



**AGENDA**

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Chad Coles, Spokane County, Chair  
SUBJECT: TTC Meeting – **Wednesday, February 22, 2012** - 1:30 pm  
SRTC: 221 W. First Avenue, Intermodal Center, Suite 310

1. Call to Order.
2. Roll Call/Record of Attendance.
3. Approval of January 2012 Minutes.
4. Public Comments.
5. Old Business.
  - a) Complete Streets Policy Development Subcommittee – Eve Nelson
  - b) TTC Bylaws Update – Chad Coles
  - c) Project Funding Policies Discussion – Mallory Atkinson
6. New Business.
  - a) Federal Functional Classification Change Request – Sylvia Ferrin
  - b) Regional Travel Demand Model Update – Ryan Stewart
  - c) Land Use Update for Travel Demand Modeling – Kevin Shipman
  - d) Inland Pacific Hub Phase 2 Update – Ryan Stewart
7. Agency Update.
8. Technical Member Comments.
9. Adjournment.

Next Meeting: March 28, 2012

**MEETING MINUTES**

Spokane Regional Transportation Council  
Transportation Technical Committee  
January 25, 2012  
SRTC Office - Intermodal Center - Third Floor  
Spokane, Washington

**1. Call to Order.**

Chad Coles, Chair, called the meeting to order at 1:33 p.m.

**2. Roll Call/Record of Attendance.**

Chad Coles .....	Spokane County
Brandon Blankenagel .....	City of Spokane
Kathleen Weinand .....	City of Spokane
Mark Serbousek .....	City of Spokane
Steve Worley .....	City of Spokane Valley
Inga Note .....	City of Spokane Valley
Ron Edgar .....	Spokane Clean Air Agency
Glenn Wagemann .....	WSDOT, Eastern Region
Harold White .....	WSDOT, Eastern Region
Mike Frucci .....	WSDOT, Eastern Region
Karl Otterstrom .....	Spokane Transit Authority
Gordon Howell .....	Spokane Transit Authority
Barry Greene .....	Spokane County

**Staff.**

Kevin Wallace .....	Executive Director
Ryan Stewart .....	Senior Transportation Planner
Anna Ragaza-Bourassa .....	Senior Transportation Planner
Mallory Atkinson .....	Transportation Planner
Sylvia Ferrin .....	GIS Analyst
Staci Lehman .....	Public Education/Information Coordinator
Jennifer Wash .....	Administrative Assistant

**Alternates and Guests.**

Ross Kelley .....	TAC
Rich Burnett .....	Citizen
Charlene Kay .....	WSDOT, Eastern Region
Katherine Miller .....	City of Spokane
Paul Kropp .....	Neighborhood Alliance/TAC
Doug Smith .....	City of Liberty Lake
Kevin Picanco .....	David Evans & Associates
Todd Ableman .....	City of Cheney
Jim Redmon .....	Divine Corporation
Sue LaRue .....	Banner Fuel
DJ Funk .....	Banner Fuel

Scott Walters..... Petro Card Inc.  
Drew Pike..... City Service Valcon  
Roger English..... City Service Valcon  
Eric Busch..... Busch Distributors  
Mark Gilbert..... Connell Oil

**3. Approval of December 2011 Meeting Minutes.**

**Steve Worley motioned to approve the minutes from December 21, 2011 as written. Ron Edgar seconded the motion, which was passed unanimously.**

**4. Public Comments.**

Jim Redmon provided a letter to the Committee and commented on the effects weight restrictions placed on the Greene Street Bridge have on businesses in the area. Mr. Redmon said he and several other area companies want to work with the City of Spokane to come up with a process to secure and maintain an efficient and safe truck route. They would like to designate Hamilton Street as a truck route until Greene Street Bridge is repaired or replaced.

Mark Serbousek stated that the Greene Street Bridge meets legal ASHTO requirements but because it was built years ago, it cannot support today's heavy trucks with multiple axels.

Discussion ensued on the process of opening up Hamilton Street. The truck restriction signs on Hamilton have been in place for years and were put in place by neighborhood councils to promote safety for the schools in the area.

Kevin Wallace noted for process purposes the group talk with the City of Spokane. If the outcome suggested an action from this committee then this item would be put on a future agenda. Mr. Serbousek directed Mr. Redmon to talk with Mike Taylor Director of Engineering Services for the City of Spokane. Mike Frucci noted neither the TTC nor the Board have any authority on how the City posts signs on roads which is a local issue. Sue LaRue from Banner Fuel was made the contact person to speak with Mr. Taylor from the City.

**5. Old Business.**

**a) TTC Bylaws Update**

Karl Otterstrom noted that there was an interest in putting the TTC Bylaws side by side with the TAC Charter because of some conflicts and lack of clarity of roles between the TTC and TAC. He asked if staff is in the process of synchronizing the two.

Kevin Wallace noted that the Board does not expect that both the TTC and TAC would have identical recommendations coming to them, however, the Board wants to makes sure they have both a broad policy and technical perspective on issues. Mr. Wallace

noted that it is a good idea to put the TAC Charter and TTC Bylaws side by side and suggested that a subcommittee of the two groups be formed to accomplish this task.

Mr. Otterstrom suggested that the subcommittee have several TAC and TTC members as well as members from jurisdictions that are not on the TAC or TTC.

There was consensus to form a subcommittee to address composition and function of the TTC bylaws. Inga Note, Karl Otterstrom, Doug Smith, Mike Frucci and Chad Coles volunteered to be on the subcommittee. An email will be sent to each small city/towns jurisdiction to ask if they would like to participate as well.

### **b) TTC Project Funding Policy Discussion**

Mallory Atkinson discussed a Board request from the May 12, 2011 meeting, that the TTC revise its draft Project Funding Policy and Guiding Principles to include: 1) unified criteria and selection process amongst funding sources and 2) explicit language with regard to the deferral process. Ms. Atkinson reminded the Committee that this Board request was delayed due to other pressing items, including the selection and hiring of a new Executive Director. This item was presented for discussion and will be brought back to TTC in February or March for a recommendation to the Board.

Ms. Atkinson posed the following questions: 1) What issues are we trying to solve by establishing a project deferral policy? 2) In what circumstances would we consider deferring a project? 3) What project funding issues (including those identified in the draft Project Funding Policy and Guiding Principles) does the TTC see as in need of having a formalized, Policy Board-approved policy?

Steve Worley responded to the first question addressed by stating TTC had concerns during recent calls for projects in which projects were bumped to the top of the funding list based on the fact that the funding for the particular project had been previously deferred. Mr. Worley noted that members of the Committee were not made aware of the deferred projects until late in the process of the call for projects. He stressed the importance of transparency in the process. He also suggested that the TTC should more closely monitor the status of projects so there were no surprises when new calls for projects and decisions for funding were made.

Mike Frucci stated that the policy and guiding principles that were written by the Committee last year regarding deferrals is good but noted that the Board at the time also requested a unified application and scoring process for all modes and funding sources. He commented that the Board structure has changed since the time of their request; he questioned if the Committee should go back to the Board to find out if this agenda item is still an issue they would like the TTC to address.

Steve Worley suggested SRTC staff provide a list each month of the status of all projects that have been selected for funding, to include the funding program and where they are at with their obligations.

Mr. Wallace agreed with Mr. Worley and suggested instead that staff provide the reports quarterly. Mr. Wallace described additional project details that he would suggest be included in a quarterly report. He suggested that staff develop a template to present to the Committee for more discussion.

Mr. Wallace then discussed the definition of deferrals. He explained that it was common for MPO's to have a funding swap, in which two projects from different years in the TIP swap places.

Mike Frucci explained that in the last call for CMAQ, the Committee chose to use deferrals in order to fund the Traffic Management Center, which had been unexpectedly ineligible for funds. Karl Otterstrom noted that prior to the CMAQ call for projects; WSDOT deferred a funded project to fund the City of Spokane's Havana St Bridge project, with the understanding that their project would receive funding during the next call.

Mr. Wallace recommended that any deferral policy should also address the process for deferring projects that are unable to proceed and obligate funds.

Mr. Otterstrom clarified that the Board had requested a revised policy regarding project funding and a recommendation about unified application and selection criteria.

Katherine Miller noted that an important factor in the TTC's earlier discussions of a unified application and criteria is the status of the new federal transportation authorization bill. Ms. Miller agreed that another aspect of this item is transparency. Discussion ensued.

Mr. Wallace stated that he will address the Board regarding the background of the unified criteria and selection process request and the TTC's recommendation that it would not be an effective strategy at this time.

Harold White suggested forming a group to review the existing policy language and make suggestions in the policy text regarding deferrals. There was consensus to form a subcommittee to discuss this item. Harold White, Chad Coles, Brandon Blankenagel and Gordon Howell volunteered to be on the subcommittee.

### **c) TTC Membership**

Anna Ragaza-Bourassa reported that each of Spokane Regional Transportation Council's member agencies will receive a letter in coming weeks requesting confirmation of their designated representatives and alternates to the TTC. This would be helpful to have this information updated prior to having the membership discussion as part of the bylaws update.

Inga Note asked about the rotation of representation for the small cities. Ms. Ragaza-Bourassa stated that staff will sort out the issue regarding small town representation and work to fill the small town position that is currently vacant.

## **6. New Business**

## **a) Federal Functional Classification Change Requests**

Sylvia Ferrin reported that SRTC has received a Federal Functional Classification (FFC) change request from the Town of Rockford for Missile Base Street/Weaver Street from SR 27 to SR 278 (Emma Street) from FFC rural local access (9) to FFC rural minor arterial (7). She asked the Committee for a recommendation of approval to the SRTC Board for this request.

**Karl Otterstrom made a motion to recommend the Federal Functional Classification request from the Town of Rockford as described above to the SRTC Board. Harold White seconded the motion which was unanimously approved.**

Ms. Ferrin also presented FFC change requests from the City of Spokane Valley for 1) Mission Avenue from Flora Road to Barker Road from FFC urban collector (17) to a FFC urban minor arterial (16) and 2) Indiana Avenue from Sullivan Road to Flora Road from a FFC proposed urban minor arterial (36) to a FFC urban minor arterial (16).

**Mike Frucci made a motion to recommend the two Federal Functional Classification Requests from the City of Spokane Valley as described above to the SRTC Board. Harold White seconded the motion which was unanimously approved.**

## **7. Agency Update**

Ms. Ragaza-Bourassa mentioned that SRTC received information from the Washington State Department of Transportation (WSDOT) on a Safe Routes to School Call for Projects. A webinar will be hosted by the WSDOT on March 1<sup>st</sup>.

Ryan Stewart updated the Committee on the transit enhancement travel demand model update project. SRTC is in the final stages of the project and will provide more detailed information at the next month's TTC meeting.

Kevin Wallace mentioned that despite the bad weather visitors from Spokane were able to make all the meetings at the GSI Fly-in to Olympia. He noted that legislators listened to the transportation needs but they were more focused on the states operating budget which is in \$2 million shortfall.

## **8. Technical Member Comments**

Kathleen Weinand mentioned that the City of Spokane is starting to update the transportation chapter of their Comprehensive Plan.

Ron Edgar reported that the agency's indirect source rule was postponed until May. The agency is also working with BNSF obtaining a grant to put auxiliary power units on locomotive units in the Spokane area which will help reduce fine particulate emissions from these sources. He also updated the Committee on the national ambient air quality standards (NAAQS); the new particulate matter (PM) standard proposal will be in June 2012 with a final proposal in 2013, the Ozone standard proposal in late 2013 with a final

proposal 2014, and Lead standard proposal in January 2014.

Glenn Wagemann commented that WSDOT headquarters have made the top two priorities for this region the North Spokane Corridor from the river to Francis and the State Route (SR) 902/Geiger Interchange.

Harold White announced that the funds needed for the ITS Architecture Plan were approved by the SRTC Board in January. Three consultants have been selected for interviews, which will take place in February.

Steve Worley stated that City of Spokane Valley has an open house tonight on the Sullivan Road bridge replacement project. He also mentioned that they have lifted weight restrictions off the Sullivan Road bridge and are diverting traffic off the southbound bridge to the northbound bridge while they make temporary repairs.

Karl Otterstrom reported the Spokane Transit Authority (STA) has received two bid proposals for the Smart Bus Computer Aided Dispatch Automated vehicle location project which STA had received CMAQ funds for last year. He also mentioned that the federal government released a notice of a proposed rulemaking on New Starts/Small Starts which looks promising for STA regarding the transit model enhancements DKS is working on. Mr. Otterstrom in addition commented that STA has received a feasibility study on the Park and Ride off of the Medical Lake interchange and also thanked those who helped with the bus stop signage input.

## **9. Adjournment.**

There being no further business, the meeting was adjourned at 2:55 pm.

---

Jennifer Wash  
Recording Secretary



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Eve Nelson, Senior Transportation Planner  
SUBJECT: Complete Streets Policy Development Subcommittee

### Summary

SRTC was successful in securing \$11,500 in grant funding from Washington State Department of Transportation (WSDOT) in cooperation with the Washington State Department of Health (DOH) to assist with the development of Active Community Environments (ACEs). The original source of funding is from the Center for Disease Control. Specifically the grant is designed to:

- Develop and implement a Complete Streets policy through the SRTC Policy Board;
- Incorporate Complete Streets policy elements into the Metropolitan Transportation Plan and project evaluation criteria for regionally competitive grants; and
- Participate, provide training, and develop materials for the Safe and Complete Streets Education Coalition.

Pending Board approval, an additional year of funding for \$11,500 from ACEs will likely be available to continue work on the integration of a Complete Streets policy into the Metropolitan Transportation Plan or project evaluation criteria.

### Public Involvement

The Spokane Unified Transportation Vision and Implementation Strategy (June 2011) recommends promoting development of Complete Streets. Also, The Spokane Regional Pedestrian Plan, December 2009 recommends a regional Complete Street policy to ensure streets are designed and allowed to enable safe and convenient access for all users. Both plans had significant public involvement in their development.

**Policy Implications**

A Complete Streets or multi-modal policy specific to the needs of the SRTC region, coupled with the development of project evaluation criteria, could have region-wide impact in changing the decision-making process so that all users are routinely considered during the planning, designing, building and operating of transportation facilities.

A Complete Street policy has the potential to improve safety for all users including motor vehicle drivers, transit riders, pedestrian and bicycles.

**Technical Implications**

Technical implications will become clear after the subcommittee discussions occur.

**Prior Committee Actions**

The SRTC Board adopted the Spokane Regional Pedestrian Plan in December of 2009.

During the March 2011 SRTC Board Brown Bag Lunch presentation on Complete Streets, SRTC Board members indicated an interest to pursue the idea of a Complete Streets policy at SRTC.

The STRC Board adopted The Spokane Unified Transportation Vision and Implementation Strategy in June of 2011.

On August 11, 2011 Interim Transportation Manager Mark Rohwer reported to the SRTC Board the agency had secured a grant to pursue a Complete Streets policy and education work.

On December 8, 2011 the SRTC Board was given a PowerPoint presentation on how to achieve a grant policy for Complete Streets. A timeline was presented to the Board that included a suggestion to develop a subcommittee with members of the Board, TAC and TTC to draft a policy by June 2012.

On February 9<sup>th</sup>, 2012 the SRTC Policy Board selected members of the Board to serve on a subcommittee with an additional representative from TTC and TAC.

**Requested Action**

It is requested that the TTC select a representative to participate on the subcommittee to draft a Regional Complete Streets Policy. It is estimated that the subcommittee will meet twice in March.



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Anna Ragaza-Bourassa, Senior Transportation Planner  
SUBJECT: TTC Bylaws Update

### **Summary**

The current Transportation Technical Committee (TTC) bylaws were adopted in 1994. The TTC bylaws update has been discussed at numerous TTC meetings during the past two years. The two most prominent topics of discussion were membership and the role of the TTC as it relates to the SRTC Board and the Transportation Advisory Committee (TAC).

### **Public Involvement**

The TTC bylaws update was previously discussed at the following meetings, which were open to the public: February 16, March 16, April 20, May 18, and June 15, 2011 TTC meetings and the April 14, 2011 SRTC Board meeting. This item was most recently discussed at the January 25, 2012 TTC meeting.

### **Policy Implications**

Since the current TTC bylaws were adopted in 1994, the City of Spokane Valley has been incorporated and the Spokane Clean Air Agency has changed its name. It is imperative that our bylaws remain current so that they accurately portray the Spokane Region and the role of the TTC as an advisory committee to the SRTC Board.

### **Technical Implications**

The current TTC bylaws are out-dated and do not include sufficient detail about officer elections, attendance, and official duties.

### **Prior Committee Actions**

This issue was discussed at the February, March, April, May, and June 2011 regular meetings of the TTC and the April 2011 SRTC Board meeting.

At the January 25, 2012 TTC meeting, a subcommittee of TTC and TAC members as well as small town/cities staff was developed to update the TTC bylaws and TAC charter. The subcommittee is scheduled to meet at 1:00 p.m. on Thursday, February

16<sup>th</sup> at SRTC. A summary of the discussion and any outcomes of this meeting will be presented to the TTC at the February 22<sup>nd</sup> TTC meeting.

**Requested Action**

This item is provided to the TTC for information and discussion purposes. It is anticipated that the TTC will make a recommendation to the SRTC Board on this topic early this spring.



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Mallory Atkinson, Transportation Planner  
SUBJECT: Project Funding Policies Discussion

### **Summary**

The Spokane Regional Transportation Council (SRTC) Policy Board requested at the May 12, 2011 meeting that the Transportation Technical Committee (TTC) revise the draft Project Funding Policy and Guiding Principles to include 1) unified criteria and selection process amongst funding sources, and 2) explicit language with regard to the deferral process, i.e. when the deferral process would and would not be allowed. Other pressing items, including the selection and hiring of a new Executive Director, delayed the TTC's discussion of the Policy Board's request.

A few items to think about during this discussion include:

- What issues are we trying to solve by establishing a project deferral policy?
- In what circumstance would we consider deferring a project?
- What project funding issues (include those identified in the draft Project Funding Policy and Guiding Principles, attached) does the TTC see as in need of having a formalized, Policy Board-approved policy?

### **Public Involvement**

This topic has been discussed at the May 18 and June 15, 2011 TTC meetings, which are open to the public. The TTC also discussed this item at the January 25, 2012 meeting.

### **Policy Implications**

The Policy Board has requested input from the TTC in developing these funding policies.

### **Technical Implications**

It is in the interest of our member agencies to address these project funding policy questions, in order to ensure that policies are in place if, and when, these issues arise in the future. In addition, resolving some of these issues now will assist the agency in its

ongoing monitoring of the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Enhancement funding programs.

### **Prior Committee Actions**

The TTC presented the draft Project Funding Policy and Guiding Principles (attached) to the Policy Board on March 10, 2011 for approval. The Policy Board requested that the TTC revise the draft Project Funding Policy and Guiding Principles to include 1) unified criteria and selection process amongst funding sources, and 2) explicit language with regard to the deferral process, i.e. when the deferral process would and would not be allowed.

The TTC discussed the Policy Board's request the May 18 and June 15, 2011 meetings. The results of those discussions have not yet been presented to the Policy Board.

At the January 25, 2012 TTC meeting, a subcommittee was developed to refine the existing draft project funding policy. The subcommittee is scheduled to meet at 10:30 a.m. on Thursday, February 16<sup>th</sup> at SRTC. The subcommittee's recommendations will be presented to the TTC at the February 22<sup>nd</sup> TTC meeting.

### **Requested Action**

This item is presented for discussion.



**MEMORANDUM**

DATE: February 15, 2012  
 TO: Members of the Transportation Technical Committee  
 FROM: Sylvia Ferrin, GIS Analyst  
 SUBJECT: Federal Functional Classification Change Request

**Summary**

The Spokane Regional Transportation Council (SRTC) has received a Federal Functional Classification (FFC) change request from Spokane County (see attached). The request is as follows:

Requesting Agency	Roadway	From To	FFC Existing	FFC Proposed
Spokane County	Old Trails / Inland Road	Trails Road to Seven Mile Road	Rural Local Access (09)	Rural Major Collector (07)

**Public Involvement**

There has been no public involvement related to these requests.

**Policy Implications**

Functional Classification is a determinant of eligibility for Federal transportation funding. All roadway projects receiving federal funds must be on the federally classified roadway system.

**Technical Implications**

Functional Classification changes require coordination with the Metropolitan Planning Organization (MPO), which is SRTC for the Spokane Region. Once approved at the MPO level, requests are then submitted to the Washington State Department of Transportation (WSDOT) for review, then forwarded to the Federal Highway Administration (FHWA) for approval.

**Prior Committee Actions**

There has been no prior committee action to date on this item. All FFC requests received by SRTC must go through the Transportation Technical Committee (TTC) for recommendation to the SRTC Board for approval.

**Requested Action**

Recommend approval of the Spokane County Federal Functional Classification request to the SRTC Board.



RECEIVED

FEB 09 2012

SRTC

DIVISION OF ENGINEERING AND ROADS  
A DIVISION OF THE PUBLIC WORKS DEPARTMENT

February 8, 2012

Mr. Kevin Wallace  
Spokane Regional Transportation Council  
221 W. First Ave., Suite 310  
Spokane, Washington 99201-3613

RE: Federal Functional Classification Request – Old Trails / Inland Road

Dear Mr. Wallace:

Attached please find a Federal Function Classification Request for consideration to designate Old Trails / Inland Road as a Rural Major Collector Arterial. The southern 3.30 mile length and the north 0.50 mile length were classified as local access and maintained by Spokane County. The center 1.50 mile portion was controlled by the Washington State Parks Department until January, 2012 when it was transferred to Spokane County. Now that the entire length is maintained by Spokane County, the route can be recognized as a facility open to public travel which has been utilized as a commuter route for some time.

The need for a transportation corridor traversing this geographical area was documented thru a public outreach process entitled "Connecting Our Community" and forwarded to the Washington Legislature in 1999 and labeled the "Northwest Connector". Again in 2010, the US 2 Route Development Plan facilitated by WSDOT identified the merits of the "Northwest Connector" as a transportation component for the region. Although Old Trails / Inland Road has not been tagged as the Northwest Connector, it is apparent that the public has found it as a chosen route to traverse from the area of northwest Spokane City and surrounding area as well as southeastern Stevens County to access the western reaches of Spokane city, Airway Heights, Spokane International Airport, Fairchild Air Force Base and points west along US 2 and Interstate 90. It will continue to operate as an arterial route until such time as it is reconstructed as the Northwest Connector or a replacement facility is constructed.

Thank you for reviewing this application for submittal to the SRTC Board and designated sub-committees.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Brueggeman". The signature is fluid and cursive, with the first letter of the first name being a large, stylized capital 'R'.

Robert Brueggeman, P.E.  
Spokane County Engineer

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the agency.

1. COUNTY or CITY NAME  <b>Spokane County</b>	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i>  <b>32</b>
2. LOCAL AGENCY CONTACT PERSON  <b>Barry Greene (<a href="mailto:bgreene@spokanecounty.org">bgreene@spokanecounty.org</a>)</b>	TELEPHONE NO.  <b>509-477-3600</b>
3. LOCAL NAME OF ROUTE  <b>Old Trails Road / Inland Road</b>	ROUTE NO. <i>(if State Route use SR No.)</i>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM <b>Trails Road</b> TO <b>Seven Mile Road</b> LENGTH: Miles <b>5.30</b>	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION  <b>09 Rural Local Access</b>	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION  <b>07 Rural Major Collector</b>
<i>(Urban Freeway/Expressway, Principal Arterial, Minor Arterial, Collector, Rural Major Collector, Rural Minor Collector, Local Access)</i>	
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>4.00</b>	
8. DOES ROUTE EXTEND INTO ANOTHER JURISDICTION <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required – unless the functional classification can logically be changed between agencies.)</i>	
9. EXISTING ROAD CHARACTERISTICS  Roadway Width (incl. shoulders): <b>20 – 26</b> ft. Surfacing Type <i>(mark appropriate space)</i> <input checked="" type="checkbox"/> Gravel <input type="checkbox"/> ACP <input checked="" type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. VPD)</i>  INDUSTRIAL: Employees _____ VPD _____ AIRPORTS: Annual Flights <b>52,000 (2009)</b> VPD _____ MILITARY INSTALLATIONS: Type <b>FAFB</b> VPD _____ SHOPPING CENTER: No. Stores _____ VPD _____ OTHER: Type <b>Tribal Casino</b> VPD _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors <b>Riverside State Park (ORV park)</b> <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: VPD _____

---

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**Areas surrounding airport and air force base have overlay zoning that restrict residential growth. Appropriate employment generators are encouraged in the overlay zones.**

---

12. TRAFFIC (at significant volume change locations)

Location at Trails Road Existing Traffic 1,090 VPD  
Future Traffic (20 years) 5,000 VPD

Location at Seven Mile Road Existing Traffic 700 VPD  
Future Traffic (20 years) 5,000 VPD

---

13. Written description of route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

The functional classification change request starts on Old Trails Road beginning at Trails Road, the route is paved for the next 3.30 miles with a width of 26 feet. The posted speed limit is 45 miles per hour. This first segment of road is surrounded by small ranch and large lot residential (rural traditional zoning). Old Trails is the collector roadway for adjacent incoming roads such as Euclid Road and Newkirk Road and multiple private roads. At m.p. 3.30 the road changes name to Inland Road. This also marks the southern border of Riverside State Park ORV park. The road changes to a gravel surface and is 20 feet wide. The surrounding area is the ORV park. The route and the functional classification change request ends at Seven Mile Road.

---

14. A brief description why the proposed change is requested and justification for the change.

The route provides route connectivity to/from; State Route 291, North Spokane, Nine Mile Falls and Suncrest in Stevens County, to/from the West Plains area of Spokane County and provides access to Cities of Airway Heights and Spokane. The route has slowly over time changed from primarily serving adjacent lane uses and access to Riverside state park ORV park to also accommodating intracounty travel and access from the north to the municipalities, the Northern Quest Casino gaming facility, Spokane International Airport and Interstate 90.

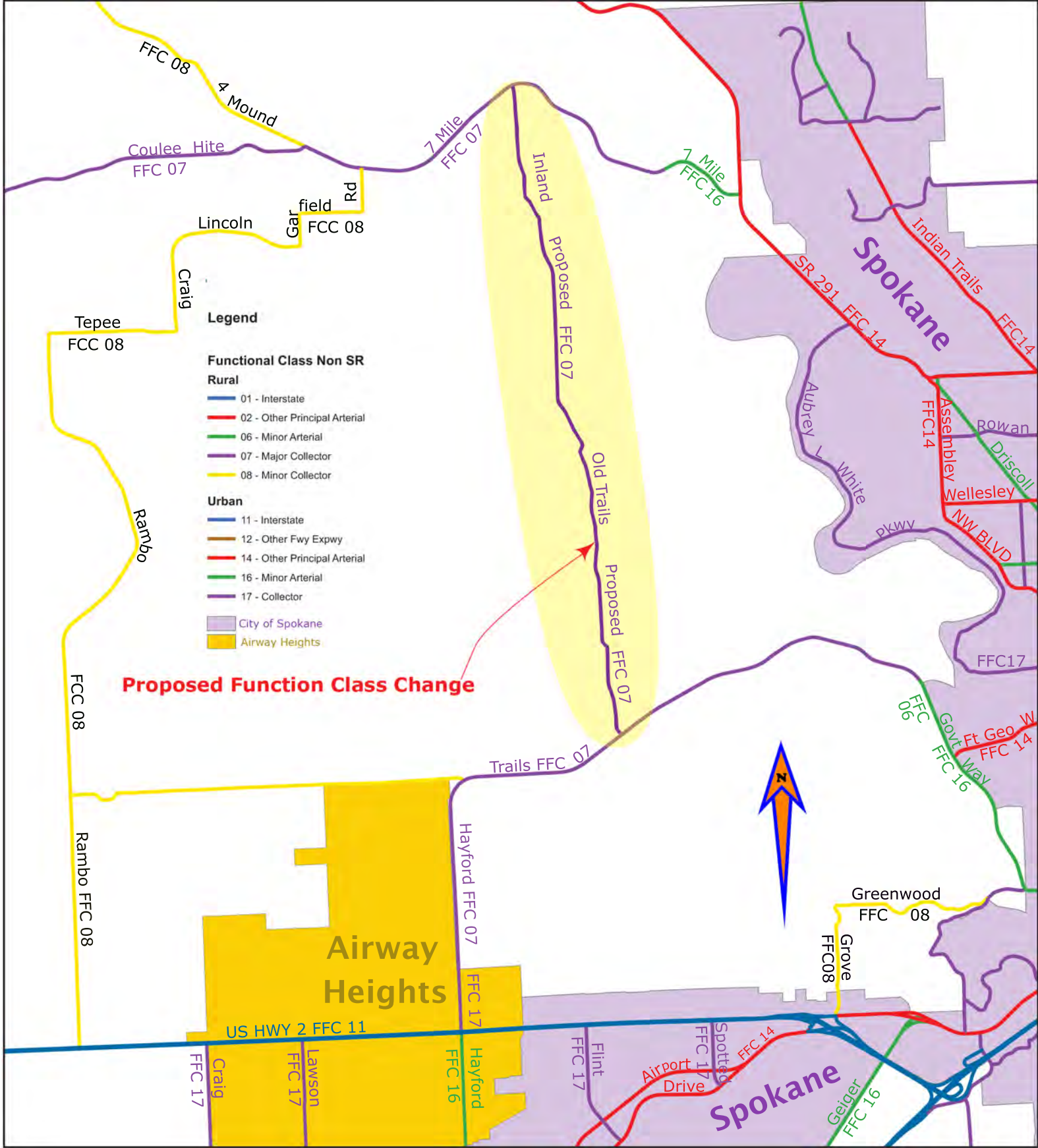
---

15. Additional remarks to more fully explain the situation.

This facility was noted as an important transportation enhancement for the regional mobility in the 2010 U.S. 2 Route Development Plan published by WSDOT.

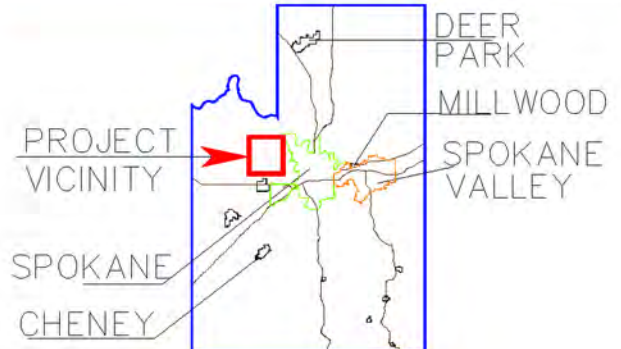
---

16. Attach a vicinity map showing the proposed changes, and existing Federal Functional Classifications.



**Federal Function Class Change Request**  
**Old Trails Road / Inland Road**

Spokane County Engineers (509) 477-3600  
 1026 W Broadway Ave, Spokane, WA 99260-0170





*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Ryan Stewart, Senior Transportation Planner  
SUBJECT: Regional Travel Demand Model Update

### Summary

The following is an overview of the process that SRTC staff will be undertaking to update the regional travel demand model. The first step is to build the 2010 base model off the 2008 enhanced base model that is nearly complete. DKS Associates has completed the majority of the work for the Transit Enhancements to the SRTC Regional Travel Demand Model project. The consultants are in the final stages of calibration and validation of the model. An overview of the enhancements to the model will be provided at the SRTC office on Thursday, February 23<sup>rd</sup> from 1:00pm to 4:00pm. A summary of the tasks and deliverables follows:

### **Task 1: Evaluation of Current SRTC Travel Demand Model - Complete**

- Evaluate transit mode split parameters and values.
- Recommend revisions of model elements based on a review of the model performance.

*Deliverables:* Model Review Memoranda on Trip Generation, Trip Distribution, Mode Choice and Traffic Assignments.

### **Task 2a: Implement Trip Generation Refinements into the 2008 Base Model - Complete**

- Recalculate the trip rates and aggregate groupings based on the 2005 regional travel survey to stabilize the volatility found with smaller sample sizes.
- Normalize Trip Production and Attraction Rates: Some of the trip attraction rates in the previous model are significantly different from the corresponding production rates. The current model balances against productions. Therefore, it is important to normalize the trip attraction rates by factoring them to match the trip production rates.

*Deliverable:* Memorandum and spreadsheets demonstrating revised trip rate calculations.

**Task 2b: Implement Trip Distribution Refinements into the 2008 Base Model - Complete**

- **Modify Intrazonal Travel Times:** Intrazonal trips are trips that begin and end within the same Transportation Analysis Zone (TAZ). This task involved setting up a network skim matrix for calculating intrazonal travel times rather than the static pre-coded travel time matrix that was used in the previous model. The revisions have resulted in a more accurate number of transit, walk and bike trips being distributed within and between TAZs.

*Deliverable:* Memorandum and tables demonstrating revised intrazonal trip calculations.

**Task 3a: Revise Nested Mode Choice Structure - Complete**

- **Add Walk and Bike Mode Choice:** Changes to the existing nested mode choice structure and create the applicable trip tables to accommodate walk and bike trips. This allows the model to more accurately reflect regional mode choices.

*Deliverable:* Memorandum describing revised nested mode choice structure and input variables.

**Task 3b: Implement Transit Refinements to the 2008 Base Model - Complete**

- Revise coefficients and matrices for the various component assumptions in each transit nests.
- Implement revised park & ride methodology.
- Update cost-related variables including parking costs and transit fares.

*Deliverable:* Detailed summary of input variables utilized in the mode choice routines.

**Task 4: Implement All Day Transit Assignment - Complete**

- Revise attributes for consistency to reflect time-of-day ridership, linked and unlinked trips, transfers, etc.

*Deliverable:* Memorandum with summary of ridership by time-of-day between actual ridership and model results.

**Task 5: Calibration**

- Setting the coefficients to accurately obtain the correct transit mode shares.

*Deliverable:* Memorandum of final variable weighted values and coefficients applied to achieve model calibration, as well as a comparative summary of the calibration to data from base year surveys.

**Task 6: Validation**

- Refining the time-of-day transit assignment assumptions and setting the time-of-day percentages to most accurately reflect transit users. A sensitivity test will also be run as part of this step. Typical sensitivity tests involve changes to fares and bus operations to see what effect they have on ridership forecasts.

*Deliverable:* Memorandum with spreadsheets of comparisons between model and survey results for the base year and an initial future year forecast.

**Task 7: Training and Education – Scheduled for February 23<sup>rd</sup> and 24<sup>th</sup>**

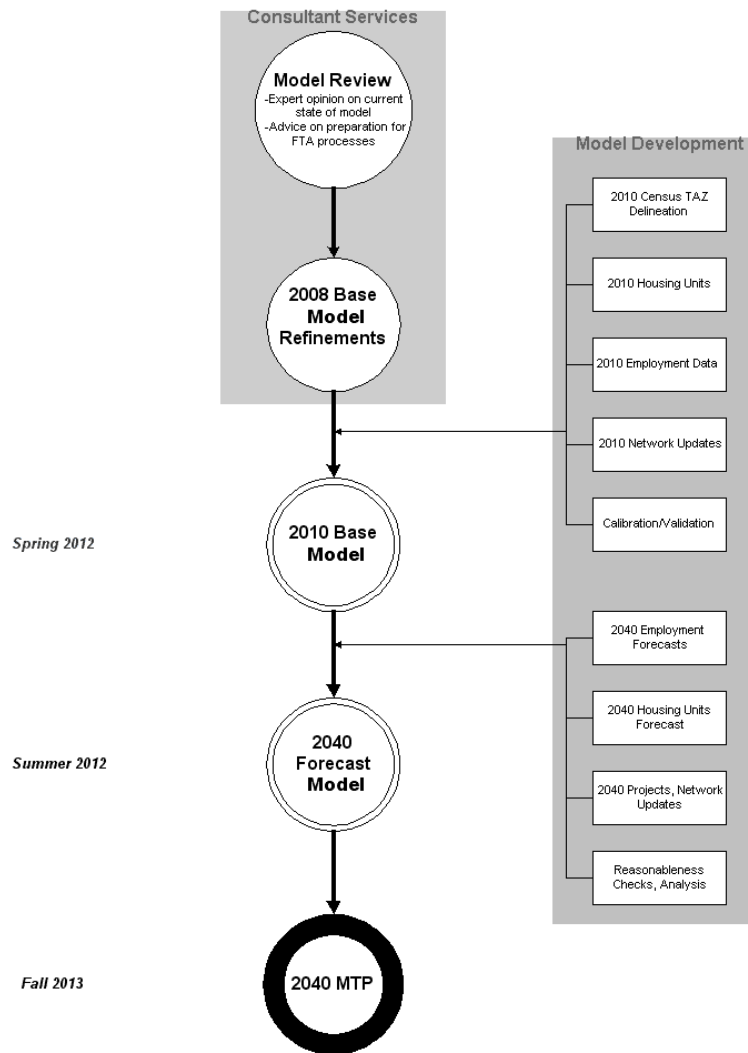
- Training for SRTC staff in performing maintenance, refinements or updates to the model.

*Deliverable:* Model documentation to provide instructions for updating, maintaining and running the model.

The remaining tasks staff will undertake in building the 2010 base model include updating the transit network (including bus routes, stops and time tables), incorporating the 2010 land use, updating the household stratifications, and adjusting connectors based on the new TAZ structure. Many of these same tasks will be completed for the 2040 forecast model once the 2040 land use forecasts are finalized. Please see **Figure 1** for an overview of the model development process.

**Figure 1**

**SRTC Travel Demand Model Update Process**



**Public Involvement**

Will be conducted as part of the Metropolitan Transportation Plan (MTP) public involvement process. Travel Forecasting Documentation (planning assumptions) will be prepared for the 2010/2040 model sets. This documentation will be used for interagency consultation and will be made available for public review.

**Policy Implications**

None.

**Technical Implications**

The new 2010 base model and 2040 forecast model will be used for the MTP analysis, transit project and operations evaluations, the WSDOT I-90 Barker to Harvard Interchange Justification Report as well as other subarea or corridor level analysis projects.

**Prior Committee Actions**

The TTC has been briefed on the Enhancements to the SRTC Travel Demand Model project as well as the MTP process. Staff will provide regular updates on the development of the models.

**Requested Action**

None. For information and discussion.



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Kevin Shipman, GIS Analyst  
SUBJECT: Land Use Update for Travel Demand Modeling

### Summary

Land use data is a major data component of the SRTC regional travel demand model. For the purposes of the model, land use data consists of housing units, employees by category (e.g., retail employees), hotel rooms, and students. Maintaining quality and accurate land use data is a key element of having a sound model.

SRTC is developing a plan to implement this land use update for the model. First staff must prepare land use for the 2010 base year. The update also involves forecasting both population and employment to the year 2040, and devising methods for distributing the forecasted growth to the Transportation Analysis Zone (TAZ) level.

For the 2010 base year, SRTC is using established data sources for land use. Housing unit counts are direct from the 2010 decennial census. Since the base year coincides with the 2010 census, building permit data is not being used to supplement census data. For employment based land use SRTC is using primarily data from Washington State's Employment Security Department. Also used is data from Washington State's Department of Health. Lastly information is researched by staff for school/university data and cases where employers with multiple locations are reported to only one location.

SRTC staff is considering use of Washington State's Office of Financial Management (OFM) population forecasts for the year 2040. OFM forecasts a low, medium, & high range. Staff will review the OFM range of 2040 forecasts when a draft version of it is released this month. A final forecast is scheduled to be released at the end of March. Staff will review the forecasts including its documentation, data sources and methodology, as well as compare the forecasts with other forecast sources.

SRTC staff is reviewing the Land Quantity Analysis (LQA) as a method to distribute the 2040 forecast to the TAZ level. The LQA uses a regionally adopted, standardized methodology to assess the capacity for future growth on a parcel by parcel basis. Most

local jurisdictions completed their LQA in 2010. Spokane County compiled local LQAs into a report in 2010; this report was updated and re-released in May 2011. Staff is working with local land use planners on ways to incorporate the LQA as a method of distributing the 2040 population forecast SRTC eventually adopts.

For employment forecasts, traditionally SRTC has used a compounded annual growth rate. Staff will review the current and potential forecasted ratio between employment & population and use it as a reference for forecasting. SRTC will review employment growth rates used in the past and collaborate with local planners and experts in developing an employment forecast. As has been done in the past, SRTC will place future employment growth in partnership with planners from local jurisdictions. Various planning tools such as zoning regulations, comprehensive plans, local development trends, land use patterns, available lands and urban growth areas are used to assist in the process.

### **Public Involvement**

None.

### **Policy Implications**

This land use update is a key component of updating the model. Producing sound land use data and using reliable forecasts is essential to building a good foundation for the model update. This model will be used in future Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and other regional planning work.

### **Technical Implications**

The land use update is a fundamental technical aspect of updating the model. This technical work is currently being planned by SRTC staff and is expected to rely on collaboration and recommendations from the Transportation Technical Committee (TTC), SRTC's Model User's Group, and representatives from local planning departments.

### **Prior Committee Actions**

None.

### **Requested Action**

This item is presented to the TTC for information and discussion purposes. It is anticipated that the TTC will make a recommendation to the SRTC Board on this item this spring.



*Spokane Regional Transportation Council*

221 W. First Ave., Suite 310 • Spokane, WA 99201-3613 • (509) 343-6370 • FAX (509) 343-6400

## MEMORANDUM

DATE: February 15, 2012  
TO: Members of the Transportation Technical Committee  
FROM: Ryan Stewart, Senior Transportation Planner  
SUBJECT: Inland Pacific Hub Phase 2 Update

### Summary

The Inland Pacific Hub (IPH) is an effort to transform the Inland Northwest into a hub for commerce, vital to the global economy. The IPH is a partnership between SRTC, the Kootenai Metropolitan Planning Organization (KMPO), the Idaho Transportation Department (ITD), the Washington State Department of Transportation (WSDOT) and numerous public agency and private industry representatives. The IPH Advisory Board initiated the Phase 2 effort, referred to as the *Development of a Transportation Investment and Project Priority Blueprint*, early last year. SRTC is the lead agency for Phase 2.

The intent of Phase 2 is to take the results of Phase 1 (identification of freight-related assets and opportunities) and develop strategies to capitalize on the strengths and overcome the deficiencies of the region. The overall objective of the initiative is to identify and recommend transportation investments that can be implemented to strengthen the competitive position of the IPH region in both domestic and global trade. These investment recommendations include infrastructure improvements as well as policy and regulatory strategies.

A long list of potential investments and strategies was developed based on the results of Phase 1. The list underwent a vetting process with IPH Board members and stakeholders and was narrowed down using qualitative criteria based on the IPH vision. The short list of example projects was then evaluated using an economic impact assessment and benefit-cost analysis. The results of the analysis and recommendations for several scenarios are summarized in a series of technical memos, working papers and ultimately a final report. The scenarios include bundling or packaging projects and then sequencing them over the short, mid and long term.

The ultimate end result of the Phase 2 final report will be a Blueprint for corridor level investments and regional strategies that will lead to the development of an integrated system of improvements. The investments and strategies will all meet the objectives of

raising the competitive profile of the region, aiding in economic development and stimulating job growth.

The draft final report is currently under review by staff. I expect to present the final report for review by the IPH Executive Committee in February with a recommendation for acceptance by the IPH Board in March. The executive summary and final report will be presented to the SRTC Board in March and a recommendation for acceptance is proposed for the April SRTC Board meeting.

### **Public Involvement**

The IPH effort has been presented to the public at the Central City Mobility Open House and to several organizations including the Washington State Transportation Commission, the Northeast Development Association Board, Greater Spokane Incorporated, the Valley Chamber of Commerce's Transportation Committee and the Hillyard Community Futures. Six workshops have been held over the last two years. Public comment has been solicited at all of these events and meetings.

Outreach efforts for the IPH are ongoing including coordination with ITD on the development of the State of Idaho's Freight Plan and participation in the Washington State Department of Transportation's Freight Mobility Plan. Staff is working closely with the consultant team to conduct outreach to stakeholders in the outlying areas of the IPH region.

### **Policy Implications**

The IPH Blueprint will serve as the framework for the freight section of the next SRTC Metropolitan Transportation Plan. It is anticipated that the IPH effort will help guide the development of transportation investment priorities for the region in the future.

### **Technical Implications**

None.

### **Prior Committee Actions**

None.

### **Requested Action**

For information and discussion. It is anticipated that the final report for Phase 2 will be brought to the SRTC Board for acceptance this April.