

MEMORANDUM

Date: March 28, 2019
To: Members of the SRTC Board of Directors
From: Commissioner Al French, Chair
Subject: Meeting Notification and Transmittal of Meeting Agenda

Meeting Date: **April 4, 2019** *Please note this is one week earlier than usual*

Time: **2:00 p.m.** *Please note change in time*

Location: SRTC Office, The Paulsen Center Building
421 W Riverside Ave Suite 504, Spokane WA 99201

The next SRTC Board meeting will be held at the SRTC office at the time and place noted above. The agenda and supporting information are enclosed for your review.

The SRTC offices are located in the Paulsen Center building on east side of the fifth floor. Paid parking is available in many surface parking lots in the surrounding area. Please contact Julie Meyers-Lehman at the SRTC office if you have questions about parking.

The Paulsen Center Building is two blocks east of the STA Plaza and served by most Spokane Transit routes. Please refer to STA's website for routes to the Paulsen Center building here: <https://www.spokanetransit.com/>

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Board of Directors Meeting Agenda

Date: Thursday, April 4, 2019

Time: 2:00 pm

Location: SRTC, 421 W Riverside Ave (The Paulsen Building) Suite 504, Spokane WA

1. Call to Order
 2. Roll Call / Record of Attendance / Excused Absences
 3. Public Comments
 4. Executive Director's Report
 5. **Action - Consent Agenda**
 - a) March 14, 2019 Meeting Minutes Page 3
 - b) March 2019 Vouchers Page 8
 - c) 2019-2022 Transportation Improvement Program (TIP) April Amendment Page 9
 - d) US 195/I-90 Study: Interlocal Agreement between SRTC and WSDOT Page 12
 6. **Action – 2020-2023 Contingency List Process** (*Sabrina Minshall*) 10 minutes Page 23
 7. **Information and Discussion**
 - a) **Federal Performance Targets: Safety** (*Sabrina Minshall*) 10 minutes Page 26
 - b) **Data Acquisition and Technical Tools Improvement Update** (*Mike Ulrich*) 30 minutes Page 36
 - c) **Realities of Funding and Prioritization** (*Ashley Probart, TIB*) 30 minutes n/a
 8. **Board Comments**
 9. Adjournment
- Attachments**
- Future SRTC Board of Directors Meeting Agenda Items Page 39
 - March 2019 Transportation Advisory Committee Meeting Summary Page 42
 - March 2019 Transportation Technical Committee Meeting Summary Page 43

MEETING MINUTES

Spokane Regional Transportation Council Board
Thursday, March 14, 2019
SRTC Office, 421 W Riverside Ave, Ste 504, Spokane WA

Agenda Item 5a

1. **Call to Order** - Chair Al French brought the meeting to order at 1:03 pm.

2. Roll Call/Record of Attendance – Excused Absences

Board Members Present:

Al French, Spokane County Commissioner
Dave Malet, Council Member, City of Airway Heights
Paul Schmidt, Council Member, City of Cheney
Lori Kinnear, Council Member, City of Spokane
Mayor David Condon, Council Member, City of Spokane
Arne Woodard, Council Member, City of Spokane Valley
Dee Cragun, Small Towns Representative

Josh Kerns, Spokane County Commissioner
Larry Krauter, Spokane Airports
E. Susan Meyer, Spokane Transit Authority
Kennet Bertelsen, TAC Chair
Sean Messner, TTC Chair
Mike Gribner, WSDOT-Eastern Region
Larry Stone, Employer Representative (via phone)

Board Members Not Present:

Matt Ewers, Rail/Freight Representative
Mayor Steve Peterson, City of Liberty Lake

Joe Tortorelli, WA State Transportation Commission

Board Alternates Present

Guests Present

Stan Schwartz, Legal Counsel
Bonnie Gow, WSDOT-Eastern Region
Chad Coles, Spokane County
Katherine Miller, City of Spokane
Adam Jackson, City of Spokane Valley
Karl Otterstrom, Spokane Transit Authority

Paul Kropp
Mayor Rod Higgins, City of Spokane Valley
Todd Woodard, Spokane International Airport
Ron Valencia, Spokane County
Amber Waldref

SRTC Staff Present

Sabrina Minshall, Executive Director
Ryan Stewart, Senior Transportation Planner
Mike Ulrich, Senior Transportation Planner
David Fletcher, Assoc. Transportation Planner
Julie Meyers-Lehman, Administrative Assistant

Eve Nelson, Senior Transportation Planner
Jason Lien, Senior Transportation Planner
Shauna Harshman, Assoc. Transportation Planner
Greg Griffin, Administrative Services Manager

Chair French read the names of the following members who have requested an excused absence from this meeting: Mr. Ewers, Mayor Peterson, and Mr. Tortorelli

Ms. Cragun made a motion to excuse the absences. Mr. Woodard seconded the motion, which passed unanimously.

Chair French announced that the agenda required an amendment to add Agenda Item 3a, Executive Session.

Mr. Woodard made a motion to add Agenda Item 3a Executive Session to Review the Performance of a Public Employee. Mr. Gribner seconded the motion and all votes were in favor.

3a. Executive Session to Review the Performance of a Public Employee, under RCW 42.30.110(g)

At 1:05 pm Chair French announced the meeting would move into Executive Session and would last approximately 5 minutes.

At 1:17 pm Chair French announced Executive Session had ended and the regular meeting reconvened.

Mr. Krauter made a motion to approve a 3% salary increase for the SRTC Executive Director to be effective April 1, 2019 and Mr. Woodard seconded. All votes were in favor.

3b. Public Comments – There were no public comments.

4. Executive Director's Report - Ms. Minshall reported on:

- A poll will be emailed to all Board members to determine a date and time for a Board retreat to be held in the next several months.
- Unless there was any objection, today's presentation by Mr. Schwartz will be videotaped for the benefit of the absent Board members; there were no objections.
- Reminder of the meeting on 3/15/19 at 10:00am for the Board sub-committee to review the Transportation Advisory Committee.
- Introduction of new SRTC staff members; Associate Transportation Planners Shauna Harshman and David Fletcher.

5. Consent Agenda – (a) Minutes of the February 14, 2019 Board Meeting, (b) February 2019 Vouchers, 2019-2022 Transportation Improvement Program (TIP) March Amendment, and (d) Division Street Corridor Study: Joint Management Agreements (1) SRTC and STA (2) SRTC and WSDOT.

Ms. Meyer made a motion to approve the Consent Agenda as presented. Mr. Woodard seconded the motion, which passed unanimously.

6. FFY 2019 Project Delivery Update and Approval to Advance a Project

Ms. Nelson explained that WSDOT sets a federal fiscal year project delivery target and in FFY 2019 it is \$10.07M by August 1, 2109. The potential penalty for failing to meet the target can be loss of funding in the next cycle. She explained that the TIP Working Group meets monthly to monitor obligation status. She stated that because of two projects experiencing delays and pending de-obligations, the TIP Working Group recommended advancing the programming of the 2021/2022 Spokane Transit Authority (STA) project (Fixed Route Electric Buses Purchase) to 2019 to put the region in a better position to meet or exceed the FFY2019 target.

Mr. Woodard made a motion to approve the advancement of STA Fixed Route Electric Buses purchase to 2019. Mr. Gribner seconded the motion. All votes were in favor.

Mr. Woodard made note the City of Spokane Valley's Appleway Trail- Evergreen to Sullivan project was separated into two phases. Ms. Meyer clarified that moving the timing of the STA bus purchases will not affect any projects currently programmed for 2019.

7a. State Fiscal Year 2020-2021: Two Year Unified Planning Work Program (UPWP) Overview

Mr. Griffin reported that the draft UPWP document will be reviewed by the TTC over the next few months with the final draft to be presented to the Board in May. He announced that an on-site meeting with WSDOT, FHWA and FTA to review the UPWP in depth with SRTC staff will be held on May 24. He explained that SRTC historically created the UPWP annually, but because of several multi-year projects this UPWP covers a two-year

time frame. He explained that the UPWP document can be revised and/or updated throughout the time frame if tasks or subtasks change significantly. There were no questions or discussion.

7b. US 195 / Interstate 90 Study – Continued Discussion

Mr. Stewart said this item is a continuation from last month's meeting. He recapped the purpose for the study and outlined the main reasons for SRTC coordinating the multi-jurisdictional, integrated effort.

Chair French thanked the City of Spokane and WSDOT for holding additional discussions to attempt to move forward on this issue. He requested that both City of Spokane and WSDOT provide a brief synopsis of their points of view, then the Board will have a broader conversation about advancement of the study.

Mayor Condon agreed that a study of the area is needed, but it is not included in the City's 6-year capital plan; and while the study is multimodal, there are significant sideboards as a result of the corridor's history. He understands the main goal is to address safety while not using roundabouts, stoplights, etc. He feels residents in the area may have significant issues with these sideboards and the reality is that not every tool is in the tool bag.

He stated that he is encouraged by WSDOT's innovative idea of looking at off-system investments to alleviate traffic on the facility and the plan to review the total corridor to see where traffic can be re-routed. He said the reality is we don't want this traffic on I-90 because it is failing today and will continue to fail; the idea of getting more people up to the intersection of 195/I-90 is not feasible, notwithstanding the development that is happening on the West Plains.

Mayor Condon said it is critical to review the background of the corridor, previous studies, and multimodal factors. He feels it is also important to determine trip origination and destination; his hypothesis is that the majority of the trips are coming from residential areas and going to the urban core. He noted that in a limited access facility system in a geographically challenging area, this means moving trips to the top of the valley or into the valley which contains neighborhoods that lack capacity to handle such an increase in traffic. He also questioned the impact of increased freight traffic and overall impact to the urban core.

Mr. Gribner stated he appreciated the recent discussions with the City of Spokane. He said WSDOT is in a different place with regards to funding and has more of a sense of urgency. He said he recognizes the challenges the City has with the capital budget, but in his opinion that should not preclude pursuing solutions. Mr. Gribner asked several "what if" questions: What if the legislative budget that Senator Hobbs has put forth doesn't pass this year? What if we were prepared for the next session to pursue a project? What if WSDOT was willing to invest off-system?

Mr. Gribner noted there is urgency to try to develop targets and seek out investment opportunities. He stated that WSDOT understands the challenges of the restrictive geographic area and it is WSDOT's responsibility to protect the system, which is why the sideboards exist. He said neighborhood residents are certain to raise their concerns, but unfortunately that is not going to change the outcome. WSDOT is hoping to align on the least impactful method of moving trips off the system and he agrees with Mayor Condon that the real issue is the connection to I-90. He said there are safe methods of getting on and off 195 without huge investments but the 195 connection to I-90 is a different thing altogether and it does no good to improve safety on 195 if people continue onto the I-90 connection. He stated that WSDOT is looking at ways to get trips off the system to avoid that connection. Mr. Gribner agrees that an origin and destination study will likely show that many are localized trips generated from the neighborhood and going to the downtown core. He said conversations about how to proceed with the study are still on the table, assuming that WSDOT finds a way to help the City with the capital budget question. He feels it may be worth additional discussions about how to house the study.

Mr. Woodard said if WSDOT is going to try to encourage the use of Highway 27 as an alternate route for freight coming from the south, he would like the City of Spokane Valley to be part of those discussions.

Mr. Krauter said what he is hearing is that there could be possibilities of identifying early action items so there does not end up being paralysis through analysis. He said it is important to position projects for funding opportunities, which is something that should be incorporated into the scope. Mr. Gribner agreed, stating that while they do not want to put a financial burden on the City of Spokane, he doesn't want the opportunity for potential funding to escape us. He said early action means funding could be pursued in the next cycle.

Ms. Kinnear asked if City of Spokane and WSDOT came to a consensus about the dollar figure agreeable to both? Mayor Condon replied discussions thus far have been solely on project scope. Mr. Gribner said the discussions have been about agreeing on a path forward.

Mayor Condon expressed his concerns about cost. He said the City and WSDOT have to agree that they are at an impasse; the City has a different viewpoint, but the facility is owned and operated by WSDOT. He said it is clear that it will be a limited access facility, so the scenarios put before the community will be considerably different than a "whiteboard" viewpoint where all options are available. Mayor Condon stated that WSDOT talking about off-system investments had not been part of the earlier discussions and said another issue will be making clear to neighborhood residents that the decisions for the facility have already been made and community input will not change that.

Chair French said he is looking for direction from the Board: How should the study proceed? Should SRTC have a more facilitative role in the discussions between the City and WSDOT? How do we take the next steps? Mr. Krauter stated he is in favor of moving ahead with the RFQ and he sees this study as being a facilitative instrument that is part of the mediation. Ms. Kinnear wants to be sure neighborhood residents are able to have their voices heard in this process. Mr. Woodard agreed that the RFQ should get underway and the Board can give direction on alternate routing options if WSDOT is willing to invest off-system.

Chair French said it appears there is consensus that we should move forward with the study and there was no disagreement.

Mr. Stewart said the Board will have ample opportunity to weigh in on the progress of the study including approval of the consultant contract. Staff is committed to informing and involving the Board, committees, neighborhood councils, City councils, and other stakeholder groups of the status throughout the entire process.

7c. Roles & Requirements for Regional Transportation Planning Organizations (RTPO)

Mr. Schwartz provided a background on the Growth Management Act of 1991 (GMA), and the legislation and procedural approach for land use law that came about as a result of the GMA. He said there are 13 recognized goals of the GMA and four are directly related to transportation: urban growth, transportation, economic development and public facilities and services. He explained that the GMA enabled the formation of RTPOs, the three pillars of the GMA framework are land, people and infrastructure, and the purpose of the GMA is to balance those three things.

Mr. Schwartz stated that the transportation element of the comprehensive plan requirements is very prescriptive, explained the term "level of service" and noted the word "concurrency" is very important in the requirements. He spoke about the term "concurrent with the development".

He outlined the duties of SRTC created by RCW 47.80.023. They are to:

- Prepare a regional transportation plan consistent with the countywide planning policies, county and city comprehensive plans and the state transportation plan.
- Certify the transportation elements of comprehensive plans...are consistent with the adopted regional plan, and where appropriate, conform with the requirements of RCW 36.70.070.

- Review level of service methodologies used by cities and counties planning under the GMA to promote a consistent regional evaluation of transportation facilities and corridors.

Mr. Schwartz explained the difference between concurrency and consistency.

Mr. Schwartz described how RTPOs certify jurisdictions' comprehensive plans, noted that the SRTC Board approved the "SRTC Plan Review and Certification Process Instruction Manual" in 2015 and drew attention to the Certification Process Summary. He called for questions and there were none.

7d. Census 2020

Ms. Waldref and Mr. Todd Woodard spoke about how the census impacts Spokane County and the importance of ensuring a complete and accurate census count for Spokane County. They described the federal funding that flows into Washington based on population, anticipated changes after the census and plans to hire a Complete Count Committee (CCC) Coordinator. They highlighted the CCC organizational structure and partners.

The Board agreed that SRTC would prepare for the use of the CCC a scenario of cost distribution of the \$60,000 needed for the effort based on the SRTC dues format and would provide the information to Mr. Woodard and Ms. Waldref. Board members would individually take the discussion of financial contribution to the CCC back to their respective agencies/jurisdictions.

10. SRTC Board Comments

Mr. Krauter said the grounding of Boeing 737's will have a very minimal impact locally. Ms. Meyer announced that the Central City Line project received confirmation from the FTA that the NEPA is complete. Chair French said that Ashley Probart from TIB will be at the next Board meeting to talk about their funding process.

11. Adjournment

There being no further business, the meeting adjourned at 2:51 pm.

Julie Meyers-Lehman
Recording Secretary

VOUCHERS PAID FOR THE MONTH OF MARCH 2019

As of April 4, 2019, the Spokane Regional Transportation Council approves the payment of the February 2019 vouchers included in the list in the amount of: \$ 136,890.63

Chair

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
2/27/19	V120848	Diamond Plaza LLC	Paulsen Center Suite 500/504 Rent for February 2019	6,555.40
	V120849	Hagen Hammons	Reimburse Transport for Interview Airport to SRTC Uber 2-7-19	17.44
	V120850	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2019-5	360.00
3/5/19	V120851	Acranet	Background checks on new SRTC staff hires (3)	257.00
	V120852	Greater Spokane Inc	GSI fly in registration for SM	2,300.00
	V120853	Visionary Communications, Inc.	Fiber Services, March 2019	971.31
	V120854	Verizon Wireless	IT Svcs: Wireless Svcs E.D. Phone & Public Outreach Tablets, 2/24/19-3/23/1	87.79
	V120855	WA State Dept of Retirement	Employee and Employer Contributions: February 2019	9,884.94
3/8/19	V120856	Spokesman Review	Public Notice March TIP Amendment	74.22
	V120857	Intrinium	Managed IT Services - March 2019	1,942.12
	V120858	Konica Minolta Business Solution Lease - Copier:	March 2019; Usage February 2019	262.24
	V120859	Spokane County Treasurer	ESRI Software Support - February 2019	763.42
3/11/19	V120860	Integra	Telephone: Lines to 4/7/19 and Long Distance for February 2019	511.77
	V120861	Rehn & Associates	Admin fee February '19	75.00
	V120862	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2019-6	360.00
3-15-19	V120863	Witherspoon Kelley Attnys	Legal Services for February 2019 - Admin	4,403.25
	V120864	Witherspoon Kelley Attnys	Legal Services for February 2019 - Employment	220.00
	V120865	Brandon Blankenagel	Airfare reimburse for team member on Walkability Institute Conference Decatur	540.00
3/18/19	V120866	Rehn & Associates	SRTC HRA and H.SA contributions for SM & SH	1,437.50
	V120867	Intrinium	Qty three (3) Windows 10 Pro software licenses	649.54
	V120868	Sabrina Minshall	SM per diem for WA Transportation Cmte mtg in Olympia, WA March 21-22	62.00
	V120869	SHRM	SHRM Membership Dues for GG 2019	209.00
3/19/19	V120870	AWC Employee Benefit Trust	April '19 Benefit Insurance Premiums	12,982.38
3/28/19	V120871	WA Trust Bank	Office Splys; staff regst; staff air/lodge/transpnt for trngs/confs; Conf Calls; Mi	6,644.46
				85,054.85
				265.00
TOTAL MARCH 2019				136,890.63

Recap for March, 2019:	
Vouchers: V120848 to V120871	51,570.78
Salaries/Benefits Warrant Nos.	CK552302, 495643-495649; CK552413, 497926-497933; 3rd payroll
Interfund, other expenses, and reimbursements processed directly by the City of Spokane	85,054.85
	265.00
	136,890.63

MEMORANDUM

DATE: March 27, 2019

TO: Members of the SRTC Policy Board

FROM: Eve Nelson, Senior Transportation Planner

SUBJECT: 2019-2022 Transportation Improvement Program (TIP) April Amendment

Summary

Two agencies have requested an amendment to the 2019-2022 TIP (see **Attachment**). The changes necessitating an amendment are:

- **City of Spokane: Riverside Avenue-Wall to Monroe**-Project separated from full length project (0.71 miles) due to this segment (0.22 miles) has fully secured funding. Project includes full depth pavement reconstruction, sidewalk repair, secure vaulted sidewalks, lane reconfiguration, bicycle facilities, signal upgrades, conduit and lighting and corrects funding to reflect the project scope.
- **City of Spokane Valley: Barker Road-Spokane River to Grade Separation**-Amendment consolidates multiple segments along this corridor into one project and the total cost for all Barker Corridor improvements has not changed.

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 21 through April 1 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 21. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors at the April meeting.

Policy Implications

The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2040, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2040. Consistency with Horizon 2040 includes a demonstration of financial constraint and conformity with regional air quality plans. The April amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2040.

Technical Implications

TIP amendments must be approved by the SRTC Board in order to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.

Pending approval by the SRTC Board, the April amendment will be incorporated into the STIP on or around May 15.

Prior Committee Actions

This item was unanimously recommended for approval by the TTC on March 27.

Requested Action

Recommendation for SRTC Board approval of the April amendment to the 2019-2022 TIP, as shown in the **Attachment**.

2019-2022 Transportation Improvement
Program April Amendment (19-04)

Agenda Item 5c
Attachment

Agency	Project Title Amendment Description	Funding Adjustment		Amendment
		New Project	Existing Project	
1 Spokane	Riverside Avenue-Wall to Monroe	STP	\$4,895,700	✓
	Project separated from full length project due to this section has fully secured funding. Project includes full depth pavement reconstruction, sidewalk repair, secure vaulted sidewalks, lane reconfiguration, bicycle facilities, signal upgrades, conduit and lighting and corrects funding to reflect the project scope.	Local	\$1,094,450	
		Total	\$5,990,150	
2 Spokane Valley	Spokane River to Grade Separation at Trent	STP (UL)	\$2,050,000	✓
	This amendment consolidates multiple segments along this corridor into one project and the total cost for all Barker Corridor improvements has not changed. This update reflects that pavement reconstruction and widening from Euclid to Trent of current segment 1 & 3 will be completed in 2019 with local funds instead of federal funds. This updates the federalized portion of the project limits to include two project elements and revises the project limits to Spokane River to the Barker Grade Separation Project (GSP). First, road improvements cover the Barker Road reconstruction and widening between the Spokane River and the north limits of the Euclid intersection. Second, the project constructs a multi-use path between the Spokane River and the Barker Road/BNSF Grade Separation Project. Updated total project cost are adjusted to include \$530,800 for path from Euclid to GSP ($4,089,000 + 530,800$). This was the same project cost for previous segment 2 and the multiuse path from Euclid to the GSP.	HSIP	\$231,000	
		FMSIB	\$763,280	
		Local	\$1,575,520	
		Total	\$4,619,800	

MEMORANDUM

DATE: March 28, 2019

TO: Members of the SRTC Board of Directors

FROM: Ryan Stewart, Senior Transportation Planner

SUBJECT: US 195/I-90 Study Interlocal Agreement between SRTC and WSDOT

Summary

Staff is seeking Board approval to execute the Interlocal Agreement (GCB 2973) between SRTC and WSDOT for the US 195/Interstate 90 Study. Please see **Attachment** for the Interlocal Agreement.

The purpose of the US 195/I-90 Study is to develop strategies and phased project list with funding plan for addressing safety, operations, access, and infrastructure issues in the area. The Study will consider the application of practical solutions as well as the need for more coordinated land use planning and access management between agencies. The US 195/I-90 Study will be undertaken using a systems approach. The study will examine the interface of all systems including local, regional, and state facilities and services. All modes of travel will be considered such as public transportation, private vehicles, pedestrian, biking, and freight.

The Interlocal Agreement between SRTC and WSDOT stipulates a one-time, lump sum payment of \$200,000 to SRTC upon execution of the agreement. The funding amount will be utilized for consultant fees for the Study. The Interlocal Agreement was reviewed by WSDOT Eastern Region Local Programs, signed by Regional Administrator Mike Gribner, and signed by the Assistant Attorney General at the State level. Final signature from the SRTC Executive Director is required to execute the agreement.

An Interlocal Agreement between the City of Spokane and SRTC for study funding is currently under review by the City. Pending execution of both agreements, total available funding for the Study is as follows:

Source	Amount
City of Spokane	\$ 50,000
Surface Transportation Block Grant (STBG) funds	\$150,000
WSDOT	\$200,000
Total	\$400,000

Next Steps:

- Upon execution of the agreement, the RFQ document will be finalized with the Study Project Team and released. (Target Date: Mid-April)
- Upon receipt of the signed Interlocal Agreement from the City of Spokane, the agreement will be brought to the SRTC Board for approval to execute.

- Once the successful completion of negotiation with the most qualified consultant is complete, the contract for consultant services will be brought to the SRTC Board for approval to execute. (Target Date: July Board meeting)
- Notice to proceed will be issued to consultant. (Target Date: August 1, 2019)

Public Involvement

No public involvement has been directly undertaken for the execution of the agreements. However, the opportunity for public comment is available at the committee and Board meetings. An extensive community engagement process is part of the Study scope.

Policy Implications

None. The Interlocal Agreement allows transfer of WSDOT funds to SRTC for the Study.

Technical Implications

None.

Prior Committee Actions

Funding for the study was approved by the SRTC Board in March 2018. This consisted of a \$150,000 STBG set-aside as part of the 2018 SRTC Call for Projects. The Board voted to amend the US 195/I-90 Study into the 2018-2021 Transportation Improvement Program (TIP) at the September 2018 meeting. The SRTC Board was briefed on the US 195/I-90 Study scoping and Request for Qualifications (RFQ) effort at the February 2019 meeting. Additional discussion by the Board occurred at the March 2019 meeting where there was general consensus to proceed with the Study.

Requested Action

Board approval for the Executive Director to execute the Interlocal Agreement (GCB 2973) between SRTC and WSDOT.

GCB 2973 INTERLOCAL AGREEMENT

This Interlocal Agreement is entered into between the Spokane Regional Transportation Council (SRTC), a political subdivision of the State of Washington, hereinafter referred to as "Local Agency", and the Washington State Department of Transportation, hereinafter referred to as "WSDOT," hereinafter to be referred to individually as the "Party" and collectively as the "Parties."

Recitals

- A. The Local Agency is taking the lead on a study of the connection between I-90 and SR 195, and will focus on updating the connection to accommodate future conditions, hereinafter referred to as the "Project."

Now, therefore, pursuant to RCW 47.28.140 and RCW 47.08.070, the above recitals that are incorporated herein as if fully set forth below, in consideration of the terms, conditions, covenants and performances contained in or attached hereto, and Exhibits A and B which are incorporated and by this reference made a part of this Agreement:

It Is Mutually Agreed as Follows:

- 1.
2. WSDOT Funding Commitments and Payment
 - 2.1. Both Parties benefit by this Project and WSDOT has agreed to participate with a one-time, lump sum contribution, paid to the Local Agency following the execution of this Agreement upon receipt of an invoice generated by the Local Agency and sent to WSDOT for their contribution in the amount of Two Hundred Thousand Dollars (\$200,000).
 - 2.2. The Local Agency agrees to pay all costs in excess of \$200,000 necessary to complete the Project as described in Exhibit A in the location shown on Exhibit B.
 - 2.3. WSDOT will require the Local Agency to submit a summary report upon the completion of the Project detailing what was delivered.
3. Term
 - 3.1. Unless otherwise provided herein, the term of this Agreement shall commence as of the date this Agreement is fully executed and shall continue until the Project is completed and all Local Agency obligations for payment have been met, unless otherwise terminated pursuant to Section 6.
4. Legal Relations
 - 4.1. It is understood that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other party. No joint venture, agent-principal relationship or partnership is formed as a result of this Agreement. No employees or agents of one Party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees or agents of the other Party.

5. Applicable Laws, Venues

5.1. In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties agree that any such action or proceedings shall be brought in Thurston County Superior Court in the State of Washington. Further, the Parties agree that each will be solely responsible for payment of its own attorneys' fees, witness fees, and costs. The Local Agency agrees that it shall accept personal service of process by Certified U.S. Mail or overnight mail delivery directed to the Local Agency.

6. Amendments

6.1. This Agreement may be amended or modified only by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7. Termination

7.1. Neither WSDOT nor the Local Agency may terminate this Agreement without the written concurrence of the other Party.

7.2. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

8. Disputes Resolution

8.1. The Parties agree that any and all disputes, claims and controversies arising out of or relating to this Agreement shall be submitted to a mediator selected by both Parties for mediation pursuant to Section 7.2 below.

8.2. Mediation.

Either Party may commence mediation by providing the other Party with a written request for mediation, setting forth the matter in dispute and the relief requested. The Parties agree to cooperate with one another in the selecting of a mediation service and scheduling of the mediation proceedings. The Parties agree to participate in the mediation in good faith. If the Parties do not agree on a mediation service to conduct the mediation, the mediation shall be conducted in accordance with the Construction Industry Mediation Rules of the American Arbitration Association. All offers, promises, conduct and statements, whether written or oral, made in the course of mediation are confidential, privileged and/or inadmissible for any purpose in any litigation or arbitration of the dispute; provided, that evidence that is otherwise admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in mediation.

9. Indemnification and Hold Harmless

9.1. The Local Agency agrees to defend, indemnify, and hold harmless WSDOT, including its officers, employees, and agents, from any and all claims, demands, losses, and/or liabilities to or by third parties arising from, resulting from, or connected with, acts or omissions performed or to be performed under this Agreement by the Local Agency, its agents, employees, contractors, subcontractors, consultants, and suppliers of any tier,

including acts or omissions of Local Agency's invitees and licensees, to the fullest extent permitted by law and subject to the limitations provided below.

- 9.1.1. The Local Agency's duty to defend and indemnify WSDOT, including its officers, employees, and agents, shall not apply to liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of WSDOT, including its officers, employees, and agents. The Local Agency's duty to defend and indemnify WSDOT, including its officers, employees, and agents, for liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the concurrent negligence of (a) WSDOT, including its officers, employees, and agents, and (b) the Local Agency, its employees, contractors, subcontractors, and suppliers of any tier, and invitees and licensees, shall apply only to the extent of negligence of the Local Agency, its agents, employees, contractors, subcontractors, and suppliers of any tier, invitees and licensees.
- 9.1.2. The Local Agency specifically and expressly and by mutual agreement waives any immunity that it may be granted under the Washington State Industrial Insurance Act, Title 51 RCW. Further, the indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable to or for any third party under workers' compensation acts, disability benefits acts, or other employee benefits acts; provided, the Local Agency's waiver of immunity by the provisions of this section extends only to claims against the Local Agency by WSDOT, and does not include, or extend to, any claims by the Local Agency's employees directly against the Local Agency.
- 9.2. WSDOT agrees to defend, indemnify, and hold harmless the Local Agency, including its officers, employees, and agents, from any and all claims, demands, losses, and/or liabilities to or by third parties arising from, resulting from, or connected with, acts or omissions performed or to be performed under this Agreement by WSDOT, its agents, employees, contractors, subcontractors, consultants, and suppliers of any tier, including acts or omissions of WSDOT's invitees and licensees, to the fullest extent permitted by law and subject to the limitations provided below.
 - 9.2.1. WSDOT's duty to defend and indemnify the Local Agency, including its officers, employees, and agents, shall not apply to liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Local Agency, including its officers, employees, and agents. WSDOT's duty to defend and indemnify the Local Agency, including its officers, employees, and agents, for liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the concurrent negligence of (a) the Local Agency, including its officers, employees, and agents, and (b) WSDOT, its employees, contractors, subcontractors, and suppliers of any tier, and invitees and licensees, shall apply only to the extent of negligence of

WSDOT, its agents, employees, contractors, subcontractors, and suppliers of any tier, invitees and licensees.

9.2.2. WSDOT specifically and expressly and by mutual agreement waives any immunity that it may be granted under the Washington State Industrial Insurance Act, Title 51 RCW. Further, the indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable to or for any third party under workers' compensation acts, disability benefits acts, or other employee benefits acts; provided, WSDOT's waiver of immunity by the provisions of this section extends only to claims against WSDOT by the Local Agency, and does not include, or extend to, any claims by WSDOT's employees directly against WSDOT.

9.3. This indemnification and waiver shall survive the termination of this Agreement.

10. Signatures

In Witness Whereof, the Parties hereto have executed this Agreement as of the Party's date signed last below.

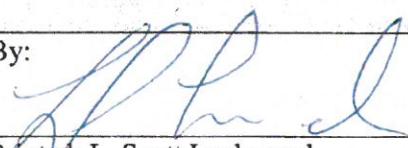
Spokane Regional Transportation Council	Washington State Department of Transportation
By:	By: 
Printed: Sabrina Minshall, AICP	Printed: Mike Gribner, P.E.
Title: Executive Director	Title: Regional Administrator
Date:	Date: <i>2/26/19</i>
Attest	Approved as to Form <i>only</i>
By:	By: 
Printed:	Printed: L. Scott Lockwood
Title:	Title: Assistant Attorney General
Date:	Date: <i>2/25/2019</i>

Exhibit A

Abstract

A multimodal study to address safety, infrastructure, and operational issues in the US 195/I-90 corridor

Contact: Ryan Stewart, SRTC Project Manager 509-343-6395 rstewart@srtc.org

Problem/Needs Statement

The US 195 corridor has experienced increasing operational and safety issues, particularly at the interchange with Interstate 90 and at local access points. The issues are a result of a combination of factors including infrastructure design and increasing traffic volumes due to residential growth in the corridor. The interchange ramps do not meet current design standards. The eastbound on ramp to I-90 has a difficult merge due to the short length of the acceleration lane. While WSDOT is actively addressing some of these issues, there is an identified regional need to balance the function of US 195 as a state highway while improving local access and mobility, specifically shorter trips to and from Downtown Spokane. Current challenges include:

- Safety – collisions, active transportation
- Reliability – congestion at the interchange and on the I-90 mainline, local network connectivity
- Land use – access management, future development, recreational uses, potential land use/zoning changes
- Infrastructure – bridge conditions and age, capacity

Purpose

The purpose of the US 195/I-90 study is to develop a holistic plan for addressing these issues while considering the need for more coordinated land use planning and access management between agencies. Topographical constraints, sensitivity to the natural environment, sustaining recreation access and supporting active transportation will be considered. The condition of infrastructure, specifically the aging I-90 Latah Bridges, will also be included in the scope.

Approach

The I-90/US 195 Study will be undertaken using a systems approach. The study will examine the interface of all modal systems including local, regional and state facilities, functions and services. All modes of travel will be considered such as public transportation, private vehicles, pedestrian, biking and freight. The study will consider the needs of all users. Solutions identified will be developed with an explicit understanding that the resulting projects will need collaborative and innovating approaches from all funding sources for success.

The study is a collaborative effort between the Washington State Department of Transportation (WSDOT), the City of Spokane, Spokane County, Spokane Transit Authority (STA), and Spokane Regional Transportation Council (SRTC). SRTC will serve as project manager and regional coordinator for the study. A contractor (consultant) will be employed to assist in the study. SRTC's procurement policy will be used for the soliciting and contracting of the consultant.

A project team comprised of planners and engineers from WSDOT, SRTC, STA, the City of Spokane, and the County will assist the Project Manager with reviewing the work of the consultant and providing feedback on deliverables. Other key participants will include representatives from neighborhoods, business community (GSI, DSP, West Plains Chamber, others), Spokane Public Schools, emergency services, freight, and recreation interests. A steering committee of elected officials will also be considered.

Objectives

The objectives of the study include a holistic evaluation of current conditions, forecasting of future needs, and the development of solutions to overcome deficiencies and capitalize on opportunities. All objectives will be Specific, Measurable, Achievable, Relevant and Time-Oriented (SMART). Evaluation criteria will be developed to define what is being measured to determine success. The study's objectives will have a strong relationship to regional congestion management strategies and performance management requirements as well as WSDOT's approach to practical solutions. Expectations will be clearly delineated as part of the development of the objectives. Some metrics could include, but are not limited to:

- Improved safety and reliability on US 195
- Improved safety and reliability on I-90
- Improved local network connectivity

Deliverables

The primary deliverable from this study is a preferred package of phased strategies (projects and programs) that meet the identified objectives. The strategies will collectively address current and future challenges and will be selected by the project team by evaluating them with a set of holistic criteria (see example metrics above). An executive summary and final report will be produced summarizing these strategies including potential funding sources and a timeline for implementation.

Scope

The Study will be scoped in coordination with the Project Team. This will include the definition of the study area.

Proposed termini include:

- Interstate 90 West: US 2 I/C East: Hamilton I/C
- US 195 North: Interstate 90 I/C South: Hatch I/C

Local network: The exact elements of the local network to be included in the study will be defined by the Project Team (e.g. new local road between 16th and Cheney-Spokane Rd, Inland Empire Way, Thorpe Rd, 23rd Ave, downtown, etc.) in coordination with the consultant.

Initial preparatory work by the project team will include review of planned infrastructure improvements, future land use scenarios, and suggested post-processing approaches (e.g., origin/destination flows, trip generation). The following major tasks are anticipated to be undertaken by the selected consultant, pending negotiation of final scope of work:

Task 1 Existing Conditions

The assessment of existing conditions in the study area includes a discovery phase. An inventory of previous planning efforts and other relevant items will be provided by partner agencies to the consultant. Data to be collected (or provided to consultant if already available) includes: an inventory of transportation infrastructure and facilities; operational and safety data; recent traffic counts; STA ridership and operational detail; current land use; and the SRTC travel demand model. Results from the SRTC model will be post-processed using industry standard methodology per NCHRP 765.

- 1a. Review of previous studies and analysis
- 1b. Definition of study area
- 1c. Review and post-processing of base year model results
- 1d. Operational analysis of current conditions

Deliverable: Existing Conditions Summary

Task 2 Future Conditions

The projection of future conditions will include land use and multimodal network improvements consistent with regionally adopted and accepted assumptions. The SRTC 2040 Model will be used to forecast future transportation conditions and outputs potentially used in operational or simulation tools (model volumes post processed using difference method or other agreed upon methodology and carried forward to future year traffic forecast). The development of scenarios or alternatives analysis is also envisioned.

- 2a. Review of land use and modeling assumptions
- 2b. Establish evaluation criteria
- 2c. Development of scenarios
- 2d. Scenario analysis – modeling and operational analysis

Deliverable: Forecasted Conditions Summary

Task 3 Strategies

Development of strategies based on the assessment of existing conditions and forecasted future conditions. The strategies will include projects and programs that capitalize on opportunities and address needs in the corridors. The strategies will be evaluated based on the criteria established in Task 2. Visualizations, illustrations, and other planning-level exhibits will be produced for the projects. The timing of implementation over the short, mid, and long range will be detailed. Potential funding sources for the strategies will also be presented. Any strategies developed as a result of this effort are expected to consider currently adopted planning guidance and align with regional congestion management strategies.

- 3a. Documentation of strategies evaluated
- 3b. Recommended strategies – projects and/or programs
- 3c. Schedule for strategies – short, mid and long range
- 3d. Funding plan

Deliverable: Executive Summary and Final Report with recommended strategies

Outreach

The study will include outreach consistent with the SRTC Public Participation Plan. Regular briefings will be provided to the SRTC Board, City of Spokane Council and Administrative Team, Board of County Commissioners, STA Board, WSDOT Practical Solutions Team, and other committees or groups as appropriate. Outreach to stakeholders will inform the development of the objectives and evaluation criteria. Once the options are evaluated and a preferred package of projects and alternatives are developed, stakeholders will be consulted, and the project team will make recommendations for next steps. Additional outreach is anticipated in the future.

Timeline

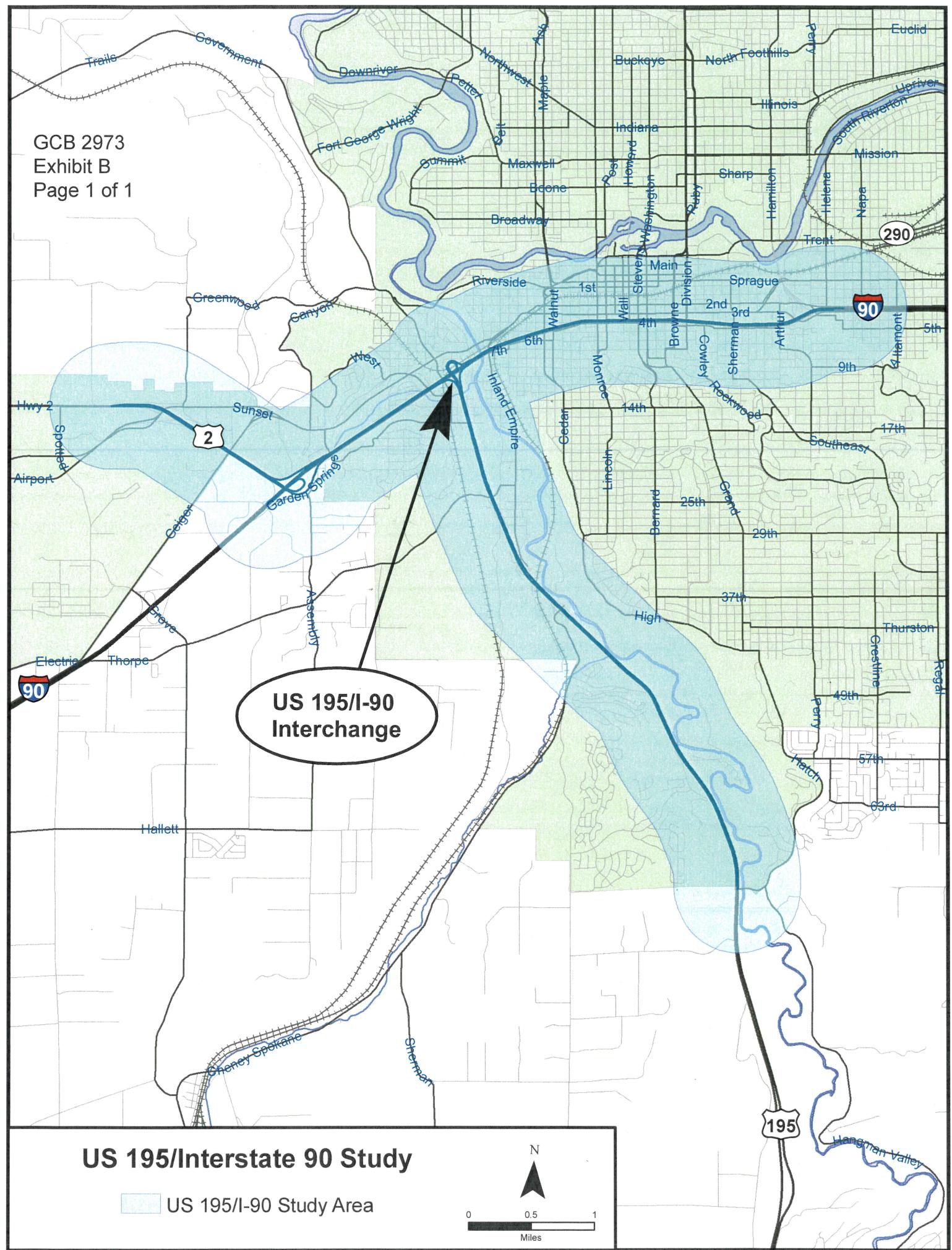
The study is anticipated to begin December 1, 2018 and be complete by April 2020. The final schedule including milestones will be developed by the project team and negotiated as part of the consultant's final scope of work. Major milestones anticipated include:

Project team meetings	ongoing	Task 3 Strategies	Q1 2020
Initial briefings	Q4 2018	Public/stakeholder outreach	ongoing
RFQ released	Q1 2019	Draft Report	Q2 2020
Consultant selected	Q2 2019	Public comment period	Q2 2020
Task 1 Existing Conditions	Q2 2019	Final Report	Q3 2020
Task 2 Future Conditions	Q3-Q4 2019	Board/Council/WSDOT acceptance	Q3 2020

Risk Management

There is a broad spectrum of risk to be considered in this study. Some of the risks include safety, mobility, quality of life, economic impact, and the risk of doing nothing (not doing study, not developing strategies). Comfort level will also be assessed since some creative or innovative solutions may cause discomfort (risk of not being innovative/creative). Low, medium and high impacts will be identified through a Risks-Assumptions-Dependencies-Issues-Opportunities (RADIO) approach.

GCB 2973
Exhibit B
Page 1 of 1



MEMORANDUM

DATE: March 27, 2019

TO: Members of the SRTC Policy Board

FROM: Eve Nelson, Senior Transportation Planner

SUBJECT: Board approval of the 2020-2023 Contingency List Process

Summary

The SRTC Board is being asked to approve the **2018 Prioritized List** (see Attached) as the Contingency List, and the Contingency process as recommended by the Transportation Technical Committee (TTC) for distributing additional funding as it comes available outside of a formal call for projects. After initial awards are granted, SRTC maintains a contingency list of projects to award funding as it becomes available from de-obligations or other sources. This ensures regional project delivery is maximized.

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 seeks to balance regional priority with the need to be nimble in utilizing funding quickly.

Recommended Process:

- Use the **2018 Prioritized List** as the 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 **2018 Prioritized List** and amount of the funding that is available;
- Identify from the **2018 Prioritized 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.

Public Involvement

The 2020-2023 SRTC call for projects has been discussed at the TTC, TAC and SRTC Board meetings throughout 2018, all which were open to the public.

Policy Implications

The SRTC Policy Board selected projects for funding based on prioritization developed in the regional application process. The project applications and evaluation criteria were developed to ensure consistency with Horizon 2040 and applicable project types.

Technical Implications

Once approved by the Board, the contingency list process will direct how additional STBG and CMAQ funds are awarded, as they come available. Additional STBG funds could arise if annual allocations of either program are higher than anticipated, or if currently funded projects come in under budget or are withdrawn from the TIP (i.e. resulting from Board action).

Prior Committee Actions

At their February 27, and March 27, 2019 meetings, the TTC discussed a contingency list process and recommended the SRTC Policy Board accept this process.

Requested Action

The SRTC Policy Board approves the 2018 Prioritized List as the Contingency List and the Contingency List process to maximize project delivery as recommended by the TTC.

2018 SRTC Call for Projects - Priority & Programming History			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			
Priority	Project #	Project Name	Requested	\$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
1	SC-1	Bigelow Gulch Project 5	\$1,568,000			\$1,403,000						\$165,000		\$1,568,000
2	COS-3	Thor-Freya Couplet	\$8,119,105	\$5,684,000										\$5,684,000
3	SRHD-1	Safe Routes to School Walking School Bus	\$611,181					\$600,000						\$600,000
4	SV-1	Pines Grade Separation (RW only)	\$3,795,000	\$1,890,000										\$1,890,000
5	COS-1	Riverside-Monroe to Wall	\$5,003,141	\$850,000										\$850,000
6	SRHD-2	Walk Bike Bus Downtown Spokane	\$304,202				\$304,000							\$304,000
7	SC-12	Commute Trip Reduction	\$898,157				\$881,327							\$881,327
8	STA-1	Upgrade 6diesel buses to electric	\$2,670,000				\$2,670,000							\$2,670,000
10	MW-1	Argonne Rd, Frederick to Liberty congestion relief	\$1,270,000				\$1,270,000							\$1,270,000
11	SC-2	Bigelow Gulch Project 6	\$4,085,000	\$1,774,000						\$1,040,000				\$2,814,000
12	SV-2	Barker Corridor reconstruction & widening (can be split into 3 segments)	\$6,331,800	\$2,050,000										\$2,050,000
15	DP-1	Crawford & Colville Roundabout/N Colville reconstructions	\$1,943,514			\$1,944,000							\$1,944,000	\$1,944,000
18	COS-7	Maple-Wellesley Intersection	\$761,822				\$762,000							\$762,000
21	SV-4	Pines and Mission intersection improvement (can be split into 2 segments)	\$1,211,000				\$509,000							\$509,000
25	COS-5	Centennial Trail Summit Gap	\$2,532,198				\$2,532,000							\$2,532,000
26	SC-6	57th Avenue & Freya St Roundabout	\$728,300				\$728,000							\$728,000
27	COS-6	Ben Burr Crossing Improvements	\$746,099				\$746,000							\$746,000
29	COS-8	Driscoll-Alberta-Cochran Sidewalk Infill	\$1,060,452				\$530,000							\$530,000
34	SV-3	Sprague & Barker intersection improvement	\$1,159,979				\$349,000							\$349,000
37	CH-1	Washington St (Cheney)	\$730,691		\$703,000						\$28,000			\$731,000
46	FF-2	First St Sidewalk Phase 2	\$272,034							\$315,000			\$315,000	\$315,000
9	SC-3	Bigelow Gulch Project 2	\$2,601,000											\$0
13	STA-2	5-Mile Park & Ride Study	\$200,000											\$0
14	COS-12	Havana St-Sprague to Broadway	\$5,836,971											\$0
16	SV-6	Argonne Rd preservation (PE + RW only option)	\$2,508,500											\$0
17	WSDOT-1	US 2 Garfield Rd intersection improvement	\$2,220,000											\$0
19	SC-5	57th Avenue	\$2,126,000											\$0
20	AH-2	21st Ave Craig Rd to Deer Heights Rd (Property Survey)	\$89,545											\$0
22	COS-10	Spokane Falls Blvd-Lincoln to Division	\$7,305,931											\$0
23	DP-3	Colville Reconstruction Third St to north City Limits	\$2,021,738											\$0
24	SV-7	Park Road reconstruction (RW only)	\$268,150											\$0
28	SC-14	Harvard Rd	\$4,827,000											\$0
30	COS-4	Washington-Stevens, Spokane Falls to Boone	\$2,014,581											\$0
31	SC-13	Centennial Trail at Argonne	\$719,000											\$0
32	COS-2	Freya St - Wellesley to Decatur	\$3,658,690											\$0
33	COS-13	North Bank Trail Study	\$166,250											\$0
35	COS-9	Napa-2nd Ave to Sprague	\$1,508,697											\$0
36	SC-9	Craig Rd	\$962,700											\$0
38	AH-1	10th Ave Garfield Rd to Hayford Rd	\$3,203,000											\$0
39	DP-2	E Crawford Preservation	\$575,650											\$0
40	COS-11	37th Ave Sidewalk	\$726,183											\$0
41	SC-11	Cascade Way	\$601,200											\$0
42	SC-4	Brooks Rd Phase 1	\$1,608,000											\$0
43	SV-5	Mullan Road preservation	\$1,211,000											\$0
44	SC-8	Greta to Whitworth Bike Route	\$299,300											\$0
45	SC-10	Columbia Dr	\$1,536,000											\$0
47	SV-8	Wilbur Rd sidewalk	\$557,060											\$0
48	FF-1	Rattler Run Road reconstruction	\$799,433											\$0
49	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

MEMORANDUM

DATE: March 28, 2019
TO: Members of the SRTC Policy Board
FROM: Eve Nelson, Senior Transportation Planner
SUBJECT: Performance Management- Annual Safety Targets

Summary

Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to **annually set five safety performance targets**. WSDOT last set this annual target in August 2018. Each year, MPOs are required to review the DOT statewide 2019 safety targets and do one of two things:

- Agrees to plan and programs projects to support the accomplishment of State safety targets; or
- Agree to plan and program projects to support the accomplishment of *quantifiable targets* for safety.

SRTC was first required to take action on safety targets as part of the Metropolitan Transportation Plan (MTP) Horizon 2040 update in December 2017. When the Board approved the MTP update, *quantitative* 2018 targets for safety were included. The quantitative targets were Spokane's portion of the statewide safety targets.

The 2017 SRTC Board's rationale for setting our own safety targets was to recognize our regional level of fatal and serious injuries and address those specific needs. For example, SRTC would focus on reducing fatalities from the Spokane County's 33 fatalities/year rather than statewide number of 510 fatalities/year.

Subsequently in 2018, in regard to state targets for bridge & pavement condition, travel time reliability and air quality, the SRTC Board chose a more qualitative approach by supporting the state targets. The rationale was that our ability to understand the impact of SRTC investment on targets is not yet developed and that SRTC will go through an independent performance-based planning process in the MTP update. Very little was and is still known about how target setting will evolve.

Two things at WSDOT have changed since quantifiable safety targets were adopted at the end of 2017; (1) WSDOT changed safety target methodology (2) FHWA clarified that MPOs must review and act every year on the *safety* targets. Other target setting areas use two or four-year targets and therefore do not require annual action.

While DOTs may incur penalties if they do not make significant progress towards their targets, MPOs do not incur penalties for failure to make progress. However, MPOs are required to annually review state targets and act on them as noted above and address to safety throughout the planning and project selection processes.

Methodology for Safety Targets

The five required safety performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

The method used by WSDOT to set the 2019 safety targets is as follows:

- The annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT) is determined for a 10-year period.
- A 5-year rolling average is calculated for each performance measure.
- The most recent rolling 5-year average value serves as the baseline.
- The linear trend line through the rolling 5-year average values is determined along with its projected value in 2019 (the target year).
- If the projected value for 2019 is higher than the baseline value, the baseline value becomes the 2019 target. If the projected value for 2019 is lower than the baseline value, then this lower value is selected as the 2019 target.

This differs from the 2018 approach of drawing a straight line from the current 5-year rolling average to target zero in 2030. The new approach was encouraged by the Washington Traffic Safety Commission and is consistent with the approach used in the Highway Safety Plan and the Highway Safety Improvement Plan.

The **Attachment** demonstrates both in tables, and visually the Statewide and potential SRTC targets if the Board chooses a separate quantifiable target under both methodologies.

TTC Recommendation

The Transportation Technical Committee (TTC) made a recommendation to support the statewide targets for safety for several reasons:

- SRTC does not have specific data to determine the contribution of SRTC projects and program towards reaching the target.
- Projects funded in the SRTC 2018 Call for Projects were evaluated for safety but will not be built for two years or more and therefore will not have an impact on 2019 targets.
- The TTC felt a regional commitment to analyzing safety data for cause and effect is needed so reasonable rather than aspirational targets can be set in the future.

Public Involvement

The public involvement process for performance management has been ongoing and continuous. SRTC last established safety performance targets on December 14, 2017, this was in accordance with 23 CFR 924.

Policy Implications

Federal rules from MAP-21 require performance-based planning and target setting with transparent linkages between project outcomes and deliverables and funding policies and investment decisions. Evaluation and prioritization tools have been used throughout the Horizon 2040 and TIP development. Continued Board and member agency engagement will occur during TIP project

selection, regional needs evaluations, and target setting as federal rule setting matures and SRTC's project evaluation capacities evolve.

Technical Implications

Developing performance targets aides in developing priorities that guide the project selection for Surface Transportation Block Grant (STBG) Program (formally STP), Congestion Mitigation and Air Quality (CMAQ), and STBG Set-Aside (formally TAP) funding. Additionally, the Board is responsible for ensuring that all federally funded transportation projects are consistent with Horizon 2040.

Prior Committee Actions

This is the first time the Board has discussed the 2019 safety targets. On March 27, 2019, the TTC unanimously recommended the SRTC Policy Board consider supporting the accomplishment of WSDOT annual safety targets.

Requested Action

This is for information and discussion. The item will be brought before the Board in May for action.

Adopted 2019 and 2018 WSDOT Statewide Targets

	Statewide 2019 Targets	Statewide 2018 Targets
Fatalities	489.2	415.5
Fatality Rate	0.813	0.709
Serious Injuries	1855	1788
Serious Injury Rates	3.068	3.058
Non-Motorist Fatalities & Serious Injuries	511.8	431.5

All 2019 targets are higher than previous year.

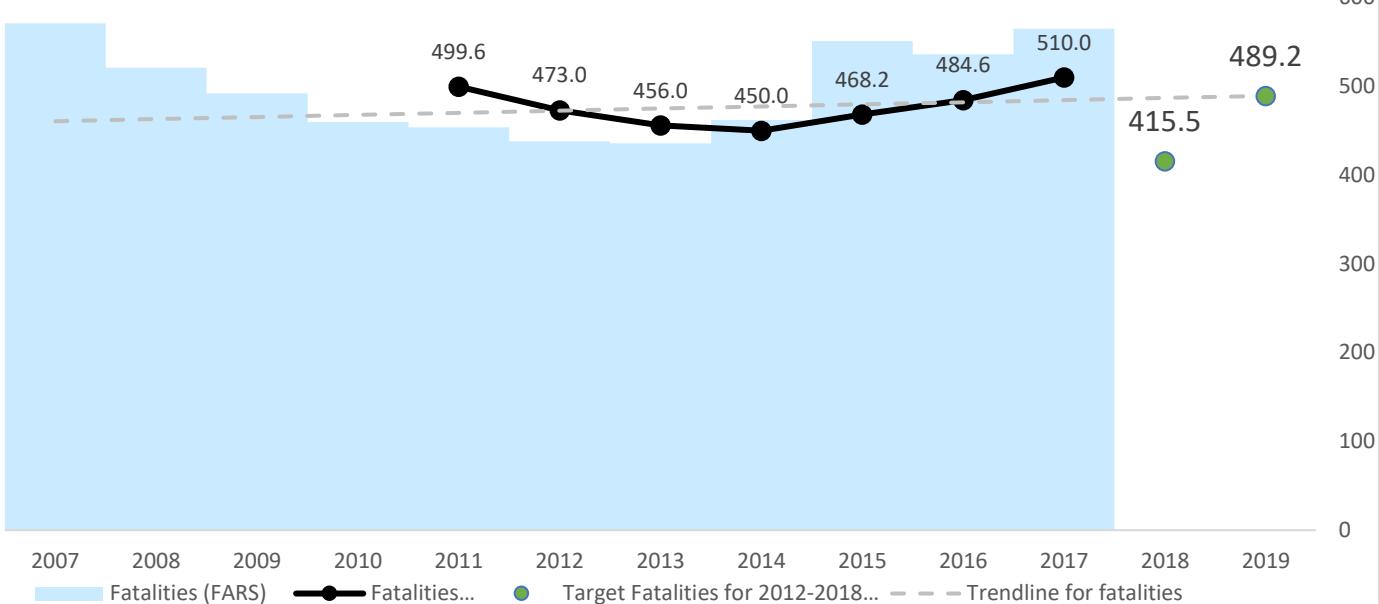
SRTC previously adopted quantitative 2018 Targets for Safety in Horizon 2040, as reported in the table below. Also, below are the potential SRTC portion of the 2019 statewide targets using the new target setting method by WSDOT.

Potential 2019 and 2018 SRTC Targets

	Potential SRTC 2019 Target (using the same WSDOT Method)	SRTC 2018 Targets
Fatalities	33.2	26.1
Fatality Rate	.891	.710
Serious Injuries	119.9	114
Serious Injury Rates	3.135	3.102
Non-Motorist Fatalities & Serious Injuries	39.4	32.6

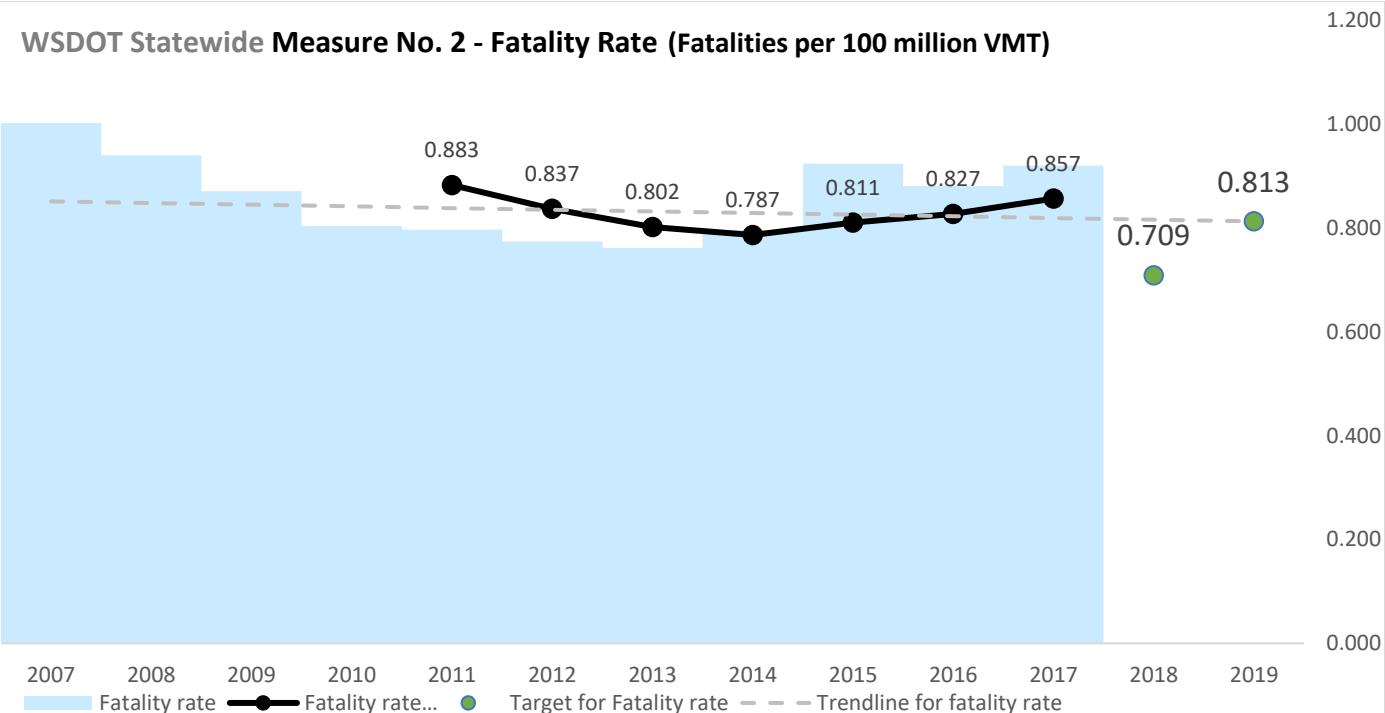
All potential 2019 targets are higher than previous year.

WSDOT Statewide Measure No. 1 - Fatalities



Data Source: Fatality Analysis Reporting System, Preliminary 2017 Q4 release (ARF) (April 2018), Washington Traffic Safety Commission.

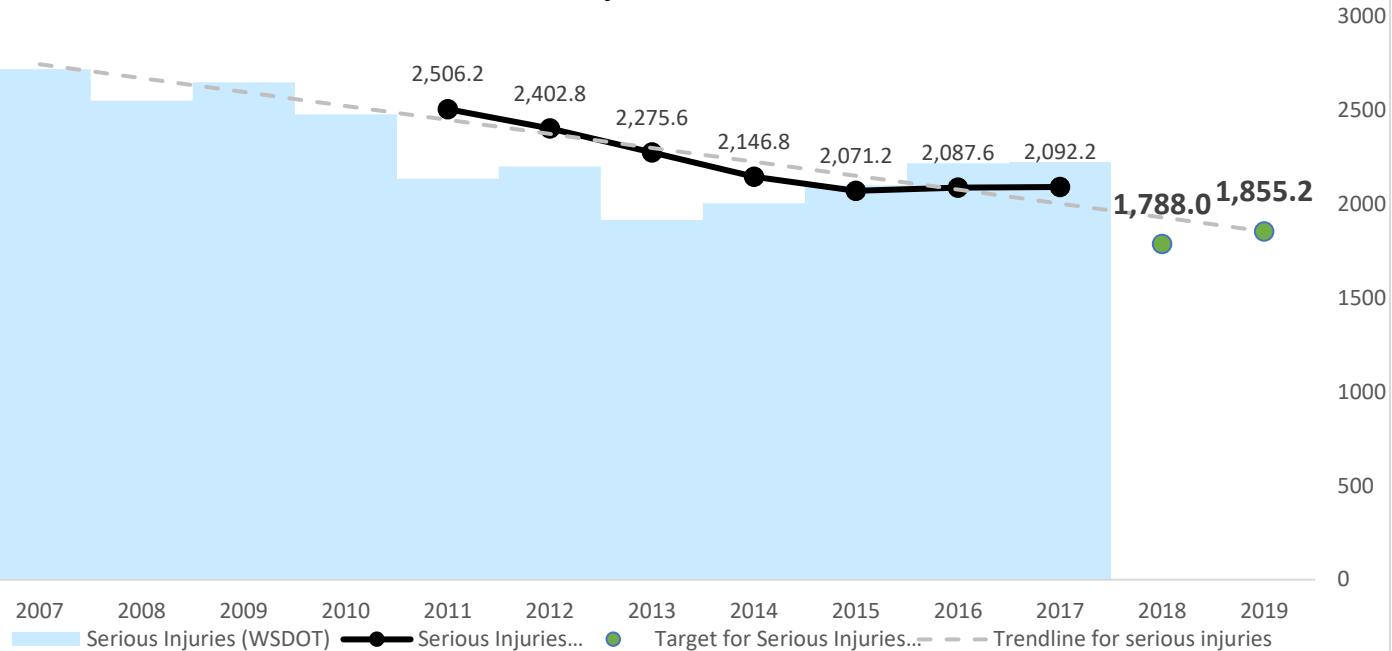
WSDOT Statewide Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)



Data Source: Fatality Analysis Reporting System, Preliminary 2017 Q4 release (ARF) (April 2018), Washington Traffic Safety Commission; VIM Monitoring System, Washington State Department of Transportation.

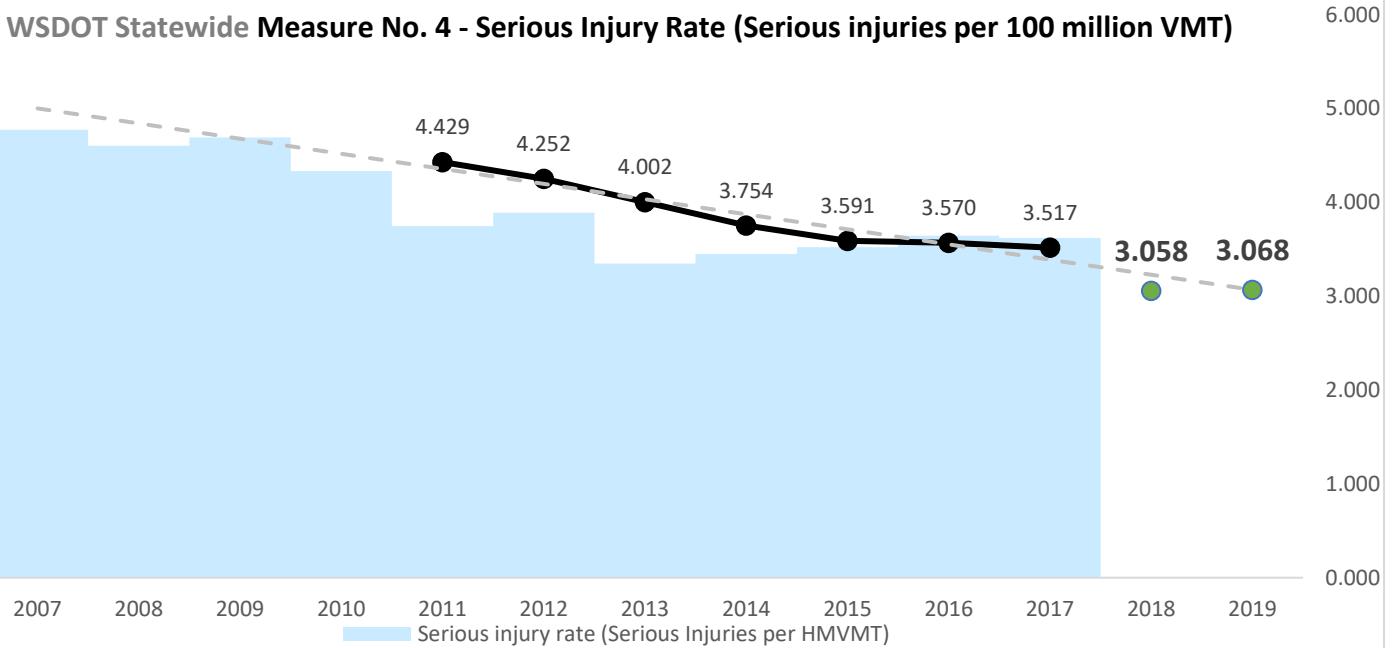
Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

WSDOT Statewide Measure No. 3 - Serious injuries



Data Source: WSDOT Engineering Crash Data (June 2018), Washington State Department of Transportation.

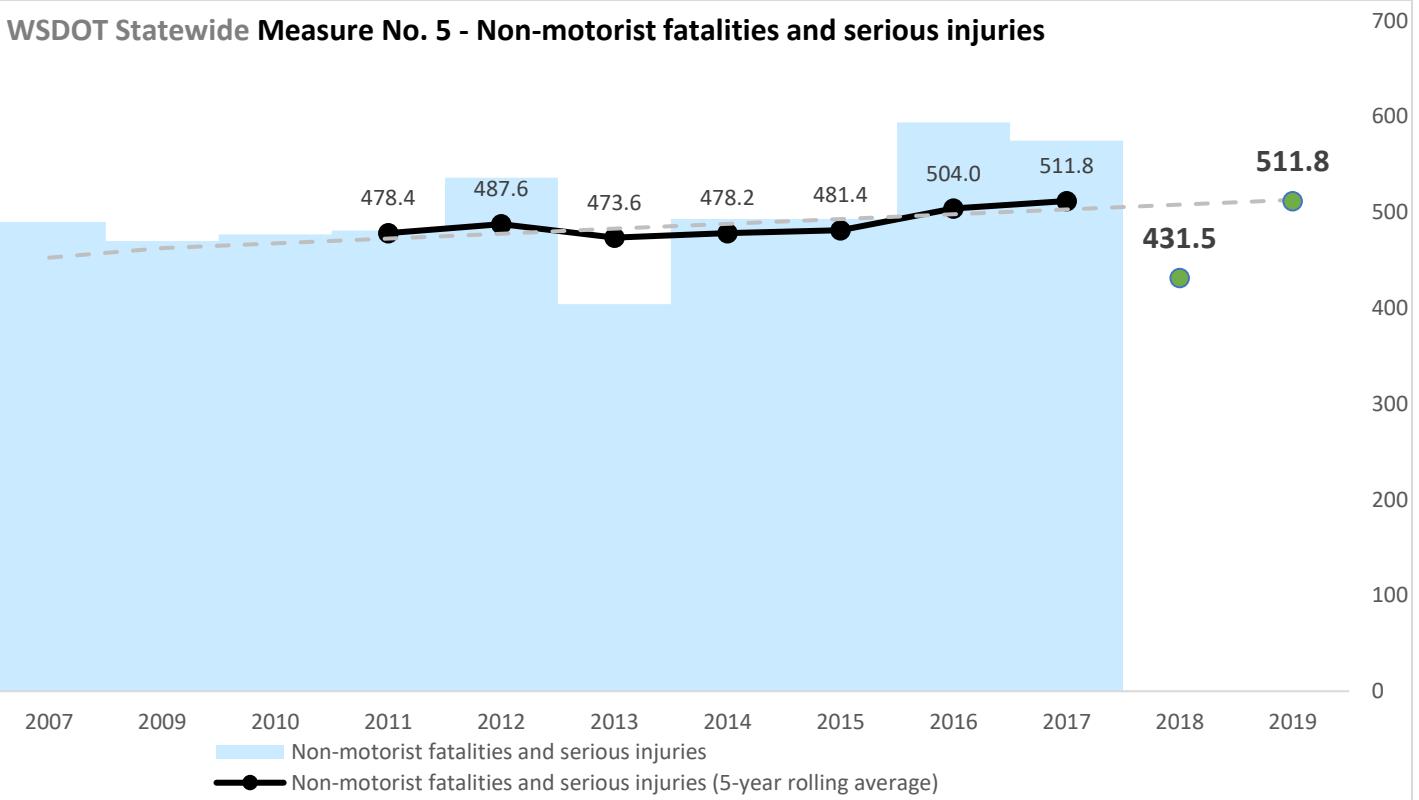
WSDOT Statewide Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)



Data Sources: WSDOT Engineering Crash Data (June 2018); VMT from Highway Safety Performance Monitoring System - WSDOT

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

WSDOT Statewide Measure No. 5 - Non-motorist fatalities and serious injuries

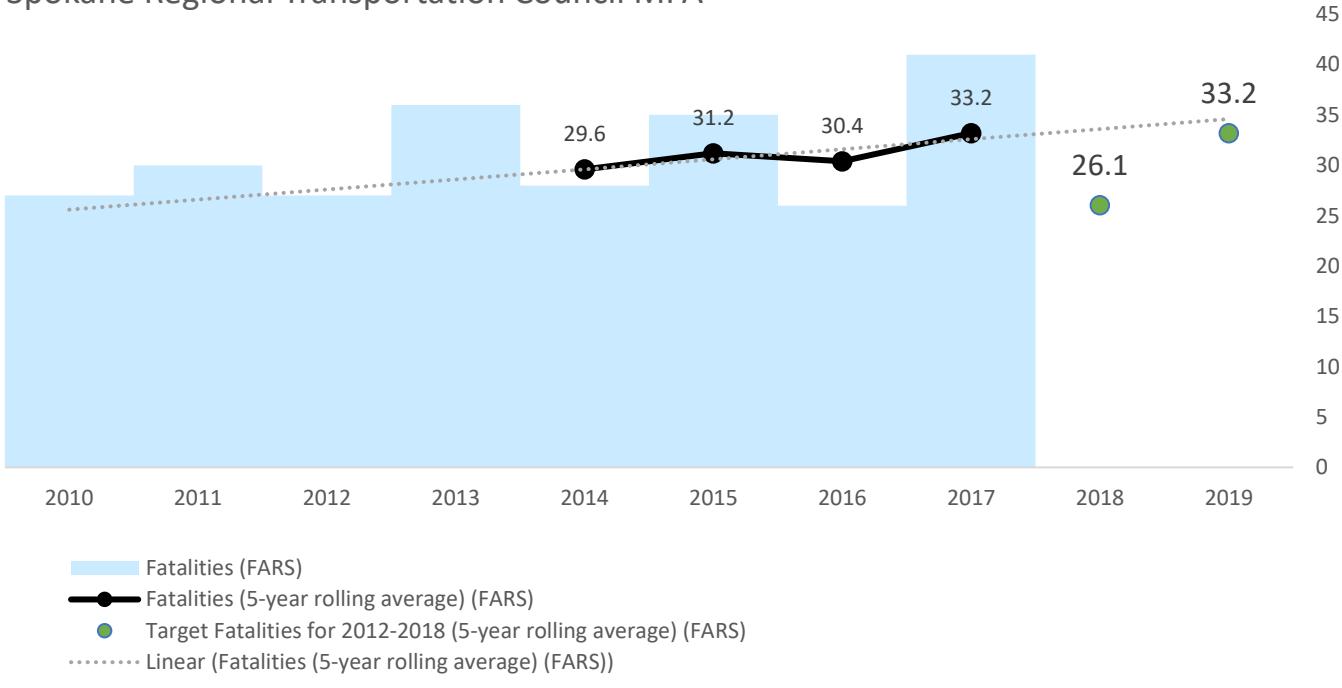


Data Sources: WSDOT Engineering Crash Data, WSDOT(June 2018); Fatality Analysis Reporting System, Preliminary 2017 Q4 release (ARF), Washington Traffic Safety Commission (April 2018).

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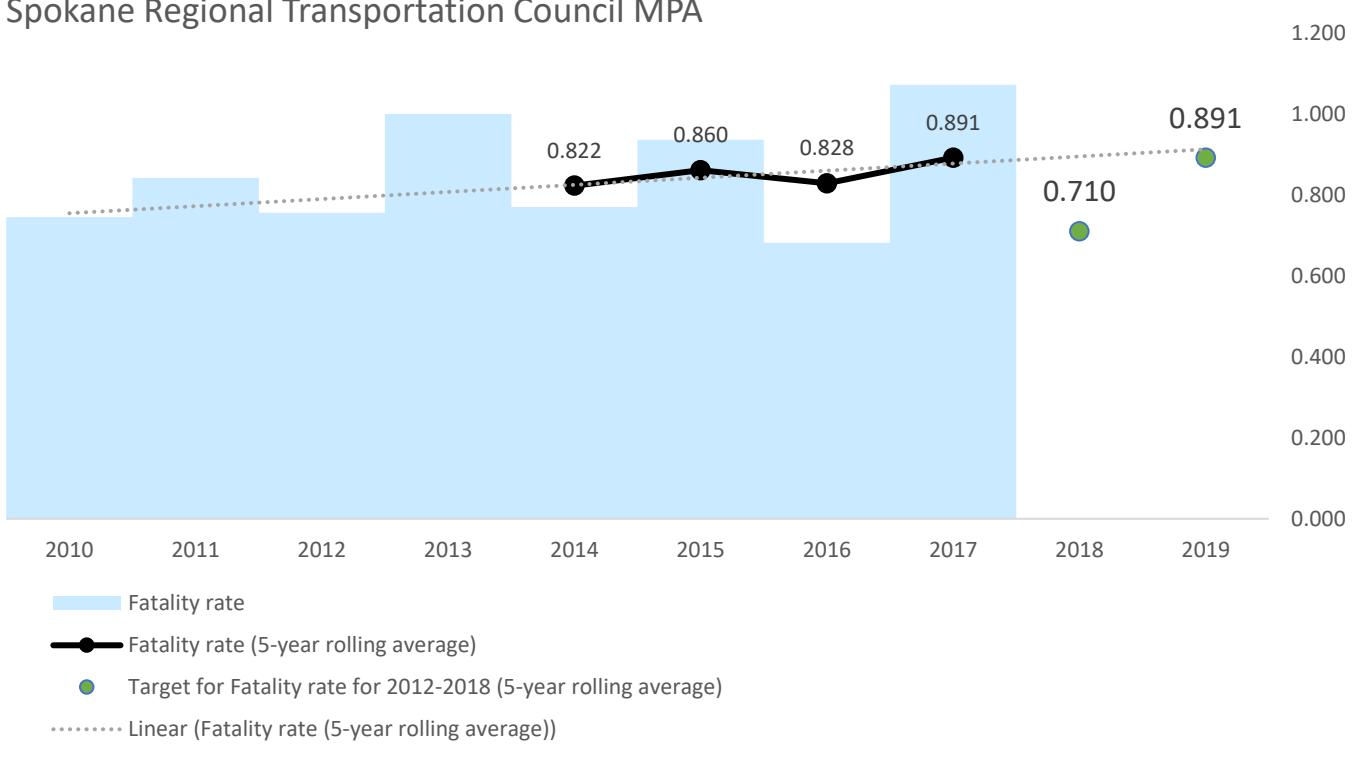
Measure No. 1 - Fatalities 2006 through 2030

Spokane Regional Transportation Council MPA



Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

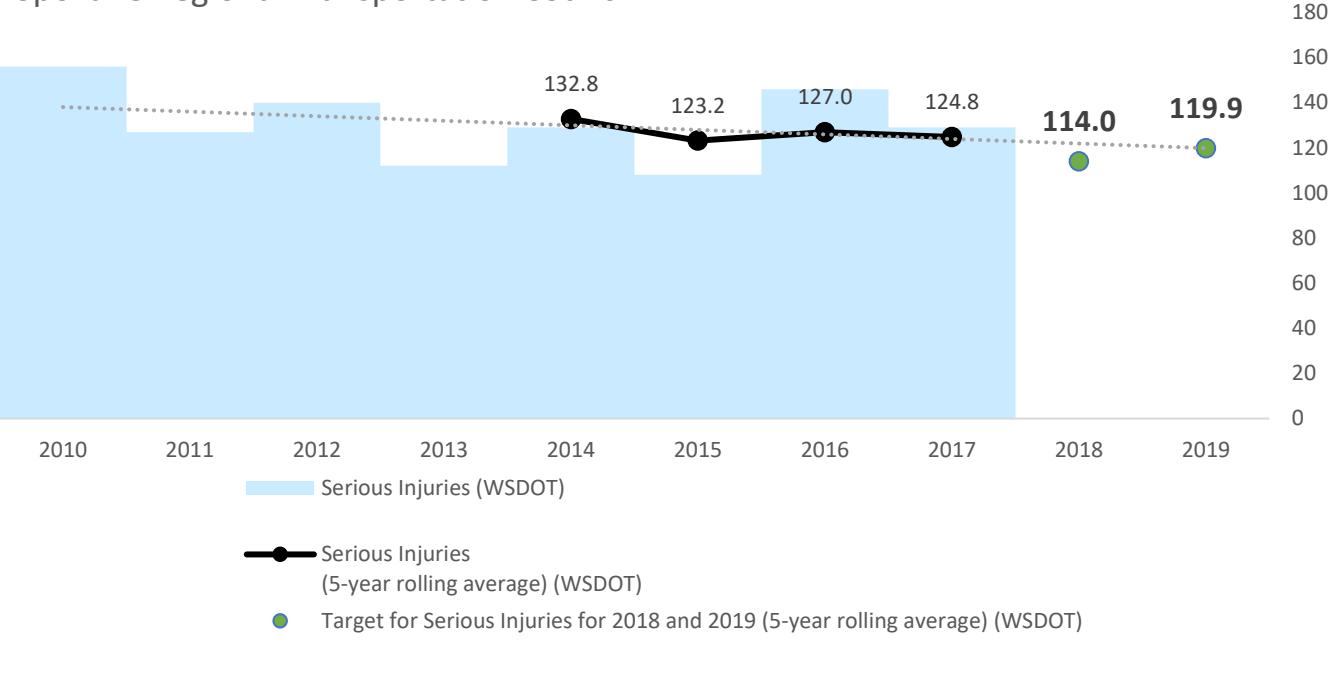
Spokane Regional Transportation Council MPA



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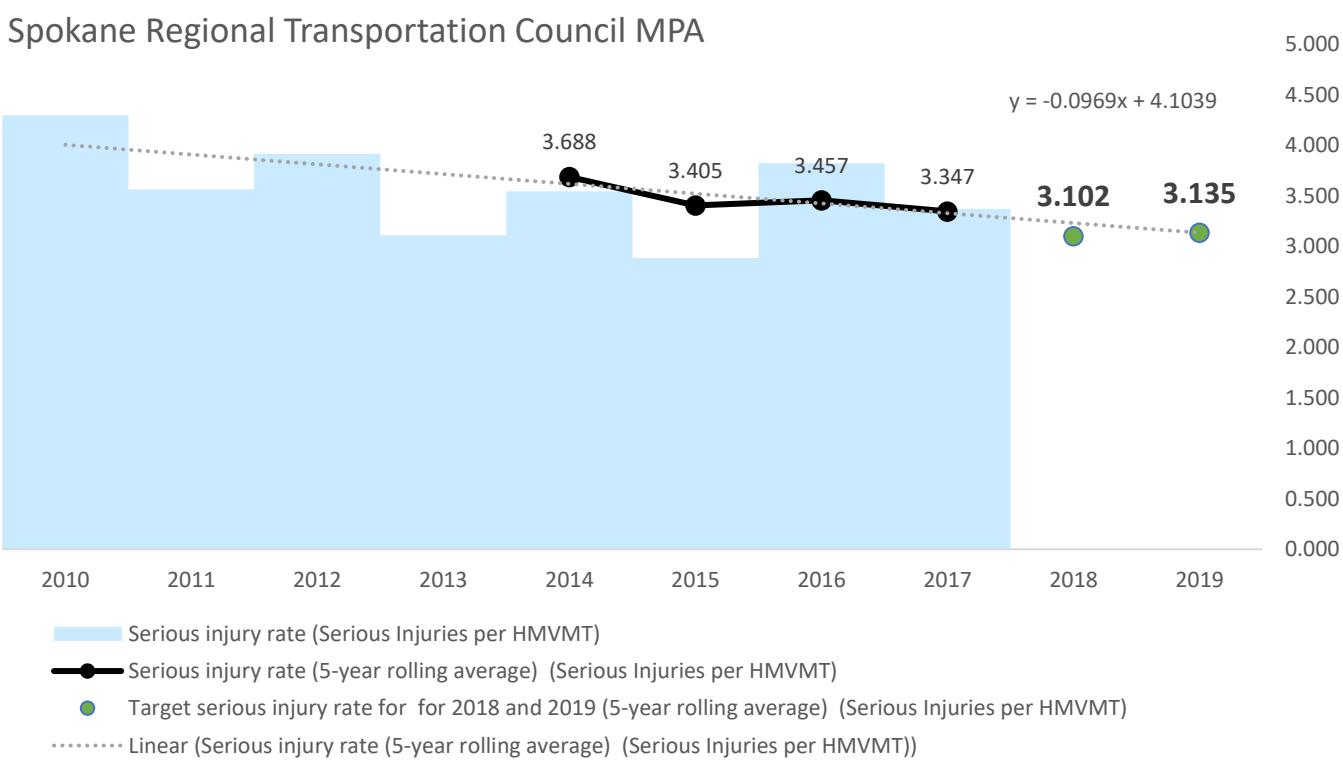
Measure No. 3 - Serious injuries

Spokane Regional Transportation Council MPA



Measure No. 4 - Serious injury rate (Serious injuries per 100 million VMT)

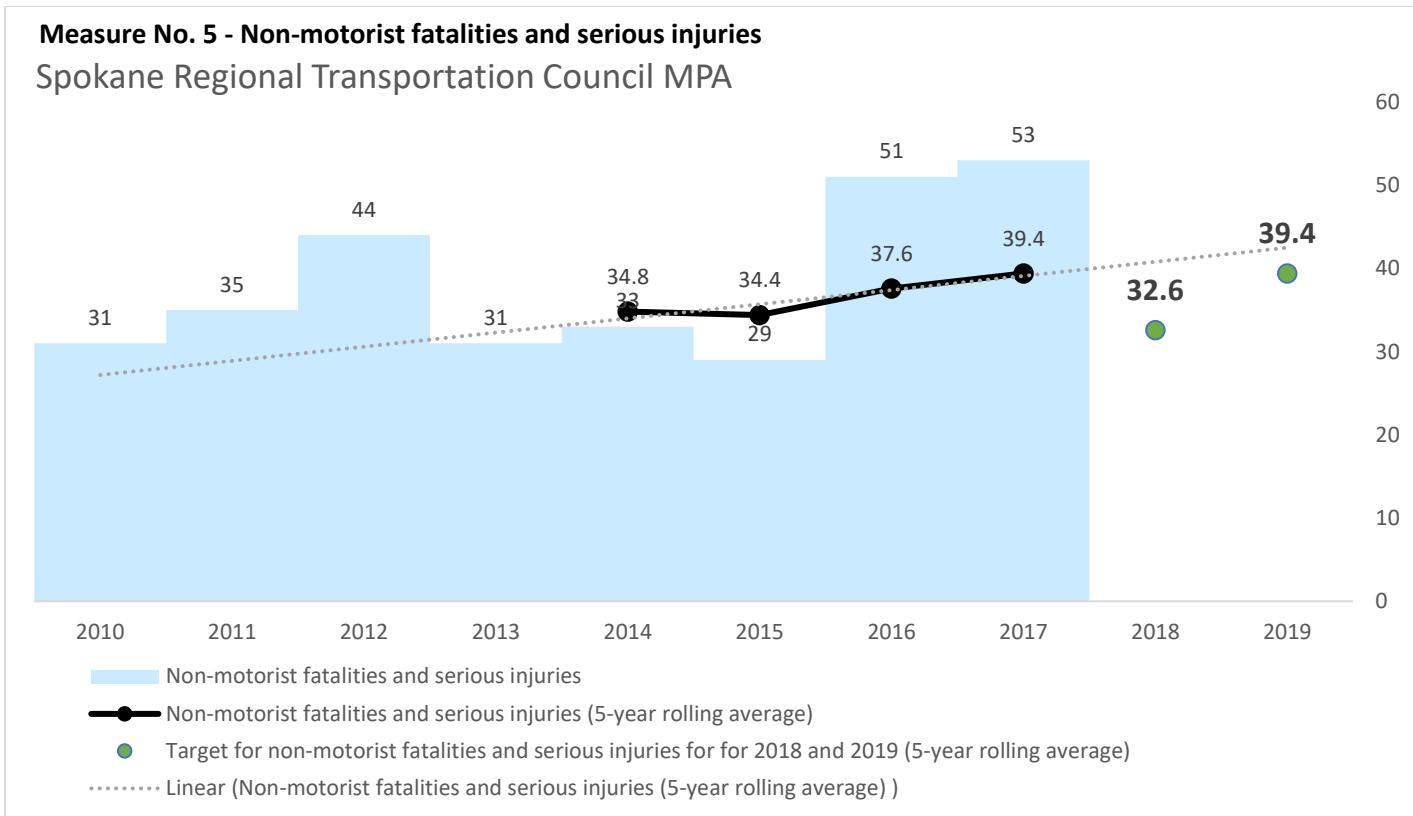
Spokane Regional Transportation Council MPA



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Measure No. 5 - Non-motorist fatalities and serious injuries

Spokane Regional Transportation Council MPA



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MEMORANDUM

DATE: March 28, 2019

TO: Members of the SRTC Board of Directors

FROM: Mike Ulrich, AICP, Senior Transportation Planner

SUBJECT: Data Acquisition and Technical Tools Improvement Update

Summary

At the April Board meeting, SRTC staff will review components of the Data Acquisition and Technical Tools Improvement project that have evolved since it was last before the Board. This project is essential to improving the technical capacity of SRTC, primarily surrounding the regional travel demand model, acquisition of data and application to policy objectives, and expanding understanding of the relationship between transportation and land use.

This topic is before the Board at the April meeting to address any questions or concerns regarding the project prior to releasing the request for qualifications (RFQ). This project will deliver an improved suite of data-driven tools to support the necessary policy decisions to stay ahead of factors impacting our regional transportation system.

History

In December of 2017 the SRTC Board approved a strategic plan including four key elements. *Core Requirements & Data Collection/Analysis* focuses on the need to improve SRTC's analytic capacity in order to better inform regional policy making. The plan calls for, "*the Board and Committees understanding and ownership of SRTC data and analysis as a prerequisite to make recommendations and decisions in the best interest of the region.*"

To work towards that goal, in March of 2018, the SRTC Board approved \$1M in STBG funds programmed over multiple years to make improvements to the model. The intent at that time was to focus on an update to model input data. Initially, "big data" such as *StreetLight* or a new household travel survey was considered the obvious choice. However, a replacement household travel survey has been estimated to cost between \$600,000 - \$800,000. A subscription to a passive data provider is estimated to cost approximately \$600,000 over four years. Either option would leave little funding for additional improvements.

Over the past year, SRTC staff has reached out to members and stakeholders, as well as commissioned evaluations of components of our existing tools. We have also explored best practices of other similar sized MPO's. Most stakeholders and experts agree that some model updates are necessary. However, there is not agreement about how to prioritize the improvements, recognizing there are myriad options to update our existing tools that will benefit the agency more comprehensively than a single data purchase.

Scope and Deliverables

This project will take a holistic look at the entire suite of tools. The first deliverable will be a plan that details a strategy to invest the allocated funds in the most relevant and efficient improvements. Then, after Board review and approval, the consultant team will execute the improvement plan. At the conclusion of the project SRTC will be positioned on the leading edge of peer MPO's in terms of its ability to use modern data application techniques in its planning processes. The primary components of the project are three separate, yet related tasks:

Task 1a:

- Synthesize previous evaluations and prioritize recommendations
- Conduct facilitated listening sessions with SRTC members to determine members' current and future use of technical tools
- Compare SRTC's data application to the current state of the practice
- Consider other relevant tools
- Evaluate SRTC internal (existing and needed future) capacity

Task 1b:

- Develop improvement plan (including budget, schedule, necessary data, etc.)

Task 2:

- Execute improvement plan (including data purchase and application)

Other data acquisition outside of the scope of Task 1 and 2 will likely still be necessary to support upcoming long-range plan updates and is part of the overall project scope. That data may include but not be limited to population and employment data.

Procurement Process

An RFQ for this project is expected to be released in May. A consultant team will be qualified for all phases of the project, similar to a design/build. Task 2 will be a separate "notice to proceed", after Task 1a and Task 1b has been satisfactorily completed and the "improvement plan" is acceptable to SRTC. A resolution to award the contract is expected back in front of the Board in September for approval.

The proposed improvement plan will be presented to the Board for their feedback. The final draft of the improvement plan will be presented to the Board for their approval prior to authorizing the notice to proceed for Task 2.

Public Involvement

The funds for this project were included in the 2019-2022 TIP which was adopted October 11, 2018. To review and discuss the 2019-2022 TIP, a public meeting was held on September 19, 2018. Additionally, a public comment period of thirty days began September 1 and concluded September 30.

Policy Implications

The technical updates (model improvements, data acquisition, travel survey, etc.) included in this project will support Board-defined, data-driven, long range planning objectives. These objectives will be discussed and defined in parallel with the technical portions of this project.

Prior Committee Actions

This project was presented to the TTC at their October meeting. After that presentation, a working group was formed consisting of member jurisdiction technical staff. That group met on January 29 and provided feedback that will be incorporated into the RFQ. This project was also presented at the March SRTC Board Administrative Committee. The working group for this project will continue to be engaged throughout the project's duration with periodic reports to the TTC and the Board of Directors.

Requested Action

This item is for information and discussion.

SRTC BOARD OF DIRECTORS MEETING AGENDA WORKSHEET

	<u>TITLE / DESCRIPTION</u>	<u>POLICY IMPLICATIONS/ REQUIREMENTS</u>	<u>AGENDA TYPE</u>	<u>TIME</u>	<u>PRESENTER</u>	<u>PROPOSED AGENDA</u>	<u>TTC AND/OR TAC AGENDA</u>
•	Public Comment	Meets WA Code and various grant requirements	Regular	-	N/A	Monthly	N/A
•	Executive Directors Report	Keep Board up to date of issues from the month	Regular	10	Sabrina	Monthly	N/A
•	Approve Minutes from most recent Board Meeting	Meets WA Code and various grant requirements.	Consent Agenda	-	N/A	Monthly	N/A
•	Approve Vouchers	Required	Consent Agenda	-	N/A	Monthly	N/A
•	Approve TIP Amendment	Required	Consent Agenda	-	Eve	Monthly	Monthly
•	Receive Future Meeting Agenda Worksheet	Aid in communication for future board topics	Attachment	n/a	N/A	Monthly	N/A
	Quarterly budget update	CY2019 1Q	Information	5	Greg Griffin	May	n/a
	Performance Targets: Safety	Required by Federal Code	Action	20	Eve Nelson	May	March
	Interagency Agreements 195/I90 w/City of Spokane	Required for local funding	Consent	n/a	Ryan Stewart	May	N/A
	Presentation on values and scenarios for prioritization	Preparation for Board Worksho9p	Information/Discussion	30	Sabrina Minshall/Staff	May	N/A
	Draft SFY2020-2021 UPWP	Required core document	Information /Discussion	15	Sabrina Minshall	May	April
	SFY2020/2021 UPWP	Required core document	Action	10	Sabrina Minshall	June	May
	TIP Project Delivery Update for FFY 2019	Critical information for financial requirements for federal stewardship	Information	15	Eve Nelson	June	May/June
	Regionally Significant Definition	Needed to develop MTP	Information	20	TBD	June	April/May
	CY2019 Budget Revision	Amendment for Studies after consultant agreements and Division Street/ STA \$ in budget/ update financials and timing for consultant	Information	15	Sabrina Minshall	June	N/A

SRTC BOARD OF DIRECTORS MEETING AGENDA WORKSHEET							
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		efforts. Amendment for operational line items changes as needed.					
	Division Street Study Contract Award	Authorize Exec. Dir. to sign contract	Action	15	Jason Lien	June	May
	Quarterly budget update	For 2 nd Q. 2019	Information	10	Greg Griffin	July	n/a
	US 195/I-90 Study – Contract Award	Authorize Exec. Director to sign contract	Action	10	Ryan Stewart	July	n/a
	CY2019 Budget Revision	Amendment for Studies after consultant agreements and Division Street/ STA \$ in budget/ update financials and timing for consultant efforts. Amendment for operational line items changes as needed.	Action	10	Sabrina Minshall	July	N/A
	SRTC Compensation Plan	Necessary for agency operations	Information	20	Sabrina Minshall/consultant	July	n/a
	Set dues for 2020	For 2020 Calendar year budget	Action	15	Greg Griffin	July	N/a
	Transportation and Growth Forecasting Discussion	Capacity Building / Guide Plan Efforts	Information	30	Mike Ulrich	July	June
	Public Survey	Guiding MTP Development	Information	20	TBD	September	July/August
	Data Tools and Modeling Contract Award	Authorize Exec. Dir. to sign contract	Action	15	Mike Ulrich	September	July
	SRTC Compensation Plan	Agency Operations	Action	10	Sabrina Minshall	September	n/a
	SRTC Employee Manual	Agency Operations	Information	20	Sabrina Minshall	October	n/a
	Freight Mobility Draft Scope	First briefing to Board	Info and Disc	20	TBD	October	September
	Quarterly Budget update	For 3Q. 2019	Information	10	Greg Griffin	October	N/a

SRTC BOARD OF DIRECTORS MEETING AGENDA WORKSHEET

	<u>TITLE / DESCRIPTION</u>	<u>POLICY IMPLICATIONS/ REQUIREMENTS</u>	<u>AGENDA TYPE</u>	<u>TIME</u>	<u>PRESENTER</u>	<u>PROPOSED AGENDA</u>	<u>TTC AND/OR TAC AGENDA</u>
	CY2020 Budget Revision 1 / IDR	Calendar Year budget / IDR	Information	15	Greg Griffin	November	N/a
	SRTC Employee Manual	Agency Operations	Action	10	Sabrina Minshall	November	n/a
	CY2020 Budget / Indirect Cost Rate	Calendar Year budget / IDR	Action	10	Greg Griffin	December	n/a
	Not yet scheduled						
	SRTC Outreach presentation			15	Sabrina Minshall		
	MTP due Dec 2021- Scope and Charter			20	Sabrina Minshall		
	Financial Assessment for MTP				TBD		
	Public Survey discussion				TBD		
	Demonstrate new website/performance dashboard				TBD		

MEETING SUMMARY

SRTC - Transportation Technical Committee (TTC) Meeting – March 27, 2019 1:30pm

2019-2022 Transportation Improvement Program (TIP) April Amendment – Staff from City of Spokane and City of Spokane Valley provided information about their project included in the April amendment; the TTC unanimously recommended Board approval.

Contingency List Process – Based on discussions at the last TTC meeting, staff assembled a proposed process when funds from deobligated projects or other future funding becomes available. The proposed process is: (1) Evaluate the technical requirements and amount of the funding that is available (2) Identify from the 2018 Prioritized List, projects that meet such requirements (3) Review project readiness from the above identified projects (4) Review the capability of available funding to complete a project or phase; and (5) Recommend a project or projects for Board approval. The group discussed possible scenarios on how this would play out and discussed timing of funding made available by deobligations. A motion to recommend Board approval of the prioritized list as the new contingency list and the contingency list process passed unanimously

Performance Management: Annual Safety Targets – Ms. Nelson provided a history of prior action on safety targets and noted that federal regulations require WSDOT to annually set five safety performance targets. MPOs must also decide annually to either support WSDOT targets or set their own. She outlined the new method used by WSDOT to set the 2019 targets and how they differ from the 2018 approach. The group discussed the topic at length. Comments included:

- Questioning the point of setting a goal without measurable action items
- The majority of the emphasis is on infrastructure, but education and enforcement play a large role in safety
- Land use also plays a large role in safety
- Accepting higher targets presents a bad image to the public
- Need for additional data besides just numbers
- The majority of agencies and jurisdictions have their own safety programs; perhaps combining them into a larger regional program would be worth exploring
- A conversation about the pros and cons of supporting WSDOT targets
- Setting targets for the region should be done through a subsequent planning process

Ms. Nelson explained that there are no penalties for not meeting the target for SRTC, we are only required to revisit annual safety targets and act on them. The TTC further discussed the new methodology and the lack of specific information we possess as a region to measure our achievement towards goals. The TTC also indicated a commitment to become more educated on our safety issues together as a region and try to make more realistic goals in the future. This lead the TTC away from quantifiable targets for now and a motion was made to support 2019 WSDOT targets with the expectation that in 2020 SRTC will provide more specific information. The motion passed unanimously.

Mobility for Populations with Vision Loss – Ms. Raychel Callary from Lilac Services for the Blind shared information about barriers caused by infrastructure to independent travel on sidewalks for people with impaired vision and solutions to the problems.

2020-2021 Unified Plan Working Program (UPWP) – Ms. Minshall highlighted the reasons behind the move to a two-year UPWP from a one-year, noted the first draft was submitted to WSDOT earlier this month, and an on-site review of the program with SRTC, FHWA, FTA and WSDOT is May 24. She noted the document is open for comments by the TTC and the deadline for submitting them is May 1.

SRTC Advocacy Policy Update – Ms. Minshall read the draft policy for Advisory Services containing SRTC Board and Administrative Committee input. The group discussed; comments included:

- Request for an “Advocacy 101” session so members will fully understand the types of assistance available
- Letters of support and acknowledgement of consistency are important for outside funding
- The policy as updated does not clarify if engagement must be requested by agencies
- Suggestion that project prioritization presented to the Board should be made upon the recommendation of the TTC

Ms. Minshall asked for clarification if all present felt that the TTC should review and recommend project prioritization before being presented to the Board and everyone agreed.

Education Series Update – Ms. Minshall distributed a flyer and provided a brief overview of the three scheduled education series events for 2019.

MEETING SUMMARY

Spokane Regional Transportation Council
Transportation Advisory Committee (TAC) Meeting
March 25, 2019 3:00pm
421 W Riverside Ave Suite 504, Spokane, Washington

Education Series Overview – Sabrina Minshall gave overview of feedback directing education series focus to members, and stakeholders. End of this year and next year will be a broader look. Will work with APA and library on citizens planning academy. She outlined the three events scheduled and the one tentative.

Kennett Bertelsen gave an overview of the discussion to be had today:

The group discussed the value the TAC brings to the board and the desire to be on equal footing with the TTC. The TAC would like to be answering the “why” questions more and use their objectivity to bolster the public perspective.

Discussion of who is on the TAC and what those perspectives should be? Should we have SRHD, major employer, or other? Do we want specific segments of the public at the table?

Next meeting the TAC will work through an activity to identify missing perspectives on the TAC, and how to engage at different decision points in the process.

TAC member comments:

Spokane is reviewing street standards. The West Plains Chamber is becoming energized. Lighthouse will be offering blindness awareness training in September. They would like an update from CTR.