



# Board of Directors Meeting

Thursday, September 9, 2021 • 1:00 PM – 3:00 PM

**Virtual Meeting via Teleconference**

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## PUBLIC NOTICE:

Due to the COVID-19 public health situation, Board meetings will be held virtually until further notice.

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### Join Zoom Meeting

<https://us02web.zoom.us/j/83881418398?pwd=M1hhZzN0ZSt6aGxhTVdRRWk0YTRqUT09>

Meeting ID: 838 8141 8398 | Passcode: 048495

Join by phone: 1-253-215-8782

Meeting ID: 838 8141 8398 | Passcode: 048495

Find your local number: <https://us02web.zoom.us/j/kc1gA5zoTi>



Public comments can be submitted by email to [contact.srtc@srtc.org](mailto: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.



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](mailto:contact.srtc@srtc.org) at least 48 hours in advance.

# Board of Directors Meeting

Thursday, September 9, 2021 | 1:00 pm – 3:00 pm

## AGENDA

Time	Item	
1:00	1	<b>Call to Order / Record of Attendance / Excused Absences</b>
1:02	2	<b>Public Comments</b>
1:07	3	<b>Executive Director's Report</b> <span style="float: right;">n/a</span>
		<ul style="list-style-type: none"> <li>a) Electrification Grant Project Update</li> <li>b) SRTC Board Member Terms Update</li> <li>c) Unity in the Community Update</li> </ul>
		<b><u>FOR ACTION</u></b>
1:12	4	<b>Consent Agenda</b>
		<ul style="list-style-type: none"> <li>a) August 2021 Meeting Minutes <span style="float: right;">Page 3</span></li> <li>b) August 2021 Vouchers <span style="float: right;">Page 8</span></li> <li>c) 2021-2024 Transportation Improvement Program September Amendment <span style="float: right;">Page 9</span></li> </ul>
1:15	5	<b>Transportation Funding Priority Statement for 2021 Special Legislative Session</b> <span style="float: right;">Page 13</span>
		<i>(Eve McMenamy)</i>
		<b><u>FOR INFORMATION AND DISCUSSION</u></b>
1:25	6	<b>US195/I-90 Study Draft Final Report</b> <i>(Ryan Stewart)</i> <span style="float: right;">Page 24</span>
1:40	7	<b>Horizon 2045-Metropolitan Transportation Plan: Needs Analysis</b> <i>(David Fletcher)</i> <span style="float: right;">Page 26</span>
1:55	8	<b>Horizon 2045-Metropolitan Transportation Plan: Public Engagement</b> <i>(Kylee Jones)</i> <span style="float: right;">Page 32</span>
2:05	9	<b>2022-2025 Transportation Improvement Program: Overview</b> <i>(Kylee Jones)</i> <span style="float: right;">Page 35</span>
2:10	10	<b>Board Member Comments</b>
2:30	11	<b>Adjournment</b>

### Attachments

- 2021 Draft Board Agendas Page 37
- Transportation Technical Committee Summary Page 38  
*(August Transportation Advisory Committee meeting was canceled due to lack of quorum)*

## MEETING MINUTES

Spokane Regional Transportation Council  
Board of Directors Meeting – Thursday August 12, 2021  
Zoom Video Conference Meeting

### 1 Call to Order/Record of Attendance/Excused Absences

Chair Ben Wick brought the meeting to order at 1:00 pm.

#### IN ATTENDANCE

##### **Board Members:**

Mayor Ben Wick, *City of Spokane Valley* (Chair)  
Paul Schmidt, *City of Cheney* (Vice Chair)  
Mayor James Weathers, *City of Airway Heights*  
Council Member Dee Cragun, *City of Deer Park*  
Mayor Cris Kaminskas, *City of Liberty Lake*  
Council Member Tony Harbolt, *City of Medical Lake*  
Mayor Kevin Freeman, *City of Millwood*  
Council Member Candace Mumm, *City of Spokane*  
Council Member Linda Thompson, *City of Spokane Valley*  
Matt Ewers, *Rail/Freight Representative*  
Commissioner Al French, *Spokane County*  
Commissioner Mary Kuney, *Spokane County*  
E. Susan Meyer, *CEO Spokane Transit Authority*  
Adam Jackson, *Transportation Technical Committee Chair*  
Mike Gribner, *Regional Administrator, WSDOT-Eastern Region*  
Kelly Fukai, *Washington State Transportation Commission*

##### **SRTC Staff:**

Kevin Wallace, *Interim Executive Director*  
Lois Bollenbeck, *Incoming Executive Director*  
Eve McMenamy, *Deputy Executive Director*  
Mike Ulrich, *Principal Transportation Planner*  
Jason Lien, *Principal Transportation Planner*  
David Fletcher, *Associate Transportation Planner III*  
Michael Redlinger, *Associate Transportation Planner II*  
Julie Meyers-Lehman, *Administrative-Executive Coordinator*  
Stanley Schwartz, *SRTC Legal Counsel*

##### **Alternate Board Members:**

n/a

##### **Guests:**

Chad Coles, *Spokane County*  
Larry Larson, *WSDOT-Eastern Region*  
Sean Messner, *HDR*  
Joe Tortorelli, *Spokane Good Roads Assn.*  
Paul Kropp  
Chamisa Radford, *Spokane Tribe of Indians*  
Shauna Harshman, *City of Spokane*  
Charles Hansen  
Karl Otterstrom, *Spokane Transit Authority*  
Brandi Colyar, *Spokane County*  
John Hohman, *City of Spokane Valley*  
LeAnn Yamamoto, *CommuteSmart NW*  
Katherine Miller, *City of Spokane*  
Kristine Williams, *Spokane Transit Authority*  
Anna Ragaza-Bourassa, *WSDOT-Eastern Reg.*  
Brett Lucas, *City of Cheney*  
Carole Evans, *Spokane Tribe of Indians*  
Char Kay, *WSDOT-Eastern Region*  
Kevin Picanco, *City of Spokane*  
Gloria Mantz, *City of Spokane Valley*  
Bill Helbig, *City of Spokane Valley*

Chair Wick stated that members Lori Kinnear, Larry Stone and Micki Harnois requested excused absences.

**Mr. Schmidt made a motion to excuse the absences. Ms. Thompson seconded. Motion carried unanimously.**

### # 2 Public Comments

There were no public comments.

### # 3 Interim Executive Director's Report

Mr. Wallace reported on:

- US Senate passed a 272-page, \$1.2 trillion investment and jobs act. Approximately \$550 billion is set for new spending over a 5-year period for transportation projects and broadband, but there are to be likely amendments and adjustments to come.
- SRTC received communication from the Kalispel Tribe of Indians regarding Board membership. He will set a meeting with Tribal leadership to discuss the details.
- Three of the projects from the WSDOT Consolidated Grant applications process, approved by the Board in January have received funding. The projects are (1) vehicle replacement for the Deer Park shuttle (2) sustaining Deer Park shuttle expansion, and (3) SNAP transportation services.
- SRTC will have a booth at the August 21 Unity in the Community event.

## ACTION ITEMS

### 4 Consent Agenda

- a) July 2021 Meeting Minutes
- b) July 2021 Vouchers
- c) 2021-2024 Transportation Improvement Program (TIP) August Amendment
- d) Resolution 21-02: Approving the Designation of Individuals to Sign Warrants for SRTC

Ms. Cragun noted a correction to the minutes; her name is not on the list as being in attendance and she was at the meeting.

***Ms. Cragun made a motion for approval of the Consent Agenda with the amended July minutes. Ms. Thompson seconded. Motion carried unanimously.***

#### Recap for July 2021:

Vouchers: V121604 - V121639	120,177.04
Salaries/Benefits Pay Periods Ending: 6/26/21, 7/10/21 and 7/24/21	109,338.17
Spokane County Treasury Monthly SCIP fee - June 2021	21.45
	<b>229,536.66</b>

### 5 Calendar Year (CY) 2022 Member Dues

Ms. McMenemy outlined the history of the three-year plan to increase member dues by 15% per year, which was temporarily suspended in 2020 due to economic impacts of the pandemic. The proposed increase will raise the per capita dues rate from \$0.26 to \$0.30 and population numbers are obtained from the Washington State Office of Financial Management. She said the 2021 Interlocal Agreement update offers membership to the Spokane and Kalispel Tribes and dues structure for those organizations are to be determined. There were no questions or discussion.

***Ms. Cragun made a motion SRTC member dues for CY 2022 based upon the population formula and allowable 15% increased as outlined in the SRTC Interlocal Agreement. Mr. Freeman seconded. All votes were in favor.***

### 6 2021 Call for Preservation Projects

Mr. Lien provided a background of the \$6M call for projects and the principles of investments approved by the Board; he reported that SRTC received 18 project applications totaling \$12M. He reviewed the application scoring process, presented the recommended project awards, and summarized the application/award review process and recommendation by the Transportation Advisory Committee, Transportation Technical Committee (TTC) and the TIP Working Group.

***Mr. Ewers made a motion to approve the project awards for the 2021 Call for Preservation Projects as outlined and Ms. Cragun seconded. Motion passed unanimously.***

## **# 7 Transportation Funding Priority Statement – 2021 WA State Special Session**

Ms. McMenamy stated this item is for potential action; the SRTC Transportation Funding Priority Statement containing three priorities was approved by the Board last month. This is an opportunity to add a fourth priority statement for the purpose of bringing more projects and investments to the priority statement document, due to a potentially large state revenue package.

In review, she said the State legislature created transportation packages, but none passed in the 2021 regular session and there continues to be speculation about a special session in late 2021 at which time the transportation packages may be revisited. In anticipation of a special session, the Board approved the SRTC Transportation Funding Priority Statement designed to be used by member agencies, chambers of commerce, or other private sector interests in discussions with legislators.

She reviewed the Priority Statements 1-3. Draft language for Priority 4 is “*Targeted investments to improve safety, conditions, and operations to maintain quality of life and economic vitality in the region as we experience continued growth*”. A list of projects to accompany Priority Four is based on the Unified List of Regional Transportation Priorities that SRTC staff has been working on with member agency staff and the Board since early April; the draft list was presented and totals ~\$465M.

The Board discussed at length. Comments included:

- In regards to Priority 2, Mr. Gribner noted that legislative funding packages cover many years and our needs should roughly reflect the timeline of the program. He suggested that a 10-year need is appropriate. If a legislative package passes, it will cover multiple biennium.
- The primary focus of the priority statements document should maintenance/preservation and safety.
- A fourth priority should be seriously considered because it demonstrates overall need. Lawmakers don't always fully understand how much money it takes to get transportation projects right.
- There has been talk that the legislature is coming to the funding package discussions with a clean slate and that it will be a long-term package. The private sector and chambers can take this document and use it to help bring additional funding to our area.
- There is \$72M of maintenance/preservation in Priority 2, but the actual need is far more significant. The backlog and need for maintenance/preservation funding should be brought to the forefront. Economic development opportunities are appreciated, but if there is insufficient investment in the foundation of the system, those won't help.
- Mr. Gribner said recent conversations in the state Senate may indicate a deeper dedication and different approaches to funding preservation projects, in which case Priority 2 should be the focus and maybe there should be discussions about how to relay that message. He suggested that we pivot the primary message to preservation and maintenance.
- List of prioritized projects for the first year or two and additional needs for the 10 year package.
- Mr. Ewers said it would be helpful to have a dollar amount requested, then a list as backup. He suggested a seeking initial funding as a lump sum and then possibly WSDOT or SRTC could distribute the rest of it over a 10 or 15 year period. The list can provide backup to the need amounts.
- Does this align with what is being sought by Senator Billing for the region? Conversations in the House seem to be more general, but conversations in the Senate appear to be supporting a robust preservation package.

Mr. Wallace suggested the Board contemplate timing before taking action; the special session has still not been scheduled and staff is trying to be positioned to be ready if/when it happens. He agrees with the suggestions for Priority 2 and staff update with information from member agencies, but it will have to happen very quickly. He said the Board must decide how much time is available to pivot the focus and how much time is the Board willing to give staff. He asked if the Board wants to see this again in September. He would like to have a clearer understanding of the Board's expectation of timing.

Conversation continued;

- Mr. Gribner said his view is that much of the capital investment funding is probably already spoken for by projects legislators have been pursuing for a long time. However, the door for preservation and maintenance appears to be opening and that is what he feels should be focused on.
- Mr. Ewers agreed that he is hearing that the legislature has more of an appetite for preservation and less for capacity expansion. Most items on the existing project list could be categorized as maintenance or safety, there is only several are capacity expansion and transit. There is a lot of upcoming bridge repair needs in the region.
- Mr. Gribner suggested to have a near-term list of projects to be done first and the rest would be the size of the need. He would like the MPO's list align with the types of things the legislature is discussing.
- Mr. Ewers said the reason that *Connecting Washington* was successful was that the entire region was behind it.
- Ms. Mumm likes the idea of having a short-term and long-term project list. She questioned the likelihood of a legislative special session actually happening.
- Ms. Fukai spoke about the need to be positioned for maintenance and preservation conversations with legislators.
- Mr. French said a transportation funding package will have to be passed with a bond and it is also an election year, so he sees a lot of obstacles to the passing of a large transportation package in 2021. But he would not discourage being prepared.
- Ms. McMenamy asked if the Board is in agreement that they would like a longer term list of needs. Chair Wick said that next month the Board was slated to start discussing the 2022 process and development of a long term list will push that to October.
- Mr. Wallace asked the Board to decide if (1) to make the requested changes and bring this back to the Board next month or (2) or if staff can finalize it with the direction given by the Board today.
- Chair Wick said he is hearing that the group prefers to move away from addition of a fourth priority and apply additional focus to Priority 2. Tweaking and emphasizing priority 2. Not taking away Priority 3, just expanding priority 2.
- Mr. Ewers emphasized legislators have indicated "clean slate" funding discussions.
- Several members said they prefer see this item again in September to review changes to Priority 2.

Mr. Wallace asked to confirm the Board's direction for staff to create a list consisting of 1-2 years of preservation/maintenance projects and then a program that describe the need over a 10 year period, not trying to provide a project list for the entire 10 years. Chair Wick confirmed that was correct.

The Board did not take action on this item.

## **# 8 Selection of new SRTC Legal Counsel**

Chair Wick outlined the membership of the subcommittee and the work done to solicit proposals for new legal counsel. After evaluating the proposals and holding interviews, the subcommittee recommended that Etter, McMahon, Lamberson, Van Wert & Oreskovich, P.C. be selected to serve as SRTC's new Legal Counsel.

***Mr. Schmidt made a motion to authorize the Executive Director to execute an agreement with Etter, McMahon, Lamberson, Van Wert & Oreskovich, P.C. to provide legal counsel services to SRTC for a term to run through 12/31/2026. Mr. French seconded the motion, which passed with all votes in favor***

Chair Wick thanked Mr. Schwartz for his many years of excellent service and hard work he has performed for SRTC.

## INFORMATION & DISCUSSION ITEMS

### **# 9 Metropolitan Transportation Plan (MTP); Chapters 1 & 2**

Mr. Ulrich gave a short overview of what an MTP is and the purposes that it serves. He provided a status report of the 2021 update to SRTC's MTP (Horizon 2040) which began in mid-2019, and noted the number of times sections of the update were presented to the TTC and the Board thus far.

He listed the completed/almost completed tasks for the update and provided a high-level summary of the topics covered in *Chapter 1: Who We Are* (an introduction, regional history, regional vision and general MTP info) and *Chapter 2: Where We Are*. Draft versions of both chapters have been posted to the SRTC website for review and comment.

Mr. Ulrich spoke about the remaining tasks to complete the MTP update and the future topics to be presented to the Board at meetings for the rest of the year, culminating in a request to adopt the new plan in December.

### **# 10 City of Spokane Valley Streets Sustainability Committee**

Mr. Jackson provided a background of the Streets Sustainability plan, showed a short video about the city's Pavement Management Program, and described the ongoing efforts to obtain public input. He spoke about the difference between pavement preservation and street maintenance, the pavement evaluation process, and different types of surface treatments.

### **# 11 Board Member Comments**

- Mr. Schwartz shared some personal and professional observations from working with SRTC, how the Growth Management Act is key to serving people, land, and infrastructure and MPO's are an essential part of building and maintaining infrastructure. He commented on the excellence of the new SRTC Interlocal Agreement and urged every Board member to read Section 3, which outlines the Board's powers, duties and functions.
- Ms. Mumm welcomed Ms. Evans to today's meeting.
- Ms. Meyer announced STA, in collaboration with Avista, is again supplying free transit rides to cooling centers.
- Mr. Weathers expressed his appreciation for the conversations held by this Board and the high expectations for the region which they reflect.

### **# 12 Adjournment**

There being no further business, the meeting adjourned at 2:58 pm.

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Julie Meyers-Lehman, Clerk of the Board

**VOUCHERS PAID FOR THE MONTH OF AUGUST 2021**

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
8/10/21	V121640	Enduris	Liability/Property Insurance 2021 policy year thru 8/31/22	14,294.00
	V121641	CedarPlank LLC	MTP outreach consultant	8,330.00
	V121642	Verizon Wireless	IT Svcs: Wireless Svcs E.D. Phone, 6/24-7/23/21	88.60
	V121643	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-16	450.00
	V121644	WA State Dept of Retirement	Employee and Employer Contributions: July 2021	12,423.69
	V121645	Visionary Communications, Inc	Fiber Services, August 2021	883.81
	V121646	Intrinium	Managed IT Services - Mnthly August; O365 software	2,438.00
	V121647	Allstream	Telephone: Lines to 9/7/21 and Long Distance for July 2021	521.82
	V121648	Rehn & Associates	Admin fee July '21	75.00
	V121649	Spokesman Review	Advertising Public notices - TIP	86.78
8/24/21	V121650	McAloon Law PLLC	Legal Svcs for ETS Grant discussions	662.50
	V121651	WA State Auditor's Office	2020 audit billing #2	5,711.55
	V121652	Witherspoon Kelley Attnys	Admin - July Board mtg; Employment contracts	1,269.00
	V121653	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-17	450.00
	V121654	Downtown Spokane Partnershi	Renewal of annual dues thru August 2022	525.00
	V121655	Rehn & Associates	Q3 HSA contribution new staff	250.00
	V121656	Adventures in Advertising	SRTC logo pens for outreach events	362.54
	V121657	AWC Employee Benefit Trust	September '21 Benefit Insurance Premiums	10,634.74
8/27/21	V121658	NWI Global	SRTC Fact sheet translation english to spanish	126.72
	V121659	Parametrix	Division St Corridor Study 5/30/21 - 6/26/21	8,716.14
	V121660	Parametrix	Division St Corridor Study 6/27/21 - 7/31/21	35,295.20
	V121661	Pacific Office Automation	Copier Lease/Usage July 2021	155.07
	V121662	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for Sept 2021	7,886.67
	V121663	Washington Trust Bank	Sftwr subscptns; Office splys/eqpt; Admin phone; Adv; Event supplies; air t	3,212.67
		Reimbursement(s) City Spokane - PTV software renewal reimbursement		(2,781.52)
		Salaries/Benefits Pay Periods Ending: 8/07/21 and 8/21/21		98,560.34
7/31/21		Spokane County Treasury Monthly SCIP fee - Jul 2021		22.51

**TOTAL AUGUST 2021 210,650.83**

**Recap for August 2021:**

Vouchers: V121640 - V121658	112,067.98
Salaries/Benefits Pay Periods Ending: 8/07/21 and 8/21/21	98,560.34
Spokane County Treasury Monthly SCIP fee - Jul 2021	22.51
	<b>210,650.83</b>

As of 9/09/21, the Spokane Regional Transportation Council Board of Directors approves the payment of the August 2021 vouchers included in the list in the amount of: **\$210,650.83**

Chair



To: Board of Directors 09/02/2021  
From: Kylee Jones, Associate Transportation Planner II  
Topic: **2021-2024 Transportation Improvement Program (TIP) September Amendment**

**Requested Action:**

Approval of the September amendment to the 2021-2024 TIP as shown in the **Attachment**.

**Key Points:**

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

- City of Spokane
  - 29<sup>th</sup>/Washington/Monroe
  - Bemiss Elementary Walk Route Improvements
  - Driscoll/Alberta/Cochran Sidewalk Infill – Finch Elementary Walk Route
  - Greene/Carlisle Crosswalk Improvements
  - Maple Street Bridge Deck Repair
  - Market/Monroe/ 29th
  - Nevada/Joseph Pedestrian Hybrid Beacon
  - Shaw Middle School – Garland Ave. Pathway
  - Washington St. South, Washington St. north Channel and Stevens St. Bridge Deck Repair
- Spokane County
  - Country Homes Blvd Preservation
  - Harvard Road Reconstruction
- Spokane Transit Authority
  - Battery Electric Bus Purchase for Fixed Route Fleet Electrification

**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:**

On 08/25/2021 the Transportation Technical Committee unanimously recommended Board approval of the September amendment.

**Public Involvement:**

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a public review and comment period from 08/18/2021 through 08/27/2021 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](http://www.srtc.org)) and social media platforms on 08/18/2021. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their September 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 September 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 September amendment will be incorporated into the STIP on or around October 15, 2021.

**More Information:**

- See Attachment: 2021-2024 TIP September Amendment
- For detailed information contact: Kylee Jones at [kjones@srtc.org](mailto:kjones@srtc.org) or 509.343.6370

2021-2024 Transportation Improvement Program

September Amendment (21-09)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane County	<b>Country Homes Blvd Preservation</b> Added additional federal funds.	Federal (NHPP)	\$472,000		✓
		Local	\$0		
		Total	\$472,000		
Spokane County	<b>Harvard Road Reconstruction</b> Added additional federal funds.	Federal (NHPP)	\$2,305,000		✓
		Local	\$0		
		Total	\$2,305,000		
City of Spokane	<b>Greene/Carlisle Crosswalk Improvements</b>  Construct path along the north side of Carlisle from Greene St. to Ralph St. Construct sidewalks and ADA ramps along Carlisle from Ralph St. to Freya St.	State (Ped/Bike)	\$1,278,861	✓	
		Local	\$142,096		
		Total	\$1,420,957		
City of Spokane	<b>Shaw Middle School - Garland Ave. Pathway</b> Construct a shared-use path, curb extensions and ADA ramps along the north side of Garland Ave. from Cook St. to Market St. Construct a shared-use path along Regal St. from Garland Ave. to Rich Ave.	Federal (SRTS)	\$1,228,528	✓	
		Local	\$307,132		
		Total	\$1,535,660		
City of Spokane	<b>Bemiss Elementary Walk Route Improvements</b> Construct sidewalk along Liberty Ave. from Lee St. to Cook St. Construct curb extensions and crossing improvements at Liberty Ave./Cook St. Install lighting and RRFB at Crestline St./Courtland Ave. intersection.	State (SRTS)	\$717,635	✓	
		Local	\$126,641		
		Total	\$844,276		
City of Spokane	<b>Nevada/Joseph Pedestrian Hybrid Beacon</b> Install a pedestrian hybrid beacon, ADA ramps and crosswalk improvements.	State (SRTS)	\$485,027	✓	
		Local	\$85,593		
		Total	\$570,620		

City of Spokane	<b>Driscoll/Alberta/Cochran Sidewalk Infill</b> Added additional State funding. Sidewalk infill generally along both sides of the roadway. Transit stop improvements as appropriate. Install RRFB and crosswalk improvements at NW Blvd./Milton intersection.	Federal (TAP-UL) Federal (CMAQ) State Local Total	\$705,200 \$335,525 \$692,923 \$756,221 \$2,489,869	✓
City of Spokane	<b>Market / Monroe / 29th</b> Maintenance grind and overlay, pavement repair, crack seal and ADA ramp upgrades.	Federal (NHPP) Federal (NHFP) Local Total	\$1,346,000 \$2,300,000 \$912,000 \$4,558,000	✓
City of Spokane	<b>29th / Washington / Monroe</b> Maintenance grind and overlay, pavement repair, crack seal, upgrade ADA ramps.	Federal (NHPP) Local Total	\$4,941,000 \$1,235,000 \$6,176,000	✓
City of Spokane	<b>Maple Street Bridge Deck Repair</b> Bridge deck surface and joint repair.	Federal (STP-BR) Local Total	\$4,457,200 \$0 \$4,457,200	✓
City of Spokane	<b>Washington St. South, Washington St. North Channel and Stevens St. Bridge Deck Repair</b> Bridge deck and joint repair.	Federal (STP-BR) Local Total	\$3,000,000 \$1,994,280 \$4,994,280	✓
Spokane Transit	<b>Battery Electric Bus Purchases for Fixed Route Fleet Electrification</b> Purchase up to ten new, battery electric buses which will replace diesel buses that have exceeded the minimum useful life.	Federal (5339c) Local Total	\$6,380,100 \$5,434,900 \$11,815,000	✓

To: Board of Directors 09/02/2021  
From: Eve McMenamy, Deputy Executive Director  
Topic: **Transportation Funding Priority Statement for 2021 Washington State Legislative Special Session**

**Potential Action:**

Opportunity to add clarifying language to the SRTC Transportation Funding Priority Statement for the 2021 Washington State Legislative Special Session (**see Attachment**).

**Key Points:**

- Several transportation funding proposals were introduced during the Washington State Legislature 2021 session in both the House and Senate, but the legislature concluded the session without approving a new transportation revenue package.
- Speculation continues as to whether the Governor will convene a special session later this year to finalize or start a brand-new transportation package. At this time, staff has been informed that a special session could be called in late October or early November.
- On July 8, 2021, in preparation for a potential 2021 special session the SRTC Board approved the following three priorities for a Transportation Funding Priority Statement: Priority One, Two and Three. See **attachment** for the full language:
  - Priority One: Completion and Acceleration of the Connecting Washington Program
  - Priority Two: Increased Funding for Transportation System Preservation and Maintenance
  - Priority Three: Maintain Funding for Projects Identified in the Forward Washington and Miles Ahead Washington Spending Bills
- On July 29, SRTC presented the SRTC Transportation Funding Priority Statements One, Two and Three to the Regional Transportation Coalition (RTC) which is a consortium of local chambers of commerce and public and private sector representatives that do advocacy work for transportation investments. RTC indicated their strong support for a statement to advocate for a potentially large transportation revenue package
- On August 12, 2021 the SRTC Board directed staff to draft new language to emphasize a request for additional funding for maintenance and preservation in Priority Statement Two, see **attachment** which includes suggested new language. Also, on this date the SRTC Board chose not to include a fourth priority statement listing targeted investments.

**Board/Committee Discussions:**

On June 10, July 8, and August 12 the SRTC Board discussed the potential for a special legislative session, and the need for a new list of preservation and maintenance priorities. On July 26 and 28, and August 26 SRTC Staff updated the TAC and TTC on this work effort as part of the Agency Update.

**Public Involvement:**

All Board meetings are open to the public.

**Supporting Information/Implications**

- The SRTC Board is the lead agency for coordinating regional transportation issues in Spokane County. The Board-approved Transportation Funding Priority Statement establishes a framework for discussions with area legislators, SRTC member agencies, and local business interests. As discussed previously, SRTC serves both technical and facilitation roles in this process. Discussions with area legislators leading up to a potential legislative session would be undertaken by SRTC's member agencies and area business interests.
- Under Board advisement, SRTC Staff will continue work on the Unified List of Regional Transportation Priorities for a 2022 Federal Agenda. The Unified List would identify 20-25 projects and maintain the schedule for Board approval in November 2021.

**More Information:**

- Attachment: SRTC 2021 Transportation Funding Priority Statement
- For additional information contact: Eve McMenamy at [evemc@srtc.org](mailto:evemc@srtc.org) or 509.343.6370

# Spokane Regional Transportation Council

## 2021 TRANSPORTATION FUNDING PRIORITY STATEMENT

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, Tribes, Transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

In anticipation of a special State legislative session in late 2021 during which transportation funding may be discussed, this document can serve as a framework for conversations with area legislators and local business interests. Using the regional planning process, the following transportation funding priority statement was endorsed by the Spokane Regional Transportation Council Board of Directors on July 8, 2021.

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### Priority One

#### Completion and Acceleration of the *Connecting Washington* Program

The 2015 Connecting Washington funding package provides \$16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in *Connecting Washington* projects in our region.

The SRTC Board supports efforts to maintain funding for the following *Connecting Washington* projects:

- US 395/North Spokane Corridor
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
- I-90/Barker to Harvard
- The City Line

Additionally, the Board supports the advancing funds to complete the NSC in 2026 than 2029 as currently programmed.



## Priority Two

### Increased Funding for Transportation System Preservation & Maintenance

The SRTC Board recognizes that current funding levels are not sufficient to maintain our current transportation system in a state of good repair. The Board also recognizes that failing to adequately preserve and maintain the transportation system presents significant risks to our overall economic well-being and to the operating efficiency for moving people and goods in our region. The following information illustrates the significance of this issue:

*Over the next ten years in Spokane County, WSDOT has identified approximately \$64 million in unfunded bridge and ramp preservation needs, and \$132 million in unfunded paving needs. In total, this represents \$196 million in unfunded preservation and maintenance needs on the state transportation system in Spokane County.*

*Washington State Department of Transportation has identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. In the current highly constrained budget environment, biennial cash flow is not sufficient to keep the state system in good repair and thus each year increases the risks of system failures that have economic consequences to the region and the users of the system.*

*Over the next ten years in Spokane County, SRTC has identified with local jurisdictions \$2.6 billion in maintenance preservation needs on all local roadways. Based on historical expenditures, local agencies could fund \$1.1 billion of this need leaving a gap of \$1.74 billion over the next ten years. An additional \$65 million per biennium directed into Spokane County would address a portion of unfunded need on important local arterials and collectors and can be reasonably delivered by local agencies.*

The SRTC Board supports increased funding for existing programs for the preservation and maintenance of the state and regional transportation networks. The Board recognizes this as a long-term solution to address preservation and maintenance needs. SRTC has included a list of representative maintenance and preservation Priority Two Projects that could be addressed in one biennium by local agencies and WSDOT with increased funding (see Table 1 and Figure 1).



# List of Regional Transportation Priorities

## Priority Two Projects: Representative projects for one biennium

### TRANSPORTATION SYSTEM MAINTENANCE & PRESERVATION

Table 1: Spokane Regional Transportation Council  
September 1, 2021

MAP ID	AGENCY & LOCAL PRIORITY RANK		PROJECT TITLE	UNFUNDED AMOUNT		SRTC PRIORITY NETWORKS		
						NHS / FREIGHT	TRANSIT	BIKE
A	Airway Heights	1	LAWSON ST, GRIND & INLAY	\$	\$494,702		x	
B	Airway Heights	2	14TH AVE, CHIP SEAL	\$	\$200,000			
C	Airway Heights	3	12TH AVE, CHIP SEAL	\$	\$40,000			
D	Airway Heights	4	18TH AVE, CHIP SEAL	\$	\$150,000			
E	Airway Heights	5	LUNDSTROM ST, GRIND & OVERLY	\$	\$310,000			
F	Spokane	1	2ND AVE/3RD AVE- MAPLE TO DIVISION, GRIND & OVERLAY, ADA RAMPS	\$	\$4,020,000	x	x	x
G	Spokane	2	HAVEN ST - MARKET TO MARKET, GRIND & OVERLAY, ADA RAMPS	\$	\$1,210,000	x	x	
H	Spokane	3	ILLINOIS - PERRY TO MARKET GRIND & OVERLAY, ADA RAMPS	\$	\$2,160,000			x
I	Spokane	4	GARLAND AVE - NW BLVD-ALBERTA & MAPLE-MONROE - G & O, ADA RAMPS	\$	\$1,600,000		x	x
J	Spokane	5	PERRY ST- ILLINOIS TO WELLESLEY- GRIND & OVERLAY, ADA RAMPS	\$	\$2,250,000		x	
K	Cheney	1	SALNAVE STREET, PRESERVATION PROJECT	\$	\$1,557,000			x
L	Cheney	2	ELM STREET, PRESERVATION PROJECT	\$	\$1,176,000		x	x
M	Cheney	3	CLAY/6TH/N2ND STREET, PRESERVATION PROJECT	\$	\$500,000			x
N	Cheney	4	SECOND STREET, PRESERVATION PROJECT	\$	\$559,000		x	x
O	Cheney	5	OAKLAND STREET, PRESERVATION PROJECT	\$	\$382,000			
P	Deer Park	1	CRAWFORD AVE, PRESERVATION	\$	\$624,164			x
Q	Deer Park	2	N. COLVILLE AVE, CONSTRUCTION	\$	\$2,521,000			
R	Deer Park	3	S. WEBER, CONSTRUCTION	\$	\$1,295,000			
S	Deer Park	4	N. WEBER, PRESERVATION	\$	\$350,000			
T	Deer Park	5	AIRPORT RD, CONSTRUCTION	\$	\$1,750,000			
U	Fairfield	1	CITYWIDE CHIP SEAL	\$	\$259,860			

MAP ID	AGENCY & LOCAL PRIORITY RANK		PROJECT TITLE	UNFUNDED AMOUNT		SRTC PRIORITY NETWORKS		
						NHS / FREIGHT	TRANSIT	BIKE
V	Liberty Lake	1	KRAMER PARKWAY, OVERLAY	\$	481,600			
W	Liberty Lake	2	MISSION AVENUE-COUNTRY VISTA TO MOLTER, GRIND & OVERLAY	\$	280,000		X	X
X	Liberty Lake	3	APPLEWAY-FAIRWAY TO E CITY LIMITS, GRIND & OVERLAY	\$	667,800		X	X
Y	Liberty Lake	4	COUNTRY VISTA-LL RD TO W CITY LIMITS, GRIND & OVERLAY	\$	2,223,200	X	X	X
Z	Liberty Lake	5	SPRAGUE AVENUE- LL RD TO GAGE, GRIND & OVERLAY	\$	788,550			
AB	Millwood	1	ARGONNE- EUCLID TO S. RIVERWAY, GRIND & OVERLAY	\$	150,000	X	X	X
AC	Millwood	2	ARGONNE- TRENT TO BUCKEYE, GRIND & OVERLAY	\$	50,000	X	X	X
AD	Millwood	3	ARGONNE- BUCKEYE TO EUCLID, GRIND & OVERLAY	\$	200,000	X	X	X
AE	Millwood	4	EMPIRE, CHIP SEAL	\$	100,000			X
AF	Millwood	5	EUCLID, CHIP SEAL	\$	70,000			
AG	Rockford	1	RUBY/LEE/CENTER/TOLL STREETS, CRACK SEALING, CHIP SEAL	\$	234,220			
AH	Rockford	2	EAST EMMA STREET, CRACK SEALING, PATCHING, OVERLAY, CHIP SEAL	\$	204,440			
AI	Rockford	3	NORTH WEAVER STREET/MISSILE BASE ROAD, CHIP SEAL	\$	34,600			
AJ	Spangle	1	OLD 195, GRIND & OVERLAY	\$	500,277			X
AK	Spokane County	1	57TH PHASE 2 MT VERNON TO PALOUSE HWY PRESERVATION	\$	2,500,000		X	X
AL	Spokane County	2	ELK CHATTAROY - LAUREL TO DREW LANE, PRESERVATION	\$	1,000,000			X
AM	Spokane County	3	NEVADA -HAWTHORNE TO US 2, PRESERVATION	\$	1,500,000	X	X	X
AN	Spokane County	4	CHENEY SPOKANE -GROVE TO CITY LIMITS, PRESERVATION	\$	3,000,000			
AO	Spokane County	5	STARR ROAD -TRENT TO W. NEWMAN LAKE, PRESERVATION	\$	1,300,000			X
AP	Spokane Valley	1	SULLIVAN ROAD GRIND & INLAY	\$	6,500,000	X	X	X
AQ	Spokane Valley	2	BROADWAY AVENUE GRIND AND INLAY	\$	5,000,000	X	X	X
AR	Spokane Valley	3	ARGONNE ROAD RECONSTRUCTION	\$	2,200,000	X	X	X
AS	Spokane Valley	4	SPRAGUE AVENUE GRIND & INLAY	\$	4,000,000	X	X	X
AT	Spokane Valley	5	FLORA ROAD GRIND & INLAY	\$	3,000,000			X
AU	WSDOT	-	SR 278 / ROCKFORD TO IDAHO STATE LINE - CHIP SEAL	\$	843,976	X		X
AV	WSDOT	-	SR 27 RURAL COMMUNITIES - PAVING	\$	3,304,485	X		X
AW	WSDOT	-	US 2 / GEIGER BLVD CROSSING - BRIDGE DECK REHAB, EXPANSION JOINT REPAIR	\$	1,655,800	X	X	
AX	WSDOT	-	US 2 / OVER I-90 AND LOCAL CROSSINGS - BRIDGE DECK REHAB, EXPANSION JOINT REPAIR	\$	2,602,700	X	X	
*AY	WSDOT	-	* 2023-25 EASTERN REGION REGIONWIDE BASIC SAFETY - SIGNING	\$	1,210,400			
*AZ	WSDOT	-	* US 2/GUARDRAIL BASIC SAFETY - REHABILITATION	\$	895,460			
				SUBTOTAL ALL PRIORITY 2 (51 PROJECTS IN TOTAL)	\$	69,906,234		

\* PROJECTS LISTED WITH AN ASTERISK ARE UNMAPPED REGIONWIDE PROJECTS

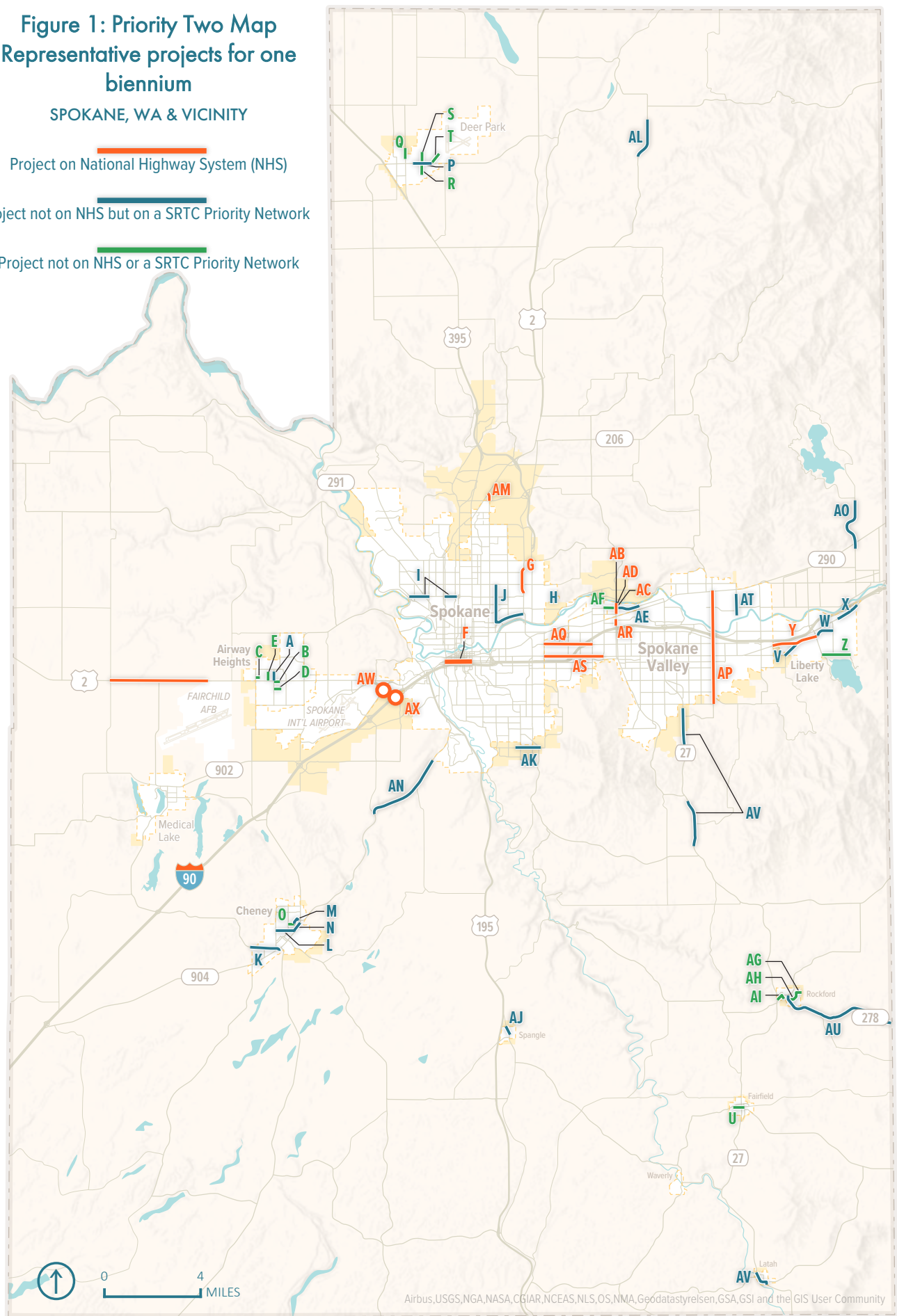
Figure 1: Priority Two Map  
Representative projects for one  
biennium

SPOKANE, WA & VICINITY

Project on National Highway System (NHS)

Project not on NHS but on a SRTC Priority Network

Project not on NHS or a SRTC Priority Network





## PRIORITY THREE

### MAINTAIN FUNDING FOR PROJECTS IDENTIFIED IN THE *FORWARD WASHINGTON* AND *MILES AHEAD WASHINGTON* SPENDING BILLS

During the 2021 Legislative Session various transportation funding packages were considered. In particular, the Senate's Forward Washington package and the House's Miles Ahead Washington package included important projects in the Spokane County region.

The SRTC Board supports the inclusion of projects in a new transportation revenue package that were previously identified in the Forward Washington and Miles Ahead Washington programs (see Table 2 and Priority 3 Projects Map).

# List of Regional Transportation Priorities

## PRIORITY THREE PROJECTS

INCLUDED IN FORWARD WASHINGTON (SENATE) & MILES AHEAD WASHINGTON (HOUSE) SPENDING BILLS

Table 2: Spokane Regional Transportation Council  
September 1, 2021

	PROJECT TITLE	DESCRIPTION	AGENCY	UNFUNDED AMOUNT	SENATE FUNDS	HOUSE FUNDS
1	COOK STREET GREENWAY	Bike/ped safety improvements	City of Spokane	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
2	MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD	New shared-use trail	City of Spokane	\$ 5,800,000	\$ 5,800,000	\$ 5,800,000
3	PACIFIC AVENUE ARTERIAL CROSSINGS	Bike/ped safety improvements	City of Spokane	\$ 3,900,000	\$ 3,900,000	\$ 3,900,000
4	BIGELOW GULCH/SULLIVAN CORRIDOR	Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County/Spokane Valley	\$ 37,800,000	\$ 12,000,000	\$ 3,600,000
5	SPOKANE INTERNATIONAL AIRPORT TRANSLOAD RAIL FACILITY - PHASE III	Construct rail-truck transload facility	Spokane International Airport	\$ 15,000,000	\$ 500,000	\$ 500,000
6	DIVISION BUS RAPID TRANSIT	New BRT corridor between downtown Spokane and Mead	Spokane Transit Authority	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000
7	PINES ROAD/BNSF GRADE SEPARATION	Grade separation and multi-lane roundabout	City of Spokane Valley	\$ 19,300,000	\$ 29,000,000	\$ 19,250,000
8	I-90 URBAN RAMPS PAVING	Urban ramps paving	WSDOT	\$ 9,800,000	\$ 9,800,000	\$ -
9	SR 902/I-90 BRIDGE DECK REHAB	Bridge deck rehab	WSDOT	\$ 1,178,000	\$ 1,178,000	\$ -
10	US 195/I-90 BRIDGE DECK REPAIR	Bridge deck repair	WSDOT	\$ 816,000	\$ 816,000	\$ -
11	US 2/I-90 BRIDGE DECK REHAB	Bridge deck rehab	WSDOT	\$ 2,603,000	\$ 2,603,000	\$ -
12	EUCLID ROAD BRIDGE REPLACEMENT	Reconstruct failed timber bridge with new concrete structure	Spokane County	\$ 3,000,000	\$ -	\$ 3,000,000
13	I-90 IMPROVEMENTS & HARVARD BRIDGE WIDENING	PROJECT FULLY FUNDED	WSDOT	\$ -	\$ -	\$ 20,800,000
14	SR 902-HAYFORD-GEIGER INTERSECTION IMPROVEMENT	PROJECT FULLY FUNDED	WSDOT	\$ -	\$ -	\$ 5,000,000
15	US 195: CORNWALL TO CHENEY-SPOKANE RD NB LANES PAVING	Northbound lanes paving	WSDOT	\$ 2,166,000	\$ -	\$ 2,166,000
16	CARGO ACCESS ROAD	PROJECT FULLY FUNDED	Spokane International Airport	\$ -	\$ -	\$ 1,000,000
<b>SUBTOTAL</b> ALL PRIORITY 3 (16 PROJECTS IN TOTAL)				<b>\$ 153,563,000</b>	<b>\$ 117,797,000</b>	<b>\$ 117,216,000</b>



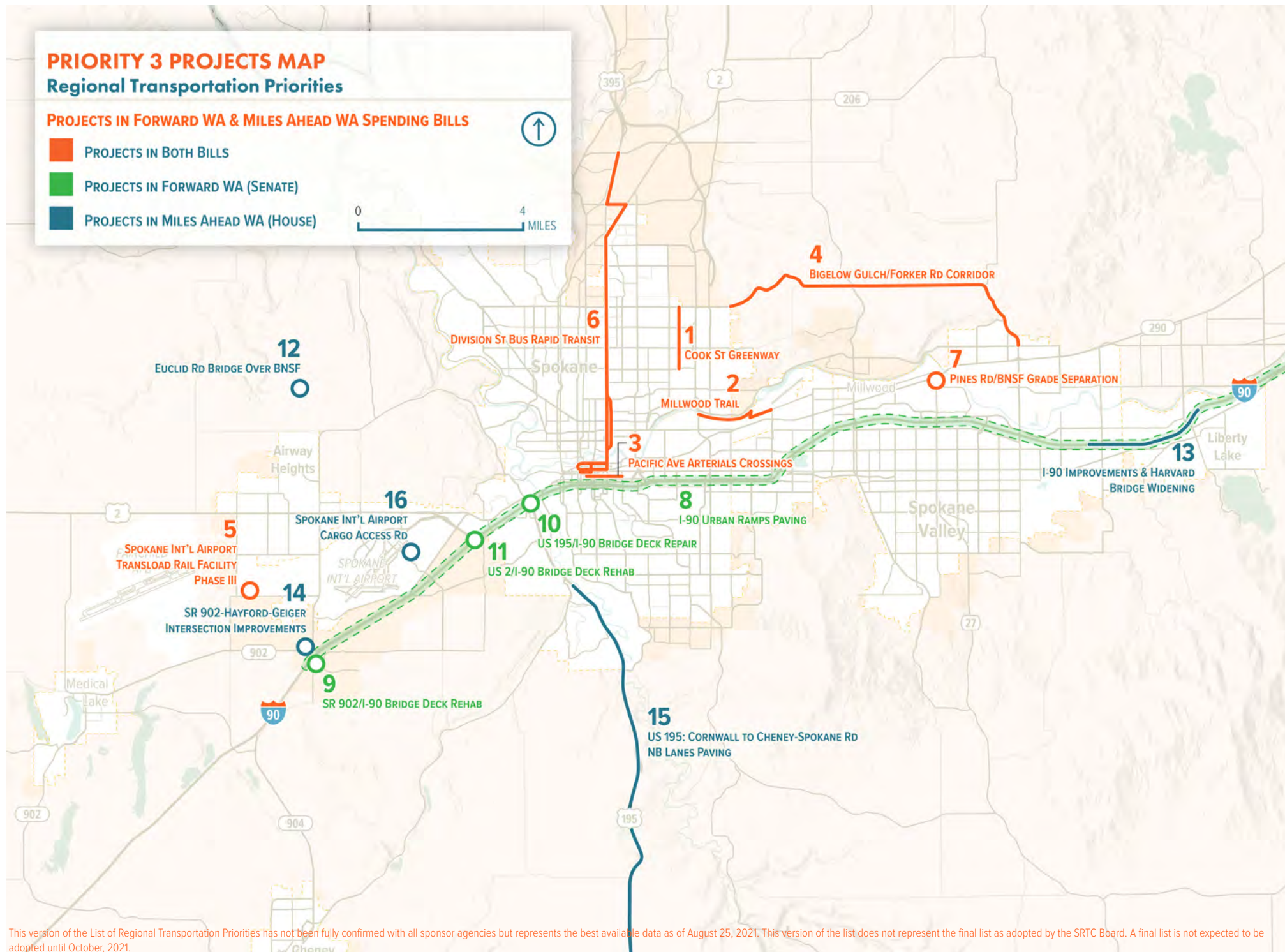
## PRIORITY 3 PROJECTS MAP

### Regional Transportation Priorities

#### PROJECTS IN FORWARD WA & MILES AHEAD WA SPENDING BILLS

- PROJECTS IN BOTH BILLS
- PROJECTS IN FORWARD WA (SENATE)
- PROJECTS IN MILES AHEAD WA (HOUSE)

0 4 MILES



This version of the List of Regional Transportation Priorities has not been fully confirmed with all sponsor agencies but represents the best available data as of August 25, 2021. This version of the list does not represent the final list as adopted by the SRTC Board. A final list is not expected to be adopted until October, 2021.



# Spokane Regional Transportation Council

## BOARD OF DIRECTORS CONSISTS OF REPRESENTATIVES FROM:

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City of Airway Heights  
City of Cheney  
City of Deer Park  
City of Liberty Lake  
City of Medical Lake  
City of Millwood

City of Spokane  
City of Spokane Valley  
Freight/Rail Industry  
Major Employer  
Spokane County  
Spokane Transit Authority

Town of Fairfield  
Town of Latah  
Town of Rockford  
Town of Sprague  
Town of Waverly  
WSDOT-Eastern Region  
WA State Transportation Commission

To: SRTC Board of Directors  
From: Ryan Stewart AICP, Principal Transportation Planner  
Topic: **US 195/Interstate 90 Study Update**

09/02/2021

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The US 195/Interstate 90 Study is a multimodal effort to address safety, operations, access, and infrastructure issues in the Study area.
- The Study is a multi-agency effort with representatives from the City of Spokane, Washington State Department of Transportation, Spokane County, and Spokane Transit on the Study Advisory Team (SAT). SRTC is coordinating the regional effort and providing project management.
- A consultant team has assisted with the technical analysis and stakeholder engagement efforts.
- The Study's technical analysis is complete, and a Draft Final Report has been prepared. The Draft Final Report has been reviewed by the SAT and revisions are being made based on their feedback.
- Project goals and evaluation criteria for potential strategies were developed based on guidance from the SAT and community input. The criteria directly relate to the Study's goals of improving safety, maintaining mobility, accommodating the transportation needs of planned development, increasing modal options, and identifying projects that are practical, implementable, and fundable in a reasonable timeframe.
- The recommended strategies in the Draft Final Report align with the Study's goals and criteria. The Draft Final Report will be under review by the public for a minimum of 30 days and the recommended strategies may be updated as needed based on the comments received.
- The final engagement effort including a formal 30-day public comment period will occur in September and October.
- The Executive Summary and Draft Final Report will be presented to the Board at its October meeting.

**Board/Committee Discussions:**

The US 195/I-90 Study was identified in the SRTC Strategic Plan. The Board approved the scope and consultant contract for the study in 2019. The Board was provided with updates at several meetings in 2020 as well as two earlier this year. The Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) have also been briefed throughout the Study.

The recommended project packages were presented to the Board in March and approved for release for community engagement.



**Public Involvement:**

An engagement plan for the Study has been implemented to gauge the community's vision for the Study area and get feedback on strategies as they are developed. Numerous stakeholder interviews have been conducted and a public meeting was held in February 2020. An engagement effort for the recommended project packages was held this Spring through remote measures including outreach tools on the project website, presentations, and an online public workshop.

A final engagement effort including a formal 30-day public comment period will occur in September and October. Other outreach efforts so far include neighborhood council meetings, a presentation to the City of Spokane Plan Commission, social media postings, a survey, and a project website.

**Supporting Information/Implications:**

The US 195 and I-90 corridors have experienced increasing operational and safety issues, particularly at their interchange and at local access points. Current challenges include:

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

The purpose of the multi-jurisdictional US 195/I-90 study is to develop strategies for addressing these issues while considering practical solutions. The need for collaboratively developed solutions in the Study area has been a topic of discussion for several years.

**More Information:**

- For detailed information contact: Ryan Stewart at [rstewart@srtc.org.or](mailto:rstewart@srtc.org.or) 509.343.6370

To: Board of Directors 09/02/2021  
From: David Fletcher AICP, Associate Transportation Planner III  
Topic: **Horizon 2045 Metropolitan Transportation Plan: Needs Analysis**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The MTP Needs Analysis is a big picture, planning level estimate of the cost to adequately operate and maintain the region's transportation system over the plan's 20+ year horizon. It is part two of the MTP's financial assessment. Part one, the MTP Financial Forecast, estimates future transportation revenues. It was completed earlier this year and accepted by the SRTC Board at their March meeting.
- The Needs Analysis is required under 23 CFR § 450.324(f)(11) to include system-level estimates of the cost to adequately operate and maintain the region's federal-aid road network and public transportation. Additionally, it must account for all projects and strategies proposed for funding.
- The Needs Analysis was developed in coordination with WSDOT, STA, and local agency staff. It is based on many of the same assumptions that were used to develop the previous Horizon 2040 Needs Analysis. For this update, these have been updated with the most recent data from SRTC's member agencies.
- In total, the Needs Analysis estimates roughly \$19.5 billion in transportation needs over Horizon 2045's 23-year planning period, which extends from 2022 through 2045. The financial forecast anticipates \$14.4 billion in transportation revenues over that same period, indicating over \$5 billion in unfunded transportation needs over the next 23 years. Additional detail is provided in the draft Needs Analysis, which is included as an **Attachment**.
- Staff will be requesting the Board's acceptance of the Needs Analysis next month, at the October 14 meeting.

**Board/Committee Discussions:**

The Board accepted part one of the Horizon 2045 financial assessment, the MTP Financial Forecast, at its March meeting. Staff reviewed the needs analysis methodology with the Transportation Technical Committee (TTC) at their May meeting. The Transportation Advisory Committee (TAC) was briefed on it at their July meeting. Additionally, a workshop was held on June 15 to review and refine its methodology with local agency and WSDOT staff.

The TTC recommended the SRTC board accept the Needs Analysis methodology at their August 25 meeting.

**Public Involvement:**

The Needs Analysis is part of SRTC's MTP update. An MTP public participation plan has been drafted for the update. It will utilize public education and engagement to validate that the MTP and its various elements align with and implement the community vision.

**Supporting Information/Implications:**

See **Attachment**.

**More Information:**

- Attachment: Draft Horizon 2045 Transportation Needs Analysis
- For detailed information contact: David Fletcher at [dfletcher@src.org](mailto:dfletcher@src.org) or 509.343.6370

# HORIZON 2045

## TRANSPORTATION NEEDS ANALYSIS

SPOKANE REGIONAL TRANSPORTATION COUNCIL | AUGUST 2021

### INTRODUCTION

Horizon 2045, the Spokane region's Metropolitan Transportation Plan (MTP), is federally required to include a financial assessment forecasting the region's future transportation revenues and needs.<sup>1</sup> The first part of this process, the MTP Financial Forecast, was completed in fall of 2020. It was accepted by the SRTC Board in March 2021.

The Transportation Needs Analysis is part two of Horizon 2045's financial assessment. It provides a big picture, planning level estimate of the cost to adequately operate and maintain the region's transportation system of the plan's 20+ year planning period.

Table 1 provides a summary of costs associated with the region's anticipated transportation needs from 2022 through 2045, Horizon 2045's planning period. These estimates were developed by SRTC, in coordination with staff from its member agencies. Where possible, data from these agencies was used to inform the estimates of need.

Table 1: Estimated Cost Summary of Transportation Needs in the Spokane Region, 2022 through 2045.

Point of Expenditure	Maintenance & Operations	Preservation	Programmatic Buckets	Regionally Significant Projects	TOTALS BY POINT OF EXPENDITURE
Local (Cities & County)	\$1,325	\$7,145	\$1,169	\$263	\$9,901
WSDOT	\$1,319	\$2,869	\$292	\$1,324	\$5,804
STA	\$3,242	-	\$333	\$258	\$3,833
<b>TOTALS BY CATEGORY OF NEED</b>	<b>\$5,886</b>	<b>\$10,014</b>	<b>\$1,794</b>	<b>\$1,845</b>	<b>\$19,539</b>

All figures in millions, numbers may not add up due to rounding.

### METHODOLOGY AND ASSUMPTIONS

Horizon 2045 groups the region's transportation needs into four broad categories: (1) maintenance and operations, (2) preservation, (3) programmatic buckets, and (4) regionally significant projects. Needs in each of these categories are further broken down by point of expenditure, to align with Horizon 2045's revenue forecast. The three points of expenditure are: (1) local—i.e., cities and the county, (2) Washington State Department of Transportation (WSDOT), and (3) Spokane Transit Authority (STA). This section describes the various methodologies and assumptions used to estimate need by category and, within each category, point of expenditure.

<sup>1</sup> 23 CFR § 450.324(f)(11).

## MAINTENANCE AND OPERATIONS

Maintenance and operations refer to the routine tasks required to keep the region's transportation system running and in a state of good repair. This includes a wide range of activities, from fixing potholes and repairing lighting, to highway incident response programs. The region's future maintenance and operations needs are based on data provided by local agencies, WSDOT, and STA. They reflect the costs associated with operating and maintaining all the region's transportation system.

### Local Maintenance and Operations Needs

SRTC requested estimates for annual maintenance and operations needs from the region's three largest jurisdictions: Spokane County and the cities of Spokane and Spokane Valley. Agencies submitting this data reported a combined maintenance and operations need of \$26.5 million per year. This figure was used, in conjunction with WSDOT's Local Agency Public Roads (LAPR) data and FHWA's Highway Performance Monitoring System (HPMS) data,<sup>2</sup> to calculate an average annual cost of \$4,882 per lane mile in maintenance and operations need in these jurisdictions. This average cost per lane mile was then applied to all local agencies and inflated to year of expenditure (YOE) dollars, using WSDOT's Cost Construction Index (CCI). Based on this analysis, SRTC anticipates the cost of maintenance and operation needs on local agency roads to total approximately \$1.325 billion over Horizon 2045's planning period.

### WSDOT Maintenance and Operations Needs

SRTC coordinated with WSDOT Eastern Region staff to estimate need on the state system. In total, WSDOT estimated \$10 million in annual unfunded maintenance and operations needs in Spokane County. This figure was inflated through 2045, using the CCI, and added to their projected maintenance and operations expenditures, to estimate the total cost of maintenance and operations needs on the state system. These are anticipated to equal approximately \$1.319 billion over the planning period.

### STA Maintenance and Operations Needs

STA provided SRTC with its own expenditure projections, which were used to estimate the cost of the region's future transit needs. SRTC extended these projections through 2045, to align with Horizon 2045's timeline. In total, STA's maintenance and operations needs are estimated to cost \$3.242 billion over the planning period.

## PRESERVATION

Like maintenance and operations, preservation involves keeping the region's transportation system in a state of good repair. However, preservation refers to longer-term requirements, such as the application of chip seals or overlays that prolong the life of a roadway. The methods used to estimate preservation needs, based on point of expenditure, are detailed in this section. They reflect the costs associated with keeping all the region's roads in good or fair condition.

### Local Preservation Needs

As noted in Horizon 2040, SRTC's previous MTP update, a consistent regional system for estimating preservation needs does not currently exist. However, Transportation for America estimates the average annual preservation cost to maintain a roadway in good or fair condition to be \$24,000 per lane mile.<sup>3</sup> In reviewing this figure with local agency staff, SRTC found it to be reasonable for planning purposes.

In addition to the cost to preserve the transportation system moving forward, the region has a large backlog of deferred preservation needs. The region's three largest jurisdictions reported a total backlog of over \$630 million, as of 2021. To calculate the total cost of local agency preservation needs over the planning period, the \$24,000 per lane mile cost was applied to all local agency roads and inflated using the CCI. The \$630 million backlog was then added to this figure, resulting in a total estimated need of \$7.145 billion over Horizon 2045's planning period.

### WSDOT Preservation Needs

SRTC based preservation needs for the state system on data provided by WSDOT's Eastern Region. In total, they estimate \$19.2 million in annual unfunded preservation needs, in addition to a current backlog of \$80.2 million in Spokane County. By inflating the annual unfunded need and adding the backlog to WSDOT's projected preservation expenditures, SRTC estimates total preservation need of \$2.869 billion on the state system.

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<sup>2</sup> For the sake of this analysis, local access roads were assumed to have two lanes.

<sup>3</sup> This figure is based on [Transportation for America's 2019 Repair Priorities](#) report's findings. It represents the average cost to preserve roads in good or fair condition through routine pavement management practices and does not necessarily account for regional variations due to climate, topography, et cetera. It was reviewed by local agency and WSDOT staff in SRTC's June 15 Needs Analysis Workshop and deemed reasonable for planning purposes.

## HORIZON 2045 REGIONALLY SIGNIFICANT PROJECTS

Horizon 2045 identifies projects of regional significance that are aimed at implementing the strategies outlined in the plan. They address various needs throughout the region. SRTC defines a regionally significant project<sup>5</sup> as one that:

- Cannot be grouped in the Regional Transportation Improvement Program (TIP) and/or Statewide Transportation Improvement Program (STIP); and/or is not listed as an exempt project type in the Environmental Protection Agency's regional transportation conformity regulation (40 CFR § 93); and
- Is on a facility which serves regional transportation needs—i.e., is federally classified as a principal arterial or higher—and alters the number of through lanes for motor vehicles for a distance over half a mile, or impacts a freeway or freeway interchange (maintenance projects excluded); or
- Is a new or extended fixed guideway transit service—i.e., dedicated bus lanes (vehicle track or wires)—or capital expenditures related to a new fixed-route transit service on a facility which serves regional transportation needs—i.e., is federally classified as a principal arterial or higher.

At this point, no new projects have been added since the last MTP update. However, updated costs estimates were obtained from local jurisdictions. The total estimated cost of the complete project list is \$1.845 billion. This is shown, by point of expenditure, in Table 1.<sup>6</sup>

## HORIZON 2045 PROGRAMMATIC BUCKETS

Horizon 2045 also identifies fiscally constrained programmatic buckets that address additional needs, outside of maintenance and preservation, that are not included in the regionally significant projects list but are deemed essential to the region. They were initially identified as part of the previous Horizon 2040 MTP update process and have been inflated through 2045.

The buckets represent funding targets. Funding at these levels is subject to availability through the various state and federal grant programs, as well as local revenue mechanisms. Examples of needs fitting into programmatic buckets include bicycle and pedestrian facilities, regional transportation planning efforts, safety, and traffic management programs. Like the plan's regionally significant projects list, these programs are aimed at implementing the strategies in Horizon 2045. A summary of these programs, by bucket, is provided in Table 2.<sup>7</sup>

Table 2: Summary of Horizon 2045's Programmatic Buckets.

Programmatic Buckets	Program Amount 2022 to 2045	Program Share of TOTAL
Active Transportation	\$278.6	16%
Bridges	\$609.8	34%
Planning	\$9.3	<1%
Road Capital	\$241.4	13%
Safety/Security	\$92.9	5%
TDM	\$9.3	<1%
Transit	\$332.9	19%
TSMO	\$219.8	12%
<b>TOTAL</b>	<b>\$1,794</b>	<b>100%</b>

All figures in millions, numbers may not add up due to rounding.

<sup>5</sup> This definition can also be found on page 2-7 of [Horizon 2040](#)

<sup>6</sup> The total cost estimated cost of Horizon 2045's regionally significant projects, as shown in Table 1, is subject to change pending the potential inclusion of any additional projects prior to Horizon 2045's scheduled adoption in December 2021.

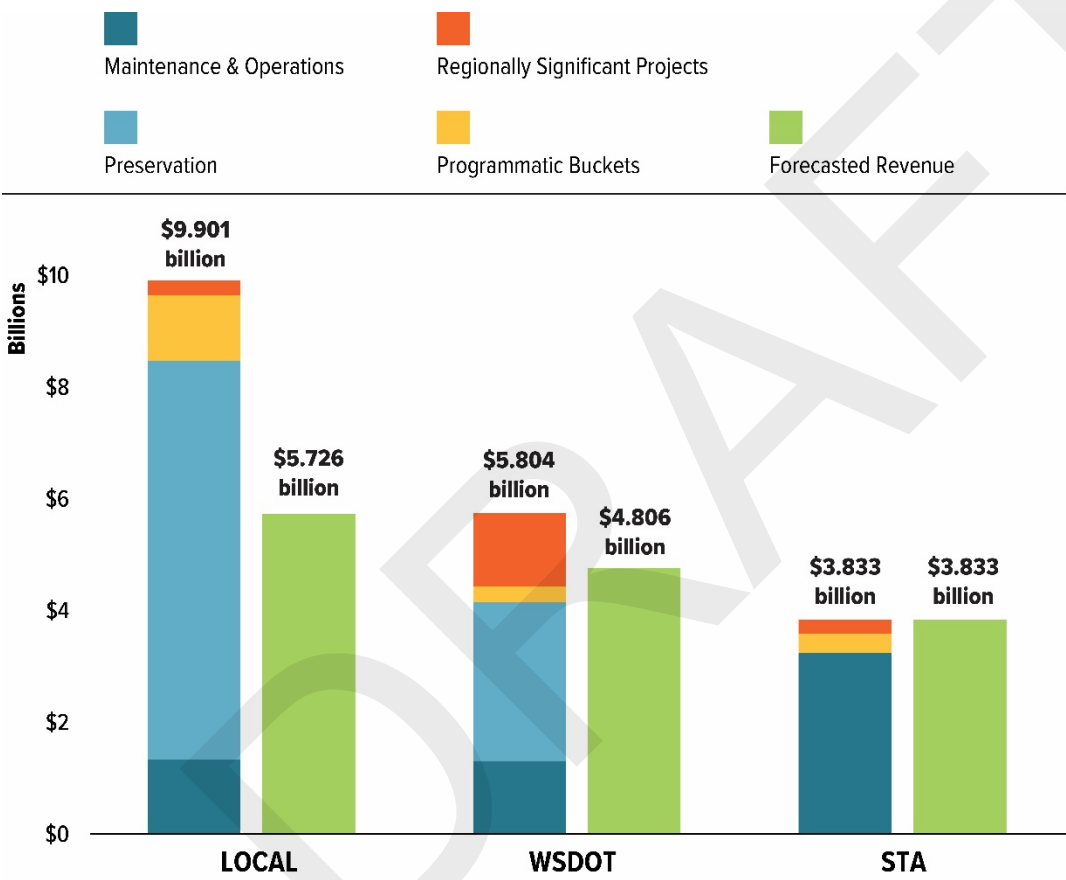
<sup>7</sup> Like regionally significant projects, the cost estimates for Horizon 2045's programmatic expenditure buckets, shown in Table 3, are subject to change pending any adjustments to the buckets prior to the plan's scheduled adoption in December 2021.

# THE GAP BETWEEN FORECASTED REVENUES AND NEEDS

In total, the Horizon 2045 Transportation Needs Analysis shows a total of \$19.5 billion in regionwide transportation needs over the course of the plan’s 23-year planning period. This figure is significantly higher than the \$14.4 billion in transportation funding that is anticipated for that same period. This suggests the existence of a significant funding gap between the Spokane region’s transportation revenues and the cost to adequately operate and maintain its transportation system.

The current preservation backlogs reported by SRTC member agencies indicate that this is not a new issue. Without significant increase in transportation revenues, the extent of the region’s maintenance and preservation backlogs is anticipated to increase significantly over Horizon 2045’s planning horizon. Figure 1 summarizes the region’s forecasted transportation needs and revenues, from 2022 through 2045.

Figure 1: Summary of Horizon 2045’s forecasted transportation needs and revenues.



To: Board of Directors 09/02/2021  
From: Kylee Jones, Associate Transportation Planner II  
Topic: **Horizon 2045- Metropolitan Transportation Plan: Public Engagement**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The Metropolitan Transportation Plan (MTP) Meeting #1 was held on 06/30/21 from 5:30pm – 6:30 pm on Zoom and livestreamed on Facebook. Approximately 25 members of the public participated in the event.
- At the meeting staff presented a new SRTC information video, which can be found at: <https://www.youtube.com/watch?v=5QpKKAu2tl8>. The video describes SRTC's role in the region, explains ways in which community members can become involved in the transportation planning process, and invites individuals to share their thoughts about the MTP update, titled Horizon 2045.
- The meeting concluded with an open discussion about transportation needs, challenges, and barriers of communities in the greater Spokane region.
- The MTP transportation questionnaire launched on 06/30/21 and was shared at the public meeting as well as on Facebook, LinkedIn, Reddit, Nextdoor, Twitter and emailed to over 500 contacts. Additionally, the questionnaire has been shared with our partner agencies such as, Spokane Transit Authority (STA), the Washington State Department of Transportation (WSDOT), the City of Spokane and Spokane County to post on their respective social media platforms and email distribution lists. The questionnaire closed on 8/15/21.
- Outreach to historically excluded communities through focus groups and individual conversations is in process with help of our consultant, CedarPlank LLC. To date, there have been 5 focus groups and many one-on-one conversations with people who are part of or directly work with/serve historically excluded populations.
- The public comment period for Horizon 2045 begins 10/13/21 will be open for 30 days. The next MTP Public Meeting is scheduled for 10/14/21.

**Board/Committee Discussions:**

The TAC made suggestions on the MTP Engagement Strategy, including recommendations on additional outreach methods and messaging at a January 2021 TAC Meeting and throughout the Public Participation Plan update process. Both the TAC and TTC received an update in July.



**Public Involvement:**

SRTC staff is implementing the MTP Engagement strategy that includes a tailored approach to community engagement during the COVID pandemic. A variety of online and print materials have been throughout 2021 during the MTP update.

Each new element of the MTP has utilized a subject matter expert team to both guide the technical study efforts and meet the public participation requirements as detailed in the Public Participation Plan. The public will have an opportunity to provide input and feedback on the MTP elements through multiple outreach engagement efforts, virtual meetings, educational material and public comment period throughout 2021, before Horizon 2045 adoption in December 2021.

**Supporting Information/Implications**

Every four years the MTP is updated and requires a public engagement process according to the 23 CFR § 450.324.

The public engagement process must take place prior to the adoption of the MTP. “The public” is defined as all interested or impacted stakeholders, Title VI/Environmental Justice communities, in addition to Federal, State, and local jurisdictions.

The MTP engagement strategy focuses on five major milestones:

1. Development and distribution of a transportation related questionnaire, an educational video, and flyers (06/30/21)
2. Virtual MTP Kick-off Public Meeting #1 (06/30/21)
3. Hybrid MTP Public Meeting #2 (10/14/21)
4. Interagency Coordination and Collaboration (All year)
5. Plan Adoption through SRTC Board and Committees (All year).

**PUBLIC INVOLVEMENT IN HORIZON 2045**

SRTC’s Public Participation Plan identifies several requirements for public outreach and document review during the MTP update. A variety of outreach methods and materials must be used to engage the public. In addition, the MTP must:

- Be updated at a minimum of every four years.
- Be reviewed by SRTC’s Policy Board, Transportation Technical Committee and Transportation Advisory Committee prior to being adopted or accepted by the Board.
- Be reviewed through the Interagency Coordination and Collaboration process.
- Have a minimum 30-day public comment period prior to adoption.
- Have a legal advertisement published including notice of a public comment period to be held to provide the public opportunity to review and submit comments about the document.
- Have notice of the public comment period sent to an extensive email distribution list.
- Have a public meeting hosted during the 30-day public comment period to solicit input.
- Be posted for review and comment on SRTC’s web site and blog.

- Be provided to Federal, State and member agencies for review and comment.
- The final version of the adopted document must be posted on the SRTC website.

**More Information:**

- For detailed information contact: Kylee Jones at [kjones@srtc.org](mailto:kjones@srtc.org) or 509.343.6370

To: Board of Directors  
From: Kylee Jones, Associate Transportation Planner II  
Topic: **2022-2025 Transportation Improvement Program (TIP) Overview**

09/02/2021

**Requested Action:**

For information and discussion.

**Key Points:**

- The draft 2022-2025 TIP document is available on SRTC website at: [Transportation Improvement Program](#)
- SRTC is required to develop a TIP that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area (SMPA) over a four-year period.
- While a TIP must be updated at minimum every two years. SRTC updates the TIP annually.
- 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. Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP) which is reviewed and approved by FHWA and FTA.
- The TIP is an important tool for implementing the goals and policies of the Metropolitan Transportation Plan (MTP). Projects that are programmed in the TIP must be consistent with the MTP.
- The draft SRTC 2022-2025 TIP includes 85 projects and \$743 million in transportation investments over a four-year period in the Spokane region.

**Board/Committee Discussions:**

Information about the draft 2022-2025 TIP was presented to the Transportation Technical Committee on August 28. This is the first discussion of the 2022-2025 TIP by the Board.

**Public Involvement:**

Also, individual agencies develop and adopt their six-year programs in accordance with their own public involvement procedures. As specified in SRTC's Public Participation Policy, the development and approval of the TIP includes a 30-day public comment period (September 3 – October 4) and a virtual public meeting will be held September 16 from 12:00pm to 1:00pm. Presentations of the TIP document will be held at Board and TTC meetings all of which are open to the public.

**Supporting Information/Implications**

The schedule for the development and approval of the 2022-2025 TIP is as follows:

<b>2022-2025 TIP Development Schedule</b>	
<b>August 1</b>	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC in Secure Access Washington (SAW)
<b>August 1</b>	Complete Streets Checklists due to SRTC for projects that are not exempt from the Safe & Complete Streets policy or were not previously submitted with an SRTC call for projects
<b>July-August</b>	TIP Development – review project information in SAW, finalize project list, fiscal constraint analysis, air quality conformity determination
<b>August 25</b>	TTC meeting – TIP Overview
<b>September 3 – October 4</b>	30-day public comment period
<b>September 9</b>	Board meeting – TIP Overview
<b>September 16</b>	Virtual public meeting to review draft TIP 12:00pm - 1:00pm
<b>September 22</b>	TTC meeting – Recommend Board approval of draft TIP
<b>October 14</b>	<b>SRTC Board Approval</b>
<b>October 26</b>	WSDOT STIP Due Date
<b>~ January 15</b>	<b>FHWA/FTA STIP Approval</b>

**More Information:**

- For detailed information contact: Kylee Jones at [kjones@srtc.org](mailto:kjones@srtc.org) or 509.343.6370

# 2021 Draft Board Agenda Items

## OCTOBER

For Action	For Information & Discussion
2022-2025 Transportation Improvement Program	Public Participation Plan Update
Unified List of Regional Transportation Priorities	Horizon 2045 MTP Financial Plan
	Electrification Grant Project Update
	Horizon 2045 MTP Chapters 3 & 4
	US 195/I-90 Study Final Report
	CY 2022 Budget
	CY 2021 Q3 Budget Update
	WSDOT-US 2 West Plans Transportation Management Plan

## NOVEMBER

Public Participation Plan Update	2022 Transportation Improvement Program Guidebook
Horizon 2045 MTP Financial Plan	CY 2022 Indirect Cost Plan
CY 2022 Budget	
US 195/I-90 Study Final Report	
WSDOT-US 2 West Plans Transportation Management Plan	

## DECEMBER

2022 Transportation Improvement Program Guidebook	Horizon 2045 MTP Adoption
CY 2022 Indirect Cost Plan	

## **MEETING SUMMARY**

### **Spokane Regional Transportation Council 08/25/21 Transportation Technical Committee (TTC) Meeting Zoom Video Conference**

#### ***Action Items***

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- **2021-2024 Transportation Improvement Program September Amendment** – All votes were in favor of a motion to recommend Board approval.
- **Metropolitan Transportation Plan Needs Analysis** – Mr. Fletcher reviewed the information presented to the TTC in May, including an overview of scoped costs, considerations and strategies. He provided an overview of expected need vs. projected revenue for operations and maintenance/preservation, and fiscal constraint for programmatic buckets and regionally significant capital. He shared information about the gap between expected long-term revenue and needs through the planning horizon.

A motion to recommend Board approval of the MTP Needs Analysis carried unanimously.

#### ***Information and Discussion Items***

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- **Metropolitan Transportation Plan (MTP) Priority Networks** – Mr. Lien discussed the purposes of priority networks and the reasons for defining them. He presented information on the nature and source of updates to each of the four priority networks (vehicular, freight, bike and transit). The priority networks map is available online and TTC members and other participating agencies are asked to review and provide comments by 10/4/21.
- **Unified List of Regional Transportation Priorities** – Ms. McMenemy reviewed the events that led to the current state of the Unified List and explained how the project will proceed. She reviewed the work plan and schedule. She then discussed the screening criteria and asked the group for additional input.
- **2022-2025 Transportation Improvement Program Overview** – Ms. Jones provided a background of the TIP and process for project incorporation. The 2022-2025 TIP consists of 82 projects totaling \$740M in upcoming 4 years and \$766M in the next 6 years. She reviewed the projects by type, noting that the North Spokane Corridor accounts for approximately 73% of program funds. Ms. Jones reviewed the upcoming schedule and public engagement process.