is requesting a scope change and an additional \$380,000 in CMAQ funding from SRTC to complete Argonne Rd: Frederick to Liberty Congestion Relief Project.
- The City of Spokane has returned \$631,202 of STBG-SA funding on a project due to a successful state grant that will replace the need for a portion of the SRTC allocated funds.
- The City of Spokane is requesting a portion of the returned funds, \$175,200 to be used on the Driscoll-Alberta-Cochran Sidewalk project.
- Funds are available, both in the CMAQ and STBG-SA programs to be re-allocated.
- The Priority Project List, (most recently approved by the Board in September 12, 2019) the approved Contingency List Process and TIP Guidebook are all applicable processes to consider.
- The SRTC TIP Working Group and the SRTC Staff makes recommendations for the Transportation Improvement Program (TIP) and funding requests that are reviewed and discussed with the TTC.

**Board/Committee Discussions:**

This item was presented for information and discussion at the August 28 TTC meeting and at the September 12, 2019 Board meeting.

**Public Involvement:**

This item was presented at Board and TTC meetings which were open to the public. The projects

have both been through the Transportation Improvement Program (TIP) public comment process.

### **Supporting Information/Implications**

#### **City of Millwood Request**

Funds requested: \$380,000 in CMAQ

In January 2019 SRTC awarded \$1.27M in CMAQ to the City of Millwood for Argonne Rd: Frederick to Liberty Congestion Relief project. After the initial design phase, Millwood has determined there is regional benefit to expand the project scope, primarily to connect the pedestrian pathway to the regional Centennial Trail, see details in **Attachment 1**. The scope change requires an additional \$380,000 in CMAQ funding to complete this project and construct in 2021. Millwood's efforts to find additional funding from other sources has not been successful, which has led to the request to SRTC Board of Directors.

#### *Funds available*

There is currently \$428,107 of de-obligated CMAQ available to reassign.

#### Policy for Scope Changes

TIP Guidebook Policy 3.1 – All scope changes must be approved by the Executive Director, with TTC concurrence.

SRTC Staff and WSDOT have been very involved in assisting with this project and suggest approving the scope change as it supports Horizon 2040 strategies for safety, mobility and regional connectivity. The TTC will meet on September 25 to determine their position on the scope change.

#### Policy for Cost Overruns

Cost overruns are defined as costs that exceed the project budget as it was determined at the time of project application to SRTC.

TIP Guidebook Policy 6.3 - Fund increase requests related to cost overruns will be considered on a case-by-case basis.

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

TIP Guidebook Policy 6.5.1 – SRTC staff will provide a recommendation to the SRTC Board on how to best utilize leftover SRTC regional funds. This recommendation will be reviewed and discussed with the TTC prior to going to the Board. This includes using the approved contingency list process as approved by the Board on April 4, 2019, see **Attachment 3**.

## **City of Spokane Request**

Funds requested: \$175,200 in STBG-SA

In January 2019, SRTC awarded \$746,099 in STBG-SA to the City of Spokane for the Ben Burr crossing project. The City of Spokane successfully leveraged State Bike/Pedestrian safety funds to complete the project. Therefore, the City is returning \$631,202 of Surface Transportation Block Grant Set Aside (STBG-SA) funding and requesting to program \$175,200 to complete funding for their Driscoll-Alberta-Cochran sidewalk project, **Attachment 2**.

### *Funds available*

There is currently \$774,871 of de-obligated and returned STBG-TA to re-assign.

### Policy for Leftover Funds

TIP Guidebook Policy 6.5 - After a project has been selected by SRTC for regional allocations of federal funds, any unspent funds from the project award must be returned to SRTC for redistribution. Project sponsors may not change the original scope or extend the length or duration of the project in order to utilize the remaining funds.

TIP Guidebook Policy 6.5.1 – SRTC staff will provide a recommendation to the SRTC Board on how to best utilize leftover SRTC regional funds. This recommendation will be reviewed and discussed with the TTC prior to going to the Board. This includes using the approved contingency list and process as approved by the Board on April 4, 2019, see **Attachment 3**.

The SRTC Staff and the TIP Working Group met on August 21 to discuss available funding, project delivery and funding requests from both cities. The TIP Working Group is recommending the TTC support this conclusion and forward a recommendation to the Board of Directors in October.

### **More Information:**

- See Attachment 1: Millwood Funding Request Letter and Material
- See Attachment 2: City of Spokane Funding Request Letter
- See Attachment 3: SRTC Contingency List Process
- For detailed information contact: Eve Nelson at [enelson@srtc.org](mailto:enelson@srtc.org) or at (509)343-6370.



August 2, 2019

Sabrina C. Minshall, AICP  
Executive Director  
Spokane Regional Transportation Council  
421 W Riverside Avenue, Suite 504  
Spokane WA 99201

Al French, Spokane County Commissioner  
Chairman, Board of Directors  
Spokane Regional Transportation Council  
421 W Riverside Avenue, Suite 504  
Spokane WA 99201

Dee Cragun, City of Deer Park Councilmember  
Small Towns Representative  
Spokane Regional Transportation Council  
421 W Riverside Avenue, Suite 504  
Spokane WA 99201

**Re: Request for Additional Funds**  
**Argonne Road Widening Project**  
**CMAQ-4041(016)**

Dear Ms. Minshall and Messrs. French and Cragun:

The City of Millwood (“Millwood” or “the City”) presents to Spokane Regional Transportation Council (SRTC) this request for additional funding for the Millwood Congestion Relief – Argonne Road Widening Project; CMAQ-4041(016), referred to within as “the Project”. Millwood has worked for several years on securing funding for this important regional project. Although Millwood is a small city and this project is extremely significant for enhancing our residential and commercial livability, the overall value of this project to Spokane County and the surrounding region in reducing congestion on Argonne Road cannot be overstated. As is well-understood by SRTC, Argonne Road is a regionally significant arterial roadway from the urban area of the City of Spokane Valley to northern rural Spokane County, terminating in the Green Bluff Community. The corridor serves a multitude of users including agricultural, commercial, industrial, commuter, and recreational. Argonne Road is classified as a principal arterial and T2 Truck Route with a current peak volume of 2,400 vehicles per hour in the City. Simply put, currently Argonne Road serves as the north-south link for truck and commuter traffic in east Spokane County, linking north Spokane to Spokane Valley and Interstate 90.



## **ADDITIONAL REQUESTED DESIGN ITEMS**

Since design of the Project was initially funded in 2015, the City has determined that changes to the design are required to improve the safety, operation, regional mobility, and aesthetics of the Project, both for the citizens of Millwood and the surrounding area. Millwood believes it is logical and cost effective to include these changes as part of this project with the hope of fully improving the Argonne corridor for the City and the region. The City submits the following changes/additional items to be included in the Project.

### **Extending Pedestrian and Bicycle Facilities to the North**

In 2016, the City received funding through the Pedestrian and Bicycle Program to construct the Millwood Interurban Trail, a shared use path between Vista Road and Trent Avenue utilizing the Spokane County-owned former Great Northern Railway right-of-way, parallel to the Union Pacific Railroad (UPRR) corridor. The City sees the Project as the perfect opportunity to provide a shared-use path on Argonne Road, extending north from the Millwood Interurban Trail to the Argonne Road/Spokane River Bridge. This addition provides the following advantages:

- Allows pedestrian and bicycle users to safely travel along Argonne, which is currently viewed by these users as a hazardous endeavor due to the volumes and speeds along the corridor.
- The shared-use path safely accommodates more users (pedestrians AND bicycles) than the original six-foot wide sidewalk that was proposed as part of the original design.
- Connecting to the bridge at this stage provides the opportunity to extend a shared-use path across the bridge for future linkage to the Centennial Trail via Marengo Avenue. The current design of the bridge is wide enough to accommodate larger pedestrian facilities. With minor modifications to the existing barrier, a shared-use path could be provided, and critical pedestrian and bicycle connectivity established north and south of the Spokane River between the Millwood Interurban Trail and the Centennial Trail.

### **Widening for Turn Lanes on Minor Streets**

Based on Federal Railroad Administration and UPRR safety requirements, the current left-turn opportunity to Euclid Avenue from Argonne Road northbound adjacent to the UPRR Argonne Road crossing will be eliminated to accommodate the center-turn lane design. This left-turn opportunity provides extremely vital access to the City's commercial establishments located along Euclid Avenue west of Argonne Road. However, given the mandated safety requirements combined with road width constraints, it is impossible to maintain this turn.

To offset the loss of this turn opportunity, the City desires to improve traffic access to and from the west side of Argonne Road by developing and improving two minor collector streets north and south of Euclid Avenue. Northbound left-turn pockets will be added on Argonne Road at Frederick and Liberty Avenues; these will compensate for the loss of the Euclid left-turn opportunity, allowing for both City residents and other users to access Millwood west of Argonne Road at multiple points. The City will also slightly widen both Frederick and Liberty Avenues to provide left turn lanes from these streets to Argonne Road. Traffic volumes on Argonne Road make it extremely challenging for motorists to find a safe turn gap, especially for left turning traffic. Adding left turn lanes at these locations would help improve the flow of local traffic onto Argonne Road, especially for City residents living west of Argonne Road.



### Lighting

The original scope included relocating the existing lighting on the east side of Argonne Road. However, the City believes this is a prime opportunity to install new decorative lighting through the downtown core. The City envisioned installing decorative lighting as part of future revitalization efforts within the historic Millwood downtown core. The 2009 Argonne Road Reconstruction Project included installation of conduit on the west side of Argonne Road to support lighting amenities. So, this project would only need to install the poles and the conductors for the additional lighting on the west side, while conduit would still be required on the east side.

### Addition of Median Islands

The City and their engineer determined the necessity for hardscape median islands at specific locations within the Project corridor for traffic channelization and traffic safety. By providing medians fitted with reflective tubular markers, motorists will more easily see the alignment changes caused by the road widening to accommodate the center turn lane, helping to reduce the likelihood of head-on collisions. Due to the traffic consistency, volume, and speed on Argonne Road, the City believes this will be an important safety feature for the Project.

### **ADDITIONAL FUNDING REQUEST**

Currently, the Project is funded at \$1,793,310, with \$1,475,092 derived from Congestion Mitigation and Air Quality (CMAQ) funds and \$230,218 from the City (a 12.8% match by the City). The changes and additions contained in this request bring the total project cost to \$2,170,000, including contingencies. The City will increase our match for the Project to 14.5% (an 15% match on construction costs), contributing a total of \$315,000 in funds to the project. **The City of Millwood is requesting an additional \$380,000 in CMAQ funds, or other SRTC sources, for the Project.**

The City has worked diligently in cooperation with SRTC for several years to bring improvements to the Argonne Road corridor to fruition. The City believes that with the addition of these items to the Project, the project will provide benefits to pedestrian, bicycle, and motorist users located within the City of Millwood and the surrounding region. We respectfully ask that you grant our additional funding request. Thank you for your consideration.

Very Truly Yours,

A handwritten signature in blue ink that reads "Kevin M. Freeman". The signature is fluid and cursive, written in a professional style.

Kevin M. Freeman, Mayor  
City of Millwood, Washington

Copies: Mr. Paul Allen, City of Millwood  
Mr. Matt Gillis, Welch Comer & Associates, Inc.  
Mr. Adam Dorsey, Welch Comer & Associates, Inc.

**FOR ACTION**  
**AGENDA ITEM 8**  
**Attachment 2**  
**09/25/2019 TTC Meeting**



**INTEGRATED CAPITAL  
MANAGEMENT**  
808 W. SPOKANE FALLS BLVD.  
SPOKANE, WASHINGTON 99201-3343  
509.625.6700  
FAX 509.625.6349/509.625.6124  
spokaneengineering.org

May 24, 2019



SPOKANE REGIONAL TRANSPORTATION COUNCIL  
C/O SABRINA MINSHALL EXECUTIVE DIRECTOR  
421 W RIVERSIDE AVE STE 500  
SPOKANE WA 99201

Dear SRTC Board:

In 2018 the City of Spokane applied for and was awarded \$745,996.00 in STBG Set-Aside (formerly TAP) dollars to fund the City's Ben Burr Crossings at the 2nd Ave and 3rd Ave project. This project was subsequently scheduled for implementation in 2020. Prior to award, the City also applied for funding of this project through the State Pedestrian and Bicycle Safety program. The State program recently announced awards following approval of the State budget. The City project did receive a grant award through the State program which requires a \$114,794.00 match.

Due to the fatality at the project location, the City's pursuit of all available funds was a priority. Receiving both awards has provided a unique opportunity to further the Boards desire to leverage and expand the programming of regional dollars in combination with other funding sources.

To accomplish this, the City would like to propose the SRTC Board release most of the STBG Set-Aside funding from the Ben Burr Crossings project and award to the next project on the Contingency List, which is the City's Driscoll/Alberta/Cochran Sidewalk Infill project. The City would retain \$114,794.00 on the Ben Burr Crossings project as match to the State funds, and release the remaining \$631,202.00. The Driscoll/Alberta/Cochran project was previously awarded 50% funding, though the program request was up to 66.5%. We would ask that \$175,200.00 be added to the Driscoll/Alberta/Cochran project to bring it up to the full request of 66.5% which leaves 33.5% to be matched by city funds. The remaining \$456,002.00 from the Ben Burr award could be further re-programmed.

Existing Project		STBG-SA Change	Proposed Project	
	STBG-SA			STBG-SA
Ben Burr	\$745,996	(\$631,202)	Ben Burr	\$114,794
Driscoll	\$530,000	\$175,200	Driscoll	\$705,200
		Remainder		
		\$456,002		

We appreciate consideration of this matter, and would be happy to answer any questions or provide additional information regarding this request.

Thank you,

Katherine Miller, PE  
Director, Integrated Capital Management

KM/fip

## 2019 SRTC Contingency Process and List

At the November 2018 Board meeting, the SRTC Board selected a **2018 Prioritized List** of projects to fund with 2020-2023 regional allocations of the Surface Transportation Program Block Grant (STBG) and 2021-2023 Congestion Mitigation Air Quality (CMAQ) funds. As the prioritized list includes all funding sources and many partially funded projects, SRTC Staff and the TTC discussed ways to establish a contingency list process using the new **2018 Prioritized List (see Attachment)** to establish a predictable process yet maintain responsiveness to project changes. The recommended process was to seek to balance regional priority with the need to be nimble in utilizing funding quickly. The 2018 Prioritized list is now the 2019 Contingency List.

### Approved Process, March 14, 2019 Board meeting:

- Use the 2018 Prioritized List as the **2019 Contingency List**.
- SRTC Staff will bring a draft recommendation for TTC consideration based on the criteria below.
- The TTC will make a recommendation to the Board using the same criteria below.

### Criteria:

- Evaluate the technical requirements of the funding source for the project on **2019 Contingency List** and amount of funding that is available;
- Identify from the **2019 Contingency List** projects that meet such requirements;
- Review project readiness from the above identified projects to maximize project delivery;
- Review the capability of available funding to complete a project or phase; and
- Recommend a project or projects for Board approval.

To: Transportation Technical Committee September 18, 2019

From: April Gunderson, Assistant Transportation Planner

Topic: **2019-2022 Transportation Improvement Program (TIP) October Amendment**

**Requested Action:**

Recommendation for SRTC Board of Directors approval of the October Amendment to the 2019-2022 TIP.

**Key Points:**

- Spokane Valley has requested an amendment to the TIP. The proposed amendment would amend one existing project and add one new project. Both projects are related to the Pines Road/BNSF Grade Separation project.
- Project descriptions and/or funding adjustments are shown on the **Attachment**.

**Board/Committee Discussions:**

This item is being presented to the TTC for the first time. The October TIP Amendment will be presented to the Board on October 10, 2019.

**Public Involvement:**

Pursuant to SRTC's Public Participation Plan, this amendment will be open for a 10-day public comment period from September 18 through September 27, 2019. Any public comments received during this period will be addressed by SRTC staff and presented to the Board in their October meeting packet.

**Supporting Information/Implications:**

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.

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.

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 15.

**More Information:**

- See Attachment: 2019-2022 Transportation Improvement Program October Amendment (19-10)
- For detailed information contact: April Gunderson at [agunderson@strtc.org](mailto:agunderson@strtc.org) or (509) 343-6378.

2019-2022 Transportation Improvement Program  
 October Amendment (19-10)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment		WA TIP ID
				New Project	Existing Project	
Spokane Valley	<b>Pines Road/BNSF Grade Separation</b>  This amendment subtracts \$1,502,890 from total cost due to the new project, Pines Road/BNSF ROW Early Acquisition project.	STP(UL)	\$590,000			WA-10615
		Federal	\$1,246,500		✓	
		Local	\$4,201,500			
		<u>Total</u>	<u>\$6,038,000</u>			
Spokane Valley	<b>Pines Road/BNSF ROW Early Acquisition</b>  New project: Early acquisition of right-of-way for Pines Road/BNSF Grade Separation project.	STP(UL)	\$1,300,000	✓		WA-12522
		Local	\$202,890			
		<u>Total</u>	<u>\$1,502,890</u>			

STP = Surface Transportation Program

To: Transportation Technical Committee September 18, 2019

From: Eve Nelson, Senior Transportation Planner

Topic: **2020-2023 Transportation Improvement Program (TIP) Overview**

**Requested Action:**

Recommend SRTC Board of Directors approval of the 2020-2023 TIP.

**Key Points:**

- The TIP describes projects being undertaken in the region and demonstrates the financial resources are available to complete regional transportation projects and programs planned for the next four years.
- The 2020-2023 TIP contains \$791 Million in projects over a four yeartime period.
- The 2020-2023 TIP contains 100 projects, 12 of which are new.
- The 2020-2023 TIP must be approved by the Board by October 10 and becomes effective approximately January 15, 2020.

**Board/Committee Discussions:**

The Transportation Technical Committee (TTC) discussed the TIP at their August 28, 2019 meeting. The SRTC Board discussed the TIP at their September 12, 2019 meeting.

**Public Involvement:**

Pursuant to SRTC's Public Participation Plan, this TIP is open for a 30-day public comment period from September 2 through October 3, 2019. The public comments received so far are shown on the **Attachment**; these and any additional public comments received during this period will be presented in the October Board packet. A public open house was held on September 17, 2019 from 3:30-5:30 PM at the Spokane Community College Lair.

**Supporting Information/Implications**

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, 2024 and 2025. The TIP must be updated, at minimum, every two years.

The 2020-2023 TIP document is available to the public 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, on an arterial over ½ mile in length, 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.

<b>2020-2023 TIP Development Schedule</b>	
<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.
<b>August 28</b>	TTC meeting – TIP Overview
<b>September 2-October 3</b>	30-day public comment period
<b>September 12</b>	Board meeting – TIP Overview
<b>September 17</b>	Public meeting to review draft TIP
<b>September 25</b>	TTC meeting – Recommend approval of draft TIP
<b>October 10</b>	<b>SRTC Board Approval</b>
<b>October 18</b>	WSDOT STIP Due Date
<b>~ January 15, 2020</b>	<b>FHWA/FTA STIP Approval</b>

**More Information:**

- See Attachment: Public Comments Received
- See link: [Draft SRTC 2020-2023 TIP](#)
- For detailed information contact: Eve Nelson at [enelson@src.org](mailto:enelson@src.org) or at (509)343-6370.

Draft 2020-2023 Transportation Improvement Program  
Public Comments Received

**Date Received:** 9-17-2019

**Method:** In writing on public comment form at the SRTC TIP Open House Event

**Regarding Project:** All new roundabouts (e.g. on Geiger)

**Comment:** Single-lane roundabouts are the way to go in terms of safe, intuitive infrastructure that minimizes conflict points. However, slip lanes do not belong on facilities with people on foot/bike attempting to cross. Slip lanes increase speeds during turns and orient vehicles such that people at or in the crosswalk are less likely to be seen. Please refer to NACTO's protected intersection design for a more appropriate approach to mixing zones.

**Agency Response:** Forwarded to WSDOT

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**Date Received:** 9-17-2019

**Method:** In writing on public comment form at the SRTC TIP Open House Event

**Regarding Project:** North Spokane Corridor

**Comment:** Please remove or at least pause the North Spokane Corridor. My neighbors and I are anxious about the increased traffic, sprawl, and air & noise pollution the project will bring, never mind the additional traffic funneled onto the one or two arterial streets that will remain open during construction (that are already dangerous to cross on foot/bike). My neighbors want sidewalks and crosswalks...not a speedway that divides northeast in two. Freeways are climate change denial.

**Agency Response:** Forwarded to WSDOT