

Transportation Technical Committee Meeting

Wednesday, April 28, 2021 • 1:30 PM – 3:00 PM

Virtual Meeting via Teleconference

PUBLIC NOTICE:

Due to COVID-19 and in accordance with the Governor Inslee's proclamations 20-25.7 and 20-28.8, the SRTC office is closed to the public and no in-person meetings will be held until further notice.



Join Zoom Meeting:

<https://us02web.zoom.us/j/89767018718?pwd=Zm5NUGNVSGFpOGthOVZ5bmpDa0U2QT09>

Meeting ID: 897 6701 8718 | Passcode: 140329

Or listen by phone at: 1-253-215-8782

Meeting ID: 897 6701 8718 | Passcode: 140329



Public comments can be submitted by email to contact.srtc@srtc.org or by phone to 509-343-6370. Deadline for submitting comments is 10:00 am on the day of the meeting.



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Transportation Technical Committee Meeting

Wednesday, April 28, 2021 • 1:30 PM – 3:00 PM

AGENDA

<i>Time</i>	<i>Item</i>	<i>Page #</i>
1:30	1. Call to Order / Record of Attendance	
1:32	2. Approval of March 24, 2021 Meeting Minutes	Page 3
1:33	3. Public Comments	
1:38	4. TTC Member Comments	
1:48	5. Report on SRTC Board of Directors Meeting	
 <u>FOR ACTION</u> 		
1:53	6. 2021-2024 Transportation Improvement Program May Amendment (<i>Kylee Jones</i>)	Page 6
 <u>FOR INFORMATION AND DISCUSSION</u> 		
1:55	7. Election of TTC Vice-Chair (<i>Eve McMenemy</i>)	Page 9
2:05	8. Unified List of Regional Transportation Priorities (<i>Mike Ulrich</i>)	Page 11
2:25	9. 2022-2023 Unified Planning Work Program (<i>Michael Redlinger</i>)	Page 21
2:35	10. Argonne Road Congestion Relief Project (<i>Matt Gillis, City of Millwood</i>)	n/a
2:50	11. Agency Update (<i>Eve McMenemy</i>)	
3:00	12. Adjournment <i>Next Meeting – Wednesday, May 26</i>	

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
March 24, 2021 | Zoom Video Conference

1. Call to Order/Record of Attendance

Mr. Adam Jackson, Chair, called the meeting to order at 1:32 p.m.

Committee Members Present

Adam Jackson - Chair	City of Spokane Valley	Mary Jensen - Vice Chair	WSDOT-Eastern Region
Todd Ableman	City of Cheney	Barry Greene	Spokane County
Inga Note	City of Spokane	April Westby	Spokane Regional Health Dist.
Kevin Picanco	City of Spokane	Karl Otterstrom	Spokane Transit Authority
Kara Frashefski	City of Spokane	Larry Larson	WSDOT-Eastern Region
Gloria Mantz	City of Spokane Valley	Glenn Wagemann	WSDOT-Eastern Region
Brandi Colyar	Spokane County	Roger Krieger	City of Deer Park

Committee Alternates Present

Maria Culloyah	Spokane Tribe of Indians
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Guests

Brandon Blankenagel	KPFF	Paul Kropp	
Keith Martin	WSDOT-Eastern Region	Jerremy Clark	City of Spokane Valley
Shauna Harshman	City of Spokane	Sean Messner	HDR

Staff

Eve McMenemy	Principal Transportation Planner
Mike Ulrich	Principal Transportation Planner
David Fletcher	Associate Transportation Planner III
Michael Redlinger	Associate Transportation Planner II
Kylee Jones	Associate Transportation Planner II
Kevin Wallace	Interim Executive Director
Julie Meyers-Lehman	Exec-Admin Coordinator

2 Approval of February 2021 TTC Meeting Minutes

Mr. Greene made a motion to approve the February 2021 minutes as presented. Mr. Ableman seconded the motion, which passed unanimously.

3 Public Comments

There were no public comments.

4 Technical Member Comments

Members spoke about current projects or programs in their jurisdiction/agency.

5 Chair Report on SRTC Board of Directors Meeting

Chair Jackson shared highlights from the March 11 Board meeting.

ACTION ITEMS

6 2021-2024 Transportation Improvement Program (TIP) April Amendment

Ms. Jones provided details about two projects in the proposed TIP amendment, City of Spokane Valley Pines Rd/BNSF ROW Early Acquisition Phase 2 and WSDOT I-90 Mullan Road Crossing Bridge Deck Repair. There were no questions or discussion.

Mr. Otterstrom made a motion to recommend Board approval of the 2021-2024 TIP April amendment. Mr. Larson seconded the motion. All votes were in favor.

INFORMATION & DISCUSSION ITEMS

7 US 195/I-90 Draft Strategies

Mr. Stewart recapped the five project goals, provided an overview of the two project packages which will be presented to the community in upcoming engagement events seeking input, per recent approval for release by the SRTC Board. He described:

Project Package #1-Enhanced Expressway: He highlighted several key projects and clarified that the Lindeke St extension would not displace the Fish Lake Trail. This package includes a new bridge over 16th Ave and Inland Empire Way connection, a two-way connection to Cheney-Spokane interchange, which also will create the potential for transit service.

Project Package #2-Parallel Network: This contains many of the same projects in package #1, but with the addition of improved local parallel network/connectivity, including improvements to Marshall Rd and several other intersection level improvements.

Mr. Stewart presented data illustrating how each package was evaluated in terms of the five project goals and whether the package provided modest, solid or significant improvement towards the goals. He spoke about estimated total package costs and provided details about upcoming community engagement events, starting with a virtual open house.

The group discussed that the responsibility for any project implementation will fall to the jurisdictions. Mr. Stewart emphasized that a preferred project package has not yet been selected and there will be significant public outreach before any decisions are made.

8 DivisionConnects Update

Mr. Lien explained that this project is currently in the concluding section of Phase I, which is selection of a preferred configuration for bus rapid transit and active transportation facilities. Phase two will focus on land use analysis and further refinement of multimodal options .

He recapped the public engagement year to date regarding the final four alternatives and presented graphics describing the lane configurations and alignments along the different sections of the corridor. Based on technical team analysis, public feedback and Steering Committee support, Side-Running C has emerged as the preferred option. This alternative has a two-way separated active transportation facility along Ruby St, street parking on the Division couplet, and business access and transit lanes through the couplet and mainline of Division.

Mr. Lien outlined components of the Side-Running C, alignment through the different sections of the corridor, lane configurations and preliminary locations of transit stations. He spoke about traffic modeling of

the four alternatives and addressed next steps in the process, including the next round of public engagement and involvement.

The group discussed that STA primarily will be responsible for obtaining project funding and while some funds have been programmed for design work, there is still much to be done to secure funding, should the project be approved.

9 Metropolitan Transportation Plan (MTP) Update: Regional Bicycle Priority Network

Mr. Lien reported on the regional bike network update as part of the larger MTP update and presented a map of the existing bike network as related to trip generators and activity centers. He shared information which showed the amount of bike network mileage on shared roadways, multiuse paths, bike lanes and other facilities. Additional analysis will be done to compare shared roadway volumes and speeds and barriers/gaps in the network. Next steps are to distribute an AGOL priority network map for review by member agencies and further evaluation of the MTP policy for clarity.

9 SRTC Public Participation Plan (PPP) Update

Ms. Jones described the PPP and provided a background of the PPP document. This update will be done in conjunction with the MTP update and a subset of the Transportation Advisory Committee has participated in a series of workshops to develop a framework of goals and objectives for the PPP. She highlighted topics covered in the workshops and draft goals. The next workshop is April 13 and will focus on discussing strategies for successful outreach hard to reach populations; everyone is welcome to attend.

10 SRTC 2022-2023 Unified Planning Work Program

Mr. Redlinger reported on federal requirements for the development of a UPWP by MPOs, the eight tasks contained in the SRTC UPWP and a schedule of milestones. The draft document will be provided to the TTC for review and comment; a multi-jurisdictional coordination meeting will be held on April 27 with representatives from FHWA, FTA, WSDOT, STA and SRTC. He spoke about the Biden administration's new emphasis on climate change and social justice issues and asked the group where they see SRTC staff approaching work with that in mind.

It was suggested that SRTC could help by identifying census tracts that might be the most applicable to particular funding opportunities for projects.

11 Adjournment

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

Julie Meyers-Lehman
Recording Secretary

To: Transportation Technical Committee 04/21/2021
From: Kylee Jones, Associate Transportation Planner II
Topic: **2021-2024 Transportation Improvement Program (TIP) May Amendment**

Requested Action:

Recommendation for SRTC Board of Directors approval of the May amendment to the 2021-2024 TIP as shown in the **Attachment**.

Key Points:

Two agencies have requested amendments to the [2021-2024 TIP](#). See **Attachment** for more details.

- Spokane Valley - Pines and Mission Intersection Improvements
- WSDOT - I-90/Bridge Deck Preventative Preservation - Patching

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.

Board/Committee Discussions:

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

Public Involvement:

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a public review and comment period from April 21, 2021 through April 30, 2021 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and posted to the SRTC website (www.srtc.org) and social media platforms on April 21, 2021. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their May 2021 meeting packet.

Supporting Information/Implications:

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

TIP amendments must be approved by the SRTC Board 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 May amendment will be incorporated into the STIP on or around June 18, 2021.

More Information:

- See Attachment: 2021-2024 TIP May Amendment
- For detailed information contact: Kylee Jones at kjones@srtc.org or 509.343.6370

2021-2024 Transportation Improvement Program
 May Amendment (21-05)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane Valley	Pines and Mission Intersection Improvements Add CMAQ funding and a phase 2 to the project which includes a southbound right turn lane at Pines and Mission.	Federal (CMAQ)	\$1,748,845		✓
		Local	\$272,955		
		Total	\$2,021,800		
WSDOT	I-90/Bridge Deck Preventative Preservation - Patching The scope of the project has been changed to deck patching only and number of bridges included has increased.	Federal (BR)	\$746,956		✓
		Local	\$39,628		
		Total	\$786,584		

CMAQ = Congestion Mitigation and Air Quality Improvement Program
 BR= Bridge funding

To: Transportation Technical Committee 04/21/2021
From: Eve McMenamy, Principal Transportation Planner
Topic: **Election of TTC Vice Chair**

Requested Action:

For information and discussion.

Key Points:

- Mary Jensen has resigned from her position at WSDOT and Vice Chair of the TTC.
- TTC Bylaws state that the TTC shall annually select and recommend a member to act as TTC Vice-chair for a one-year term. In this case the Vice Chair will be in place until December 31, 2021. It also states that the Chair and Vice-Chair cannot be from the same agency.
- A history of past year's Chair and Vice-Chair appointments going back to 2005 can be found in the **Attachment**.
- Duties for the Vice chair are described in the [2019 SRTC Advisory Committee Bylaws and Procedures](#) document.
- Vice Chair is the presumed Chair of the CY 2022 TTC.
- Nominations and elections will occur at the next TTC meeting.

Board/Committee Discussions:

The election of CY 2021 TTC Officers was discussed in the October and December 2020 TTC meetings.

Public Involvement:

All TTC meetings are open to the public.

Supporting Information/Implications:

The TTC Chair will preside over TTC meetings and be responsible for communicating to the Board of Directors and SRTC staff on matters directed by Board of Directors or TTC. The TTC Vice-Chair will perform all duties of the Chair during his or her absence. In the event that the Chair vacates his/her position, the Vice-Chair fulfills the Chairs duties. As an ex-officio member of the Board of Directors, the TTC Chair or Vice-Chair shall make every attempt to attend of SRTC Board meetings. When serving at the SRTC Board of Directors meeting, the TTC Chair is representing the TTC, not the agency of which he or she is employed.

More Information:

- Attachment: TTC Rotation
- For detailed information contact: Eve McMenamy at (509)343-6370 or evemc@srtc.org

Transportation Technical Committee Officer Rotation

Year	Chair	Agency/Jurisdiction	Vice Chair	Agency/Jurisdiction
2021	Adam Jackson	City of Spokane Valley	Mary Jensen	WSDOT-Eastern Region
2020	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019*	Karl Otterstrom	Spokane Transit Authority	Adam Jackson*	City of Spokane Valley
2019**	Sean Messner	Spokane County	Karl Otterstrom**	Spokane Transit Authority
2018	Mike Tedesco	Spokane Tribe	Sean Messner	Spokane County
2017	Brandon Blankenagel	City of Spokane	Mike Tedesco	Spokane Tribe
2016	Heleen Dewey	Spokane Regional Health District	Brandon Blankenagel	City of Spokane
2015	Harold White	WSDOT-Eastern Region	Heleen Dewey	Spokane Regional Health District
2014	Andrew Staples	City of Liberty Lake		
2013	Inga Note	City of Spokane Valley/City of Spokane		
2013	Inga Note	City of Spokane Valley		
2012	Chad Coles	Spokane County		
2011	Katherine Miller	City of Spokane		
2010	Ron Edgar	Spokane Regional Clean Air Agency		
2009	Gordon Howell	Spokane Transit Authority		
2008	Mike Gribner	WSDOT-Eastern Region		
2007	Tom Arnold	City of Spokane		
2006	Don MacDonald	City of Cheney		
2005	Bob Breuggeman	Spokane County		
2004	Harold White	WSDOT-Eastern Region		
2003	Ron Edgar	Spokane Regional Clean Air Agency		
2002	Doug Ross	City of Medical Lake		
2001	Jerry Sinclair	City of Spokane		
2000	Allen Schweim	Spokane Transit Authority		

**Aug-Dec 2019 **Jan-Jul 2019*

To: Transportation Technical Committee 04/22/2021
From: Mike Ulrich, AICP, Principal Transportation Planner
Topic: **Unified List of Regional Transportation Priorities**

Requested Action:

For information and discussion.

Key Points:

- At their March meeting the SRTC Board took action to direct SRTC staff to lead a collaborative process to create a unified list of regional transportation priorities. Such a list will allow the region to be more competitive for future funding opportunities. While other organizations could lead this effort, SRTC, as the lead agency for transportation planning in the Spokane County region, is the logical choice to deliver on this important work effort.
- SRTC is not the appropriate organization to create a legislative agenda or to lobby state and federal officials. While SRTC can serve as a technical resource if needed, lobbying efforts are appropriately conducted by SRTC's individual members and by the private sector.
- Over the next several months, SRTC will seek input on the unified list from our member agencies and the Regional Transportation Coalition, a consortium of local chambers of commerce and public and private sector representatives. It is anticipated that the SRTC Board will be asked to approve the unified list of projects in October. Once finalized, the Regional Transportation Coalition and its members will utilize the list to develop its 2022 transportation legislative agenda. A preliminary schedule for this process is included as **Attachment One**.
- Building regional consensus takes a lot of time, effort, and patience. While the result of this year's process won't be perfect, the Board is starting an important process that will ultimately make the region more competitive for state and federal transportation dollars. Each year, SRTC and its regional partners should review the previous year's work to learn from our previous efforts.
- In response to Board direction, Staff has developed a work plan to deliver the Unified List of Regional Transportation Priorities according the above referenced schedule. A draft work plan is included as **Attachment Two**.
- The Board has asked for feedback on the Unified List of Regional Transportation Priorities from both committees. Staff will present the work plan at the April meeting for input and committee discussion.

Board/Committee Discussions:

The Board discussed regional transportation project priorities at the February and March 2021 Board meetings. At their Feb.11, 2021 board meeting the SRTC Board adopted the following general regional transportation priorities:

- Priority One – Completion and Acceleration of the Connecting Washington Program
- Priority Two – Transportation System Preservation and Maintenance

The Board also held a workshop on March 1, 2021, to discuss the need and support for setting more regional project priorities. At their March 11, 2021 Board meeting the Board directed SRTC to pursue a Unified List of Regional Transportation Priorities

Public Involvement:

All Board and SRTC Committee meetings are open to the public.

Supporting Information/Implications:

There have been several transportation spending bills introduced in the WA Legislature this session. Additionally, the Biden administration has unveiled a ~\$2T “American Jobs Plan” which provides for ~\$650M in transportation related investment. While it’s unlikely that the State will pass a bill this session and Biden’s Plan has yet to work its way through the Legislative process, the SRTC Board has expressed a desire for the region to be well positioned when transportation dollars are made available.

Staff has looked to peer MPOs/RTPOs to inventory best practices. The MPO in Vancouver, WA has been through a similar process in years past and their product serves as a useful example. It is included as **Attachment Three** for reference.

More Information:

- Attachment One: Preliminary Schedule
- Attachment Two: Draft Work Plan
- Attachment Three: Clark County Transportation Alliance 2021 Policy Statement
- For detailed information contact: Mike Ulrich at mulrich@srtc.org or 509.343.6384

Unified List of Regional Transportation Priorities
Process and Timeline

Organization	April	May	June	July	August	September	October	November	December
SRTC Board	Review process and timeline	Review selection methodology	Approve selection methodology	Board updates as needed Optional Board/Chamber Joint Meeting		Board first touch on project list	Board approves project list		
Chamber Coalition	Monthly meeting	Monthly meeting	Monthly meeting	Monthly meeting	Monthly meeting	Monthly meeting	Chamber develops 2022 Legislative Agenda		

Workplan

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Spokane Regional Transportation Council | April 1, 2021

Task 1: Collect Project Submittals/Combine Existing Projects from MTP

- 1.1 **Send request to jurisdictions for projects that were submitted to Sen. Murray or Rep. McMorris Rodgers (complete)**
- 1.2 Connect with WSDOT ER Planning staff to determine regional priorities for WSDOT
- 1.3 **Identify projects that are either partially funded or unfunded in the MTP (complete)**
- 1.4 Collate projects and collect relevant attributes (i.e. – project type, cost estimate, etc.)
- 1.5 Verify with stakeholders that all projects have been captured

Task 2: Identify “Screening Criteria”

- 2.1 Existing guiding principles and policies in Horizon 2040
- 2.2 New federal objectives related to climate change, equity, and environmental justice
- 2.3 Identify other attributes as proxies for “project readiness” in addition to design level, environmental requirements, ROW status, etc.
- 2.4. Consult with TTC and TAC to help identify fatal flaws and lessons learned for 2022 process

Task 3: Analyze Screening Criteria to Develop Draft List

- 3.1 Identify agenda parameters in terms of dollar amount and number of projects
- 3.2 Identify what rises to level of “importance” for inclusion (e.g. – regionally important)
- 3.3 Board approves methodology in June

Task 4: Present Draft List to Board, Committees, and Public

- 4.1 Present draft list to committees in August and board in September
- 4.2 Solicit public input
- 4.3 Revise list based on feedback
- 4.4 Board approves final list in October

Task 5: Deliver Final List to GSI, Valley Chamber, AGC and Other Private Stakeholder Partners



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: January 4, 2021
SUBJECT: State Legislative Session Preview

AT A GLANCE – INFORMATION

The purpose of this memorandum is to keep the RTC Board apprised of proposed state legislation.

BACKGROUND

The Washington State Legislature will convene for its 2021 session on January 11 for its first ever fully remote legislative session. This year is a full-session, expected to adjourn on April 25. Given the ongoing COVID-19 pandemic, it is forecast that a lot of the focus will be resolving known state program and budget issues. Further, it is anticipated that a new-revenue transportation funding package may be debated at the Committee level, and that debate has the potential to affect future transportation projects and programs within the RTC region.

Given the unique logistics of this legislative session, partners engaged in legislative activities will adopt new practices, including remote meeting participation / public hearing methods. At the outset of the legislative session, RTC staff will begin tracking bills that would revise laws that govern transportation funding, planning, and RTC operations.

In addition to monitoring proposed legislation, staff will also be available to assist Legislators and RTC Member agency staff (or their lobbyists) by providing current information in regards to RTC plans and recommended projects through the Board endorsed Regional Transportation Plan (2019) and current Clark County Transportation Alliance 2021 Policy Statement.

KEY TRANSPORTATION ISSUE FOR 2021 LEGISLATIVE SESSION

Addressing the policy and budget impacts associated with the COVID-19 pandemic and setting in motion debate for a new-revenue transportation funding package are the most significant transportation issues before the Transportation committees and Legislature in YR 2021.

Due to the COVID-19 pandemic, known revenue / budget gaps occur across an array of WSDOT and local agency programs (ex. TIB, FMSIB, etc.) Aligning revenues and spending plans, while fulfilling pre-existing project investment commitments is needed. Both the Senate and House Transportation Committees will present their budget and project approach(es) as well. Resolving the 2021-23 budget strategy will comprise the bulk of the work this session.

GOVERNOR’S BUDGET PROPOSAL

Governor Inslee has proposed a 2021-23 Transportation Budget designed to address the state’s revenue forecast and pre-existing funding commitments. The Governor’s budget proposal balances revenues/expense forecasts by adjusting project schedules and in some cases deleting project commitments. It is not fully known if proposed schedule adjustments will impact RTC

region projects. The Governor’s budget proposal also advances select strategic priorities, the most noteworthy being a proposal to increase the state’s annual commitment for state transportation asset preservation to \$400/Million per biennium. Other program and policy proposals include retaining and/or expanding a range of existing competitive grant programs, such as the Regional Mobility Grant Program, Pedestrian and Bicycle Safety Grants, and other competitive grant programs.

Summary highlights of the Governor’s proposal are described in the attached: https://ofm.wa.gov/sites/default/files/public/budget/statebudget/highlights/budget21/10_Transportation.pdf

Relative to the Governor’s proposed commitment to the Regional Transportation Planning Organization (RTPO) program, as proposed, the funding commitment would remain unchanged from previous biennium. Therefore, if the budget was approved as presented, the state’s RTPO funding commitment to RTC would remain unchanged.

DEPARTMENT OF TRANSPORTATION BRIEFING

Each year, the Secretary of WSDOT provides a “State of Transportation” briefing to the House and Senate Transportation Committees. This briefing typically occurs during the first week of the legislative session. These briefings are a great opportunity to see WSDOT’s summary of the priority issues affecting the state, regional and local transportation system providers. The briefing typically covers a diversity of topics such as: maintenance/preservation, capital investments, policy topics, and future technology issues.

RTC staff will monitor this presentation and report back with key information.

BILL STATUS

As of this report, RTC staff have been monitoring these bills as summarized below. You can access the Bill page by clicking the Bill # hyperlink:

Note: A review of pre-filed bills was completed on January 4. As of this report, no substantive pre-filed bills covering transportation related funding or policy were identified. This table will be updated throughout the legislative session as a bill tracker.

Bill #	Summary	Perceived Impact	Status
TBD	TBD	TBD	TBD

TRANSPORTATION STUDIES AND ADVOCACY ISSUES

Statewide Transportation Needs Assessment

It is expected that the House and Senate Transportation Committees will each introduce legislation regarding the establishment of a new-transportation revenue and project funding package. Much speculation is ongoing relative to the “new-revenue” options, and scope of the “new investment” project list.

Supporting this discussion was the legislature’s Joint Transportation Committee (JTC), which received a final report of their ongoing [Statewide Transportation Needs Assessment](#) study. As reported to the [RTC Board in November](#), the Advisory Panel to the study issued their final work to the JTC in November. The Advisory Panel did not make a definitive recommendation regarding either the preferred new revenue option, nor a priority investment project list (per-se). However, the Advisory Panel did submit a qualitative prioritization of their preferences of new revenue options and provided the JTC with a series of guiding principles to inform their future legislative debates.

The final report of the Advisory Panel is found here: <https://leg.wa.gov/JTC/Documents/Studies/Statewide%20Needs%202019/StatewideTransportationNeedsPhase2DraftFINAL.pdf>

Clark County Transportation Alliance Statement

Clark region partner endorsement of the Clark County Transportation Alliance Policy Statement concluded in December. The Statement was presented at the regional Legislative Breakfast. As presented, the Statement is considered the consensus regional statement priorities meant to inform regional advocacy for new project investments and enhanced programs. A final copy of the Clark County Transportation Alliance 2021 Policy Statement is attached for reference.

One Gorge Region Advocacy Statement

Within the Gorge region, a multi-agency public/private coalition named the [One Gorge](#) coalition has convened in recent years to advocate for investment and program priorities which serve the interests of bi-state Gorge communities. This year’s proposed One Gorge 2021 Focus Priorities statement includes specific advocacy for supporting regional transportation investments.

The specific *Transportation* focus priority statement for YR 2021 is presented as follows:

Transportation: *Support for regionally significant transportation projects and the development of a region-wide, comprehensive transportation plan that facilitates increased safety and efficient access to and through the Gorge. There is a critical need for construction of a new interstate bridge connecting Hood River, Oregon to Bingen and White Salmon, Washington that has been identified as the #1 economic development priority for the region. One Gorge supports making ride share services available in the Gorge and believe they will enhance local transportation options by relieving recreational congestion as well as protect public safety.*

While RTC has not formally endorsed the One Gorge focus priorities statements, the Year 2021 *Transportation* focus priority is consistent with regional partner's interests in improving transportation infrastructure and connectivity within the bi-state Gorge region and is consistent with RTC priorities as expressed in the adopted [Klickitat and Skamania Regional Transportation Plans](#).

NEXT STEPS

RTC staff will continue to monitor proposed bills which are currently or may be introduced during this legislative session. In addition to monitoring, RTC staff will provide information and input to the Board, Legislators, and RTC Member agency staff as requested.

Attachments

Clark County Transportation Alliance 2021 Policy Statement

Clark County Transportation Alliance 2021 Policy Statement



Sponsoring Organizations:

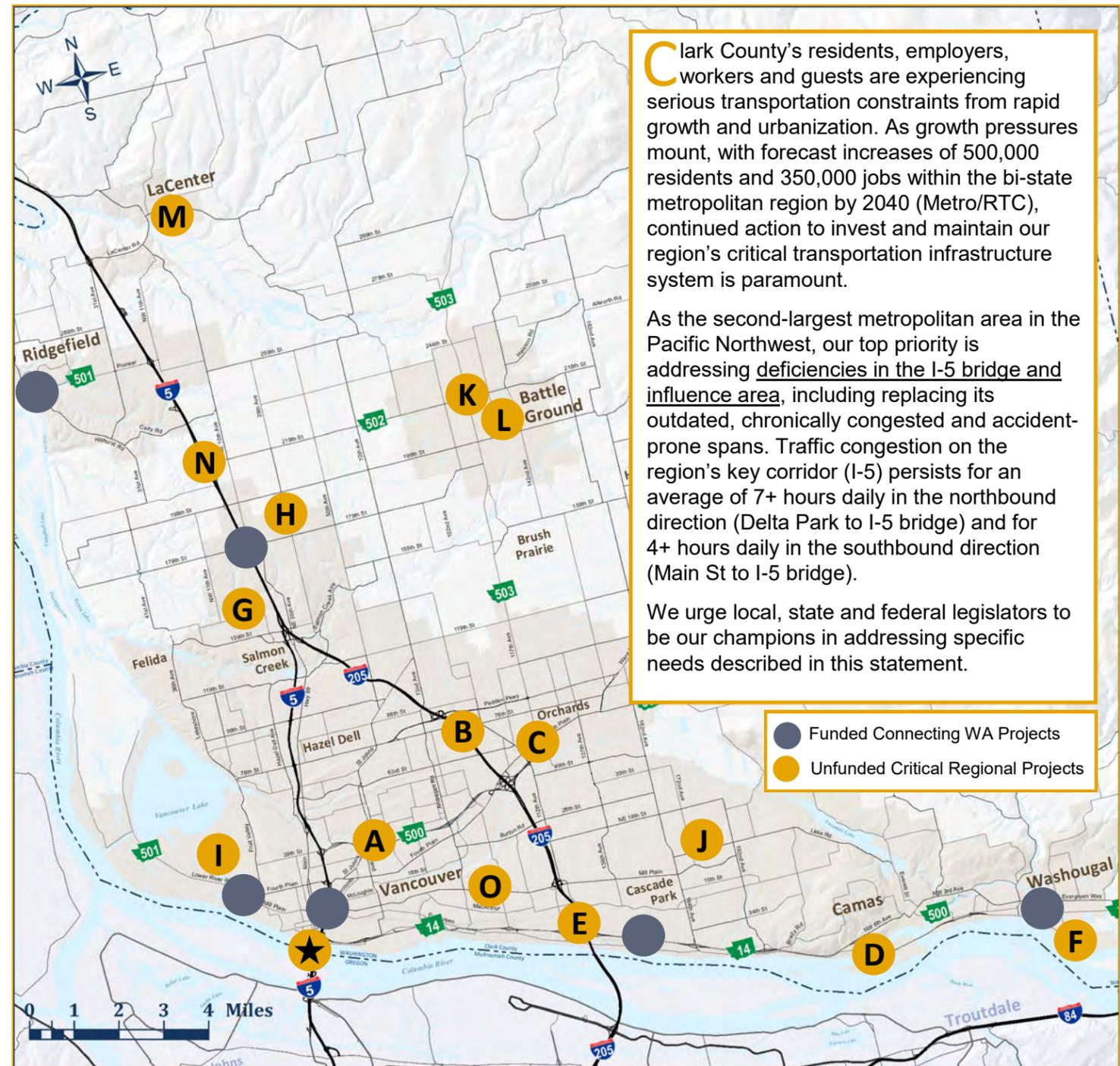
Amalgamated Transit Union 757
 Association of Washington Business
 Battle Ground Public Schools
 Building Industry Association of Clark County
 Camas-Washougal Chamber of Commerce
 Career Connect Southwest
 City of Battle Ground
 City of Camas
 City of La Center
 City of Ridgefield
 City of Vancouver
 City of Washougal
 Clark College
 Clark County
 Clark County Association of Realtors
 Columbia Corridor Association
 Columbia Pacific Building Trades
 Columbia River Econ. Dev. Council
 Columbia River Steamship Operators' Assn.

C-TRAN
 East Vancouver Business Association
 Evergreen Public Schools
 Greater Portland, Inc.
 Greater Vancouver Chamber of Commerce
 Hazel Dell/Salmon Creek Business Assn.
 Hockinson School District
 IBEW Local 48
 Identity Clark County
 Labor Roundtable of SW WA
 Legacy Salmon Creek Medical Center
 Neighborhood Traffic Safety Alliance
 Northwest Utility Contractors Association
 Pacific Northwest International Trade Assn.
 Pacific Northwest Waterways Association
 Partners in Careers
 PeaceHealth Columbia Network
 Port of Camas-Washougal
 Port of Portland

Port of Ridgefield
 Port of Vancouver USA
 Portland Business Alliance
 Regional Transportation Council
 Ridgefield School District
 SW WA Central Labor Council
 SW WA Contractors Association
 SW Freight and Commerce Task Force
 SW WA High Technology Council
 The Historic Trust
 Vancouver Clinic
 Vancouver Public Schools
 Vancouver's Downtown Association
 Visit Vancouver USA
 Washington State University Vancouver
 Washington Trucking Associations
 Washougal School District

For more information, contact admin@iccbusiness.org or call 360.695.4116

Clark County Transportation Alliance 2021 Policy Statement



Clark County's residents, employers, workers and guests are experiencing serious transportation constraints from rapid growth and urbanization. As growth pressures mount, with forecast increases of 500,000 residents and 350,000 jobs within the bi-state metropolitan region by 2040 (Metro/RTC), continued action to invest and maintain our region's critical transportation infrastructure system is paramount.

As the second-largest metropolitan area in the Pacific Northwest, our top priority is addressing deficiencies in the I-5 bridge and influence area, including replacing its outdated, chronically congested and accident-prone spans. Traffic congestion on the region's key corridor (I-5) persists for an average of 7+ hours daily in the northbound direction (Delta Park to I-5 bridge) and for 4+ hours daily in the southbound direction (Main St to I-5 bridge).

We urge local, state and federal legislators to be our champions in addressing specific needs described in this statement.

● Funded Connecting WA Projects
 ● Unfunded Critical Regional Projects

A CALL TO FURTHER ACTION

I-5 Bridge Replacement and Influence Area Improvements

Action #1
Continue Support for I-5 Bridge Replacement Program Office: continue to develop bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work.
Complete Supplemental EIS Process: re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, develop funding plan, secure funding commitments, develop procurement documents and construction packages (\$50-100M depending on scope, inclusive of prior WA and OR commitments).
Initiate Construction Funding Commitments: work with lawmakers, agency staff and community leaders to identify and secure federal, state and local funding.

We fully support replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. A bi-state approach focused on finding significant, practical solutions through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002). Broad support is demonstrated through SSB 5806 (WA 2017), the 2019 Washington State transportation budget (ESHB 1160, \$35M), Oregon Transportation Commission funds (\$15M), and bi-state legislative engagement.

We endorse efforts by the Oregon legislature to fund projects that address I-5 corridor deficiencies, especially the I-5/I-84 interchange (a.k.a. "The Rose Quarter") in downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

Regional Maintenance and Operations Needs

Action #2
Pursue Funding to Advance State of Good Repair and Operations: carefully evaluate recommendations of the Joint Transportation Committee's Statewide Transportation Needs Assessment, and consider transitions to sustainable funding models (e.g. road-usage charge).
Fund Critical Area Operations: dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize safety and mobility on our existing system.

Catalytic Economic Development Investments

Action #3
Fund Job- and Employer-Enabling Improvements: support funding new catalytic investments and acceleration of projects in the Connecting Washington package, which serve the objective of accelerating shovel-ready land for job-related industry expansion consistent with growth management plans. Several areas need tools to facilitate job development, including the Discovery Corridor (I-5/179th interchange vicinity), Section 30 (SE 1st St), Washougal Town Center/Port (32nd St) and Port of Vancouver Industrial Corridor (NW 32nd Ave). Funding tools to be evaluated include tax increment financing, design-build, public/private partnerships (P3), and continue to fund the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP.

Critical Regional Projects and Needs

Action #4
Fund Regionally Critical Projects to Address Immediate Needs: secure funding either through single-project awards or as part of the next statewide transportation funding package for priorities that serve the growth needs of communities, reduce congestion hotspots, improve safety and provide multi-modal enhancements. Each project has been vetted through the regional planning process.

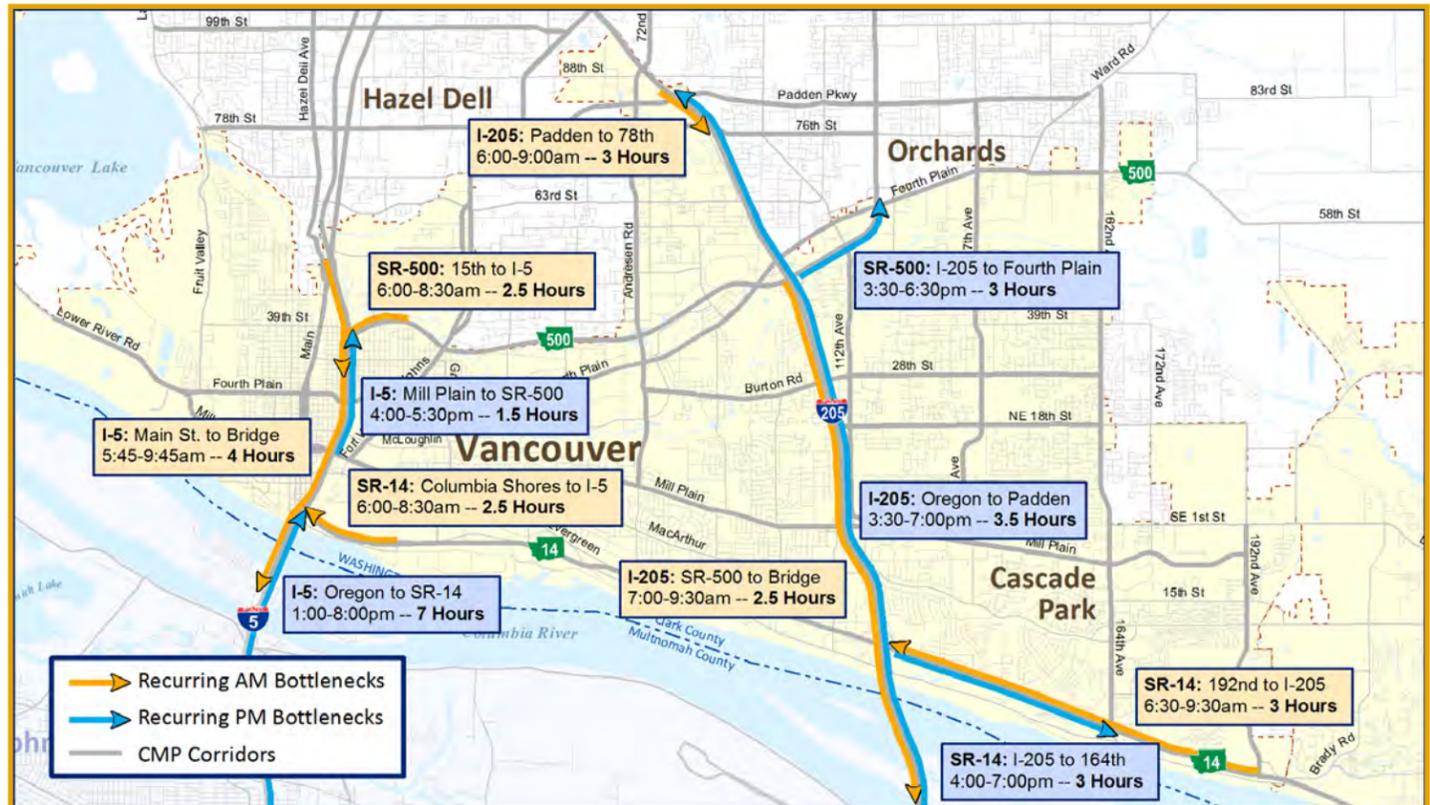
Following are critical regional projects (*lead agency*):

- A) SR-500 Intersections at 42nd Ave and 54th Ave (\$6M):** implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted (WSDOT)
- B) I-205/SR-500 to Padden Exwy (\$36M):** add auxiliary lanes to address congestion hotspot (WSDOT)
- C) SR-500/Fourth Plain/SR-503 (\$15M):** following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (WSDOT)
- D) West Camas Slough Bridge Widening (\$45M):** develop parallel bridge structure for westbound SR-14 traffic and added capacity (WSDOT)
- E) SR-14/I-205 Interchange (\$TBD):** provide funds for interchange congestion relief; project study underway (WSDOT)
- F) Washougal Town Center Transportation Access Improvement (\$80M):** improve corridors connecting Washougal including 32nd Street Rail Underpass; Town Center Connectors; 27th/Index Improvements for Port and SR-14 access (City of Washougal)

- G) NE 10th Ave from 149th to 154th St/Whipple Creek (\$12.7M):** complete new north-south corridor for I-5 (Clark County)
- H) NE 15th Ave from 179th St to NE 10th Ave/NE 189th St vicinity (\$15M):** add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade (Clark County)
- I) NW 32nd Ave Industrial Corridor (\$10M):** planning, engineering, environmental review for new north-south freight arterial (City of Vancouver)
- J) SE 1st St at 164th to 192nd Ave (\$7M):** arterial widening and multi-modal upgrade; leverages significant private sector investments (City of Vancouver)
- K) SR-502/SR-503 Congestion Relief (\$2.2M):** complete community roadway and circulation enhancements to provide improved access and safety (City of Battle Ground)
- L) SE Grace Ave at SE Rasmussen Blvd to E Main St (\$6.6M):** arterial street realignment and new signal for upgraded capacity (City of Battle Ground)
- M) E 4th St Widening/Breeze Creek Culvert (\$10.5M):** complete street makeover with fish bearing culvert replacement for improved environmental outcomes (City of La Center)
- N) NW 219th St Extension/I-5 to Hillhurst Rd (\$5M):** add western ramp access at I-5 and arterial street extension to Hillhurst Rd (City of Ridgefield)
- O) Public Transit (\$5M):** help fund construction of C-TRAN's second Bus Rapid Transit (BRT) project along Mill Plain Blvd from downtown Vancouver to 192nd Ave (C-TRAN)

Peak AM/PM Traffic Bottlenecks

Expressed in hours of daily congestion (2019)



Courtesy SW Regional Transportation Council



104-year old I-5 Bridge

Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support the evaluation of transportation investments to help ensure equity
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
- Support the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
- Enhance or expand funding programs to improve Complete Streets by promoting safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users

To: Transportation Technical Committee 04/21/2021
From: Michael Redlinger, Associate Transportation Planner II
Topic: **SFY 2022-2023 Unified Planning Work Program (UPWP)**

Requested Action:

For information and discussion.

Key Points:

- The UPWP is the foundational document outlining the core functions, planning studies, technical support and other ongoing planning activities conducted at SRTC.
- The state fiscal year (SFY) 2022-2023 UPWP covers a two-year period from July 1, 2021 to June 30, 2023.
- The UPWP two-year revenue and expenditure budget forecast is approximately \$4.6M.
- The preliminary draft of the UPWP was sent to WSDOT TRIP on April 6 and the document can be found [here](#).
- On April 27, 2021 the WSDOT Eastern Region Planning Office and WSDOT Tribal and Regional Planning Office, along with the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), will conduct a review of the SFY 2022-2023 UPWP.
- In relationship to the UPWP, USDOT recently released an Infrastructure for Rebuilding America (INFRA) grant opportunity with key objectives that focus on climate change, social justice and advancing racial equity. Last month, we encouraged the TTC to share their perspectives on how SRTC could engage in this work. Over the SFY 2022-2023 UPWP period, SRTC plans to scope the process and workflow needed to update our equity planning.
- The UPWP includes major planning activities identified by Spokane Transit Authority and WSDOT Eastern Region are also included in the UPWP by appendices.

Board/Committee Discussions:

This is the second time the SFY 2022-2023 has been presented to the TTC. The TTC has an opportunity to review and comment until May 13. The Board will receive an update in May.

Public Involvement:

All meetings at which the SFY 2022-2023 UPWP was discussed have been open to the public.

Supporting Information/Implications

A development schedule for the SFY 2022-2023 UPWP is below.

Date	Action
03/24/21	UPWP Overview to TTC
03/28/21	UPWP Overview to Transportation Advisory Committee (TAC)
04/06/21	Preliminary draft of UPWP document to WSDOT TRIP
04/08/21	UPWP Overview to Board of Directors
04/27/21	On-site review meeting with WSDOT, FHWA, FTA, Spokane Transit
04/26/21	Draft UPWP presented to TAC
04/28/21	Draft UPWP presented to TTC
04/28/21	UPWP out for comment
05/13/21	Draft UPWP presented to the Board of Directors
05/13/21	Comment period closes. Comments from TTC and TAC due.
05/24/21	TAC recommendation of Board approval of draft UPWP
05/26/21	TTC recommendation of Board approval of draft UPWP
06/10/21	Board approval of UPWP
06/14/21	Approved UPWP submitted to WSDOT TRIP
06/21/21	WSDOT TRIP submits approved SFY 2022-2023 UPWP to FHWA/FTA
06/30/21	FHWA/FTA UPWP approval date
07/01/21	SFY 2022-2023 UPWP takes effect

More Information:

- For detailed information contact: Michael Redlinger at mredlinger@src.org or 509.343.6370