

DATE: March 18, 2020
TO: Transportation Technical Committee (TTC)
FROM: Karl Otterstrom, Chair
SUBJECT: **Agenda for TTC Meeting Wednesday, March 25, 1:30 pm**
SRTC, 421 W. Riverside Avenue, Suite 504 (The Paulsen Building)

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1. Call to Order
2. Roll Call / Record of Attendance
3. Approval of February 26, 2019 Meeting Minutes Page 2
4. Public Comments
5. TTC Member Comments
6. Chair Report on SRTC Board of Directors Meeting
- ACTION**
7. **2020-2023 Transportation Improvement Program (TIP) April Amendment** (*Eve Nelson*) Page 5
8. **Metropolitan Transportation Plan (MTP) 2045 Freight Element** (*Kylee Jones*) Page 8
- INFORMATION & DISCUSSION**
9. **MTP 2045: Introduction to Regional Networks** (*Shauna Harshman*) Page 10
10. **US 195/I-90 Study Update** (*Ryan Stewart*) Page 12
11. **Division Street Corridor Study Update** (*Jason Lien*) Page 14
12. Agency Update
13. Adjournment

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MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
 February 26, 2020
 421 W Riverside Ave Suite 504, Spokane, Washington

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

2. **Roll Call**

Committee Members Present

Karl Otterstrom	Spokane Transit	Brandi Colyar	Spokane County
Heather Trautman	City of Airway Heights	Steve Davenport	Spokane County
Todd Ableman	City of Cheney	Scott Englehard	Spokane County
Roger Krieger	City of Deer Park	Lisa Corcoran	Spokane International Airport
Scott Bernhard	City of Liberty Lake	Heleen Dewey	Spokane Regional Health Dist
Kara Mowry	City of Spokane	Mary Jensen	WSDOT-Eastern Region
Inga Note	City of Spokane	Larry Larson	WSDOT-Eastern Region
Kevin Picanco	City of Spokane	Glenn Wagemann	WSDOT-Eastern Region
Gloria Mantz	City of Spokane Valley		
Adam Jackson	City of Spokane Valley		

Committee Alternates Present

Mike Tresidder	Spokane Transit Authority		
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Guests

Char Kay	WSDOT	Anna Ragaza-Bourassa	WSDOT
Sean Messner	HDR	Keith Martin	WSDOT
Brandon Blankenagel	KPFF		

Staff

Eve Nelson	Senior Transportation Planner	Sabrina Minshall	Executive Director
Mike Ulrich	Senior Transportation Planner	David Fletcher	Assoc. Transportation Planner III
Jason Lien	Senior Transportation Planner	Julie Meyers-Lehman	Admin-Exec. Coordinator

3. **Approval of December 18, 2019 Minutes**

Mr. Krieger made a motion to approve the December 18, 2019 minutes as presented. Mr. Greene seconded the motion, which passed unanimously.

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

5. **Technical Member Comments** – Members spoke about current projects or programs in their jurisdiction or agency.

6. **Chair Report on SRTC Board of Directors Meeting** – Vice Chair Adam Jackson shared highlights from the February 13, 2020 Board meeting. He noted that the Board took action on contingency list funding, however it was not the list of projects recommended by the TTC in December, but a list created by staff and this was due to timing considerations. There were no January Board or TTC meetings and the Board felt that another month's delay in approving funding would put undue pressure on project sponsors to get their projects underway this year. Ms. Nelson also added that the creation of an alternative list to the one recommended by the TTC was a directive to staff by the Board at the December Board meeting.

7. Action: 2020-2023 Transportation Improvement Program (TIP) March Amendment – Ms. Nelson drew attention to a corrected version of the amendment spreadsheet at the table; the version in the packet contained a typographical error. Ms. Nelson outlined the projects in the proposed amendment and provided additional details about the Pines Grade separation project. There were no questions or discussion.

Mr. Jackson made a motion to approve the 2020-2023 TIP March Amendment minutes as presented. Ms. Mantz seconded the motion, which passed unanimously.

8. Information: FHWA Certification – Ms. Minshall described the federal recertification process which all Metropolitan Planning Organizations undergo every four years by Federal Highway Administration, in conjunction with Spokane Transit Authority and WSDOT. She spoke about the 2016 recertification recommendations close-out process; she noted the final report from the 2019 process contained many commendations to SRTC, several recommendations which will be addressed, but there were no corrective action findings.

9. Information: Metropolitan Transportation Plan Update – Mr. Ulrich defined the MTP as what we want our regional transportation system to look like in 20 years and what we're going to do to support that outcome. He explained the approach to this update as utilizing a "cone of probability" method of understanding potential futures and achieving preferred outcomes.

Mr. Ulrich said for this update SRTC would like to establish interagency and multi-jurisdictional Subject Matter Expert (SME) Teams to dig deep into major sub-tasks of the MTP update, who will then report back to the TTC, the sub-tasks being; (1) Land Use update (2) Regional Planning Framework (3) Freight (4) Revenue Assumptions

He illustrated a process for establishing data driven performance objectives to be incorporated into the MTP and noted that updating assumptions for future conditions will be critical to determine if investments are supporting the MTP goals. He presented the MTP update schedule through December 2021.

10. Action: Land Use Update – Mr. Ulrich stated the requested action for this item is to establish a Subject Matter Expert team (SME) to inform the land use update. This team will select a methodology for forecasting land use into the horizon year and report that back to the TTC. He provided examples of the allocation methodology currently in use by SRTC and its limitations.

Mr. Ulrich explained the land use SME team will be asked to:

- Review SRTC's current forecast methodology and available data resources
- Identify realistic improvements to the current methodology, given available time and data resources
- Review a revised forecast methodology

The TTC's role will be to review and react to the SME team's work and identify any fatal flaws. Ultimately, the TTC will recommend jurisdictional allocations to the SRTC Board for adoption. He emphasized that local jurisdictions will all be given ample opportunity to review TAZ-level forecasts once complete and make refinements.

The group discussed the list of proposed team members; it was suggested to expand the list to include tribal representatives and Roger Krieger from Deer Park. Mr. Ulrich indicated he would reach out to those proposed team members to request their inclusion.

Mr. Larson made a motion to establish a SME team, with the modifications discussed, to inform the land use update. Mr. Jackson seconded the motion, which passed unanimously.

11. Information: PSAP Census Geographies – Mr. Lien explained that the Participant Statistical Area Program (PSAP) process is conducted every 10 years by the US Census Bureau and is a review of statistical area geographies to be used for the census. He outlined the PSAP process, reported on current status including several revisions and additions to block groups, and highlighted PSAP milestones to date. It is expected that 2020 statistical areas will be available for public use by late 2020 or early 2021. There were no questions or discussions.

12. Information: Agency Update - Ms. Jones and Ms. Minshall spoke SRTC’s collaboration with Avista to explore the possibility of applying for a Department of Commerce grant for electric vehicle charging stations, SRTC will tentatively be submitting a letter of intent.

13. Adjournment

There being no further business, the meeting adjourned at 2:45 pm.

Julie Meyers-Lehman
Recording Secretary

To: Transportation Technical Committee March 18, 2020

From: Eve Nelson, Principal Transportation Planner

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

Requested Action

Recommendation for SRTC Board approval of the April amendment to the 2020-2023 TIP, as shown in the **Attachment**.

Key Points

Four member agencies have requested an amendment to the 2020-2023 TIP to include funding recently awarded by the SRTC Board. The projects are listed below, see **Attachment** for more details.

- **City of Spokane:** Thor and Freya Couplet from Hartson to Sprague
- **City of Spokane Valley:** Wilbur Road Sidewalk-Boone to Mission.
- **City of Spokane Valley:** Pines Road/BNSF Grade Separation
- **Spokane County:** Bigelow Gulch/Forker Road Project 6
- **Spokane Transit Authority:** Five Mile Park & Ride Mobility Hub Study

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 March 20, 2020 through March 30, 2020 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and posted on the SRTC website (www.srtc.org) March 20, 2020. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their April meeting packet.

Supporting Information/ 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 April 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 April amendment will be incorporated into the STIP on or around May 15, 2020.

Prior Committee Actions

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

More Information

- For detailed information contact Eve Nelson at (509)343-6379 or enelson@srtc.org

SRTC 2020-2023 Transportation Improvement Program
 April Amendment (20-04)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane	Thor and Freya Couplet from Hartson to Sprague Modify funding to include additional STBG award and new HIP award; adjusted local match. Revised phase obligation year and expenditure schedule.	STBG	\$5,827,549		✓
		HIP	\$1,469,556		
		Local	\$810,743		
			<u>\$8,107,848</u>		
Spokane County	Bigelow Gulch/Forker Road Project 6 Modify funding to include additional \$1,271,000 STBG award and remove equal amount in local match.	STBG	\$2,531,089		✓
		HIP	\$700,000		
		State	\$2,000,000		
		Local	\$2,450,815		
			<u>\$7,681,904</u>		
Spokane Transit Authority	Five Mile Park & Ride Mobility Hub Study Park and ride mobility hub study funded with newly awarded STBG and local funds.			✓	
		STBG	\$200,000.00		
		Local	\$50,000		
	<u>\$250,000.00</u>				
Spokane Valley	Wilbur Road Sidewalk:Boone to Mission New project funded with STBG-SA funds to provide sidewalks on Wilbur Road: Boone to Mission			✓	
		STBG-SA	\$500,000		
		Local	\$144,000		
	<u>\$644,000</u>				
Spokane Valley	Pines Road/BNSF Grade Separation Modify funding to include STBG award for right of way (RW) and remove equal amount in local match. Also, consolidate RW to 2022.	Discretionary	\$1,246,500		✓
		STBG	\$2,495,000		
		Local	\$2,296,500		
			<u>\$6,038,000</u>		

CMAQ = Congestion Mitigation Air Quality
 HIP=Highway Improvement Program
 STBG=Surface Transportation Block Group
 STBG-SA=Surface Transportation Block Group -Set Aside

To: Transportation Technical Committee

March 18, 2020

From: Kylee Jones, Associate Transportation Planner II

Topic: **Metropolitan Transportation Plan (MTP) 2045 Freight Element**

Requested Action:

Establish a subject matter expert (SME) team to inform the Freight Element of the Metropolitan Transportation Plan (MTP) update. The SME team will review the scope, draft workplan, timeline, and deliverables for the update and report to the TTC as study findings and key performance indicators develop.

Key Points:

- The MTP Freight Element will utilize a data driven process to provide SRTC and its partners with an in-depth understanding of freight's role in the region.
- It will build upon previous planning efforts, including the Inland Pacific Hub and Bridging the Valley Studies, which evaluated specific aspects of the region's freight system and the needs associated with them.
- This MTP Freight Element will build on these efforts by taking a more integrated approach centered around developing a comprehensive regional freight profile. It will consider a variety of freight-related factors, including:
 - Freight impacts on regional and local transportation networks
 - Freight's relationship with land use
 - Regional commodity flows
 - Impacts on potentially disadvantaged populations
 - Existing freight-related safety issues
- The Freight Element will be incorporated into the federally mandated Metropolitan Transportation Plan (MTP), which is due to be adopted by December 9, 2021.

Board/Committee Discussions:

The Board has been briefed on the MTP Update and will be briefed on the Freight Element at a future meeting.

Public Involvement:

This subject matter expert team is a group to review strategy and workplan processes for which public involvement is not applicable. However, there will be a significant public involvement effort for the MTP update which will allow for public input on the freight element.

Supporting Information/ Implications:

To build on previous freight planning efforts, a literature review of studies and plans will include:

- 2006 – Bridging the Valley
- 2009 – 2012 - Inland Pacific Hub Phase 1
- 2009 – 2012 - Inland Pacific Hub Phase 2
- 2017 – Washington State Freight Systems Plan
- 2017 – JTC Phase 1
- 2018 – JTC Phase 2
- 2019 – Washington State Rail Plan (Draft)
- 2020 – Washington State Freight and Goods Transportation Systems update

In addition to improving our understanding of the regional freight system, the results of the analyses will provide a solid foundation from which to identify a regional freight improvement strategy that can be incorporated in SRTC’s next MTP update. This will include crafting a set of policy recommendations to guide future freight-related planning efforts, identifying key freight performance measures, and developing a prioritized list of freight projects addressing regionally significant needs identified in the study.

Given the complexities of the freight study, SRTC is proposing the establishment of an SME team to inform the study scope, draft workplan, timeline and deliverables. SRTC is recommending the following SME team members:

Agency	Team Member
WSDOT – Eastern Region Planning	Char Kay
WSDOT – Eastern Region Rail	Bob Wesby
Inland Empire Distribution Systems (IEDS)	Matt Ewers
City of Spokane	Kara Mowery
Spokane County	Barry Greene
Burlington Northern Santa Fe (BNSF)	Johan Hellman <i>or designee</i>
Union Pacific (UP)	Aaron Hunt <i>or designee</i>
Less Than Truckload (LTL)	Brent Vander Pol <i>or designee</i>
Public Development Authority (PDA)	<i>designee</i>

The membership is recommended to include one representative from the major freight employers and local freight planning experts in local jurisdictions and authorities.

More Information:

- For detailed information contact: Kylee Jones at (509)343-6370 or kjones@src.org.

To: Transportation Technical Committee March 18, 2020
From: Shauna Harshman, Associate Transportation Planner III
Topic: **Metropolitan Transportation Plan (MTP) 2045: Introduction to Regional Networks**

Requested Action:

For information and discussion.

Key Points:

- In the current update of the MTP, the planning framework, process, and illustration of regionally important networks are being refreshed with new illustrations.
- The term “regionally significant” has been used historically, however that term is very specific to an air quality definition for projects and carries implications outside SRTC only processes.
- The illustrations will improve transparency in what is and is not regionally important for agencies and grantors and will aid in shifting focus from just individual projects to the regional system.
- The shift from focusing on individual projects to the regional system will improve proactive planning; and better identify and remedy gaps in the regionally important transportation system.
- Visual identification of important regional networks will assist policy makers focus resources on transportation issues within the identified networks, providing a clear framework for the focus of the MTP and the definition of projects.
- The regional system approach is more inclusive of all users; beyond auto and transit.

Board/Committee Discussions:

This is the first discussion of this item.

Public Involvement:

None to date.

Supporting Information/Implications

A series of visual aids is being developed to assist with tying together local and regional planning efforts in a manner that is transparent and understandable in this update of the MTP. These visuals bring the text to life and help show the transportation facilities and networks important in this region. The Planning Framework also helps illustrate where and how SRTC interacts with local plans, programs, and projects.

A regional project development process tree will illustrate the path of a project from development through implementation, making the process transparent and understandable, reinforcing the idea that we plan early and collaboratively as a region.

The Regional Planning Framework will show the iterative relationship between local and regional planning. Further, it will demonstrate the relationship between numerous discrete plans at SRTC and

the cyclical MTP. The infographic will visually bring together the planning framework discussed throughout the MTP into one place: guiding principles, regionally important transportation facilities, regionally significant facilities, air quality conformity, fiscal constraint, and Title VI requirements.

Additional visual aids in development include an MTP consistency checklist to aid internal project analysis in a manner that is transparent for agency partners and a planning process diagram for SRTC planning efforts.

The final pieces of this effort currently under development are updates to the Regional Priority Network Maps, and a new map of the regionally significant facilities for air quality conformity. Mapping these facilities aids staff and policy makers in planning and programming for the regional transportation system out to the planning horizon of 2045.

More Information:

- For detailed information contact: Shauna Harshman at (509)343-6388 or sharshman@srtc.org.

To: Transportation Technical Committee

March 18, 2020

From: Ryan Stewart, AICP, Principal Transportation Planner

Topic: US 195/Interstate 90 Study Update

Requested Action:

For information and discussion.

Key Points:

- The US 195/Interstate 90 Study is a multimodal effort to address safety, operations, access, and infrastructure issues in the Study area.
- The Study is a multi-agency effort with representatives from the City of Spokane, Washington State Department of Transportation, Spokane County, and Spokane Transit on the Study Steering Committee. SRTC is leading the effort and providing project management.
- The Study kicked off late last year after a consultant team, led by Fehr & Peers, was selected following WSDOT's contracting requirements. The consultants are assisting with the technical analysis and stakeholder engagement efforts.
- The existing conditions analysis is nearly complete. A market-based land use analysis is underway and expected to be finalized in April.
- Demographic and socioeconomic data (e.g., U.S. Census data, state employment data), county assessor data, real estate data, and information gathered from property owners and developers is being used to generate high-level demand forecasts for retail, employment, and residential uses.
- Several scenarios will be developed based on the land use analysis. Future forecasts will be informed by these scenarios.
- Evaluation criteria for potential strategies are being developed based on Steering Committee and community input.
- Initial strategies will be vetted through the Steering Committee this summer. Once fully vetted and evaluated against the criteria, the strategies will be presented to the community.
- A final list of recommended strategies as well as a phased implementation plan will be developed.
- The Study is scheduled to be complete in the 1st quarter of 2021.

Board/Committee Discussions:

The US 195/I-90 Study was identified in the SRTC Strategic Plan. The SRTC Board had several touch points in 2019 including the approval of a contract for consultant services. The Board was most recently updated at their March 12, 2020 Board meeting. The TTC was briefed on the Study in 2019. The Transportation Advisory Committee (TAC) will be briefed at their first meeting of 2020.

Public Involvement:

An engagement plan for the Study has been implemented to gauge the community’s vision for the Study area and get feedback on strategies as they are developed. Numerous stakeholder interviews have been conducted and a public meeting was held on February 10. Other outreach efforts so far include neighborhood council meetings, a presentation to the City of Spokane Plan Commission, social media postings, a survey, and a project website. The engagement effort will continue throughout the Study.

Supporting Information/Implications

The US 195 and I-90 corridors have experienced increasing operational and safety issues, particularly at their interchange and at local access points. The interchange ramps do not meet current design standards. Current challenges include:

- Safety - reduce collisions, improve safety for pedestrians and bicyclists
- Operations - maintain reliability, improve congestion at the interchange and on I-90
- Access - coordinated land use and environmental management, recreation access
- Infrastructure – local network connectivity, road and bridge conditions, railroads

The purpose of the multi-jurisdictional US 195/I-90 study is to develop a strategy for addressing these issues while considering practical solutions. More coordinated land use planning and access management between agencies is being addressed as well. The need for collaboratively developed solutions in the Study area has been a topic of discussion for several years.

US 195/I-90 Study Schedule



More Information:

- For detailed information contact: Ryan Stewart at (509) 343-6370 or rstewart@srtc.org.

To: Transportation Technical Committee

March 18, 2020

From: Jason Lien AICP, Principal Planner

Topic: Division Street Corridor Study Update

Requested Action:

For information and discussion.

Key Points:

- The Division Street Corridor Study is a multi-jurisdictional effort to analyze transportation and land use alternatives in the Division Street study area.
- At the March 12th SRTC Board of Directors meeting, the Board unanimously approved the formation of a steering committee to engage with and review project progress.
- SRTC and STA staff recommend that steering committee participation include:
 - Two City of Spokane elected officials (Council Members Burke and Mumm, City of Spokane)
 - One Spokane County elected official (Commissioner French)
 - Executive leadership from STA (E. Susan Meyer)
 - Leadership from WSDOT Eastern Region (Mike Gribner)
 - One other elected official (Council Member Hattenburg, City of Spokane Valley)
- Letters have been sent to the proposed steering committee members to request their participation.
- The Division Study work is being completed by a combination of agency staff and a consultant contract. The consultant contract was executed in November 2019. The consultant team is led by Parametrix.

Board/Committee Discussions:

Emphasizing a regional approach to major transportation corridors was born out of the SRTC Board's strategic plan in late 2017. Funding for the Division Street Corridor Study was approved by the SRTC Board in March 2018; consisting of a \$400,000 STBG set-aside as part of the 2018 SRTC Call for Projects. The Board voted to amend the Division Street Corridor Study into the 2018-2021 TIP at the September 2018 meeting. Execution of agency agreements with STA and WSDOT, respectively, was approved as part of the consent agenda at the March 2019 Board meeting. The Board authorized execution of the consultant contract at the September 2019 meeting. The Division Street Corridor Study is identified in SRTC's 2-year Unified Planning Work Program (UPWP). The Study was presented as an informational item at the January 2019 TTC meeting. The SRTC Board approved formation of a Division Study steering committee at the March 2020 meeting.

Public Involvement:

All Board and TTC meetings when this item has been presented have been open to the public. The project process will involve extensive public engagement. Formal public engagement activities will begin in the next month.

Supporting Information/Implications:

The Division Street Corridor Study is a coordinated planning effort with Spokane Transit Authority (STA) to engage the community and analyze opportunities in the Division Street corridor from a multimodal transportation and system perspective. The configuration of a Bus Rapid Transit line along Division is a major component of the study, and this task will be managed by STA. The future completion of the North Spokane Corridor and implementation of Bus Rapid Transit are anticipated to alter the way Division Street is used. The study will have high levels of community engagement, provide alternative multimodal design concepts for consideration, evaluate their performance, and make recommendations for transportation facility improvements.

The study is coordinated through multiple agency partners—WSDOT, City of Spokane, and Spokane County. A steering committee of elected officials and agency leaders is proposed to have routine touch points with the study and review its progress. Prospective committee members serve on either the SRTC or STA Boards (or both). The mission of the steering committee is to stay informed on the study’s progress and process, serve an advisory role, and at key decision points, provide recommendations to the SRTC and STA Boards. Formal decision-making authority will reside with the respective Boards.

Currently, the project consultant is completing an existing conditions memo highlighting operational and safety conditions, infrastructure, and land use in the Division Street corridor. Division Study items will be brought before the TTC periodically, particularly at milestone decision points. The study is scheduled to be fully completed in early 2022. The overall budget is provided in the following table.

Source	Amount
STA STP Award	\$400,000
STA Match	\$100,000
SRTC STBG Set-Aside	\$400,000
WSDOT Contribution to SRTC	\$100,000

More Information:

For detailed information contact: Jason Lien, Principal Planner, at (509) 343-6370 or jlien@srta.org.