



Board of Directors Meeting

Thursday, October 14, 2021 • 1:00 PM – 3:00 PM

Virtual Meeting via Teleconference

PUBLIC NOTICE:

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

Join Zoom Meeting

<https://us02web.zoom.us/j/81903899205?pwd=Q3hKWHpNeU1YOUIGTzFWRXVsZlJCZz09>

Meeting ID: 819 0389 9205 | Passcode: 841126

Join by phone: 1-253-215-8782

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



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.



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

Board of Directors Meeting Agenda

Thursday, October 14, 2021 | 1:00 pm – 3:00 pm

Time	Item	
1:00	1.	Call to Order / Record of Attendance / Excused Absences
1:02	2.	Public Comments
n/a	3.	Executive Director's Report <ul style="list-style-type: none"> a) Program Updates b) Funding c) Tribal Representation d) Highway Safety Improvement Program Fund Awards
		<u>FOR ACTION</u>
1:07	4.	Consent Agenda <ul style="list-style-type: none"> a) September 2021 Meeting Minutes page 3 b) September 2021 Vouchers page 7 c) 2021-2024 Transportation Improvement Program October Amendment page 8 d) Title VI Plan Update page 11
1:10	5.	2022-2025 Transportation Improvement Program <i>(Kylee Jones)</i> page 13
1:15	6.	Horizon 2045 - Metropolitan Transportation Plan: Needs Analysis <i>(David Fletcher)</i> page 25
1:25	7.	Formation of Board Subcommittee to Recommend Appointment for Major Employer Representative, Rail/Freight Representative and the Transportation Advisory Committee <i>(Chair Ben Wick)</i> page 31
		<u>FOR INFORMATION AND DISCUSSION</u>
1:30	8.	Unified List of Regional Transportation Priorities <i>(Eve McMenemy)</i> page 32
1:45	9.	US195/I-90 Study Final Report <i>(Ryan Stewart)</i> page 40
2:00	10.	Horizon 2045 - Metropolitan Transportation Plan: Draft Chapter 3 <i>(Mike Ulrich)</i> page 60
2:15	11.	CY 2022 Budget and Indirect Cost Plan, CY 2021 Q3 Budget Update <i>(Greg Griffin)</i> page 62
2:25	12.	West Plains Subarea Transportation Management Plan <i>(Char Kay, WSDOT)</i> page 91
2:45	13.	Spokane Transit Authority City Line Update <i>(E. Susan Meyer, STA)</i> n/a
2:50	14.	Board Member Comments
3:00	15.	Adjournment

Attachments

- 2021 Draft Board Agendas page 94
- September Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries page 95

MEETING MINUTES

Spokane Regional Transportation Council
Board of Directors Meeting – Thursday September 9, 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*
Mayor Kevin Freeman, *City of Millwood*
Council Member Lori Kinnear, *City of Spokane*
Council Member Candace Mumm, *City of Spokane*
Larry Stone, *Major Employer Representative*
Council Member Micki Harnois, *Southeast County Towns Rep.*
Commissioner Al French, *Spokane County*
E. Susan Meyer, *CEO, Spokane Transit Authority*
Todd Coleman, *Transportation Advisory Committee*
Mike Gribner, *Regional Administrator, WSDOT-Eastern Region*
Kelly Fukai, *Washington State Transportation Commission*

Alternate Board Members:

Inga Note, *Transportation Technical Committee*

Guests:

Chad Coles, *Spokane County*
Russ Connole
Karl Otterstrom, *Spokane Transit Authority*
Joe Tortorelli, *Spokane Good Roads Assn.*
Kevin Picanco, *City of Spokane*
Chamisa Radford, *Spokane Tribe of Indians*
Katy Allen, *City of Liberty Lake*
Brandi Colyar, *Spokane County*
LeAnn Yamamoto, *CommuteSmart NW*
Kristine Williams, *Spokane Transit Authority*
Anna Ragaza-Bourassa, *WSDOT-Eastern Reg.*

SRTC Staff:

Lois Bollenback, *Incoming Executive Director*
Eve McMenamy, *Deputy Executive Director*
Ryan Stewart, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
David Fletcher, *Associate Transportation Planner III*
Kylee Jones, *Associate Transportation Planner II*
Michael Redlinger, *Associate Transportation Planner II*
Julie Meyers-Lehman, *Administrative-Executive Coordinator*
Megan Clark, *SRTC Legal Counsel*

Chair Wick stated that members Linda Thompson, Matt Ewers and Mary Kuney requested excused absences.

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

Chair Wick reported that City of Medical Lake Council Member Tony Harbolt had to step down from Board membership due to ongoing meeting time conflicts and the City will be appointing a new member.

2 Public Comments

There were no public comments.

3 Interim Executive Director's Report

Ms. Bollenback reported on:

- An update to the Electrification Grant project. This is a \$2.5M Department of Commerce grant to fund 51 electric vehicle charging stations, complemented with \$8.9M in match funding from Avista and STA. Staff from partner agencies working together on the details needed to implement the project. She recognized SRTC staff Kylee Jones who has taken the lead on shepherding this project for SRTC. The project team is very optimistic about the progress and the Board will receive a detailed update in the next few months.
- There are two appointed Board positions with three-year terms (Major Employer representative and Rail/Freight representative). In December 2021 the Board will be asked to reappoint the existing members or appoint new members to those seats.
- SRTC staff participated in the Unity in the Community event with an informational booth; it was a good opportunity to promote agency activities and interact with citizens.
- Meetings have been scheduled with representatives from the Kalispel Tribe and Spokane Tribe to discuss appointing individuals as SRTC Board members. She reminded that SRTC must enact a Memorandum of Agreement with each entity prior to the Board membership appointment.
- Discussions at the federal level regarding reauthorization of the FAST Act and a large comprehensive infrastructure package currently being evaluated by Congressional committees.
- COVID relief funding was passed in January and those allocations are just now showing up funding availability notifications for SRTC planning work. There will be a call for projects next year and the additional funding will be added to the normal funding collars available.

ACTION ITEMS

4 Consent Agenda

a) August 2021 Meeting Minutes

b) August 2021 Vouchers

c) 2021-2024 Transportation Improvement Program (TIP) September Amendment

Ms. Cragun made a motion for approval of the Consent Agenda; Ms. Fukai seconded. All votes were in favor.

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
	<u>210,650.83</u>

5 Transportation Funding Priority Statement for 2021 Special Legislative Session

Ms. McMenemy reminded the group that in the recent state legislative session no transportation package was passed but there is still speculation about a special legislative session later this year where this issue may be addressed. In response to that, the Board took action in July to approve a Priority Funding Statement, which included three priority statements. At the August meeting the Board discussed adding a fourth priority statement, but the Board did not take action. Instead, staff was directed to expand the language and scope of Priority 2.

Ms. McMenemy read Priorities 1 and 3 and reviewed the wording changes in Priority 2, noting that staff had worked with Mr. Gribner on this. She said the statement reflects what can be delivered by member agencies and staff held conversations with TTC member staff to verify.

Several members commented that they are supportive of the new language in Priority 2 as it addresses more closely what it is anticipated that legislators will be looking for.

Mr. Freeman made a motion to approve the additional clarifying language in the SRTC Funding Priority Statement for the 2021 Washington State Legislative Special Session; Ms. Harnois seconded. Motion carried unanimously.

Ms. McMenemy said the next steps will be to distribute an electronic copy of the entire priority statement document to Board members and post it to the SRTC website.

INFORMATION & DISCUSSION ITEMS

6 US 195/I-90 Study Update

Mr. Stewart recapped the study's purpose, geographic area addressed, and members of the study advisory team. He emphasized that the focus of the study is not just for corridor improvements for vehicular traffic, but also to evaluate how the area is forecasted to grow and to evaluate safety, infrastructure, and access for all modes. The study has been ongoing for a year and a half and the draft final report is complete; the study advisory team reviewed the report last month and provided feedback.

Based on community input, surveys, stakeholder comments and other public feedback, the study team developed five project goals and metrics with which to analyze improvement strategies.

He spoke about upcoming public engagement activities through November, including a 30-day public comment period. The Executive Summary and draft Final Report will be presented to the Board in October and in November the Board will be asked to take action and accept the recommendations in the report.

The group discussed targeted public engagement and a pending residential development near Spangle.

7 Horizon 2045-Metropolitan Transportation Plan (MTP): Needs Analysis (31:52)

Mr. Fletcher reminded the group that this is part two of the larger MTP Financial Assessment; part one was the Financial Forecast reviewed by the Board in March. The needs analysis provides a big picture, planning level estimate of the cost to adequately operate and maintain the regional transportation system over the next 20+ years. He noted that all the estimated costs are year of expenditure numbers.

He outlined and provided examples of the MTP needs categories; Operations & Maintenance, Preservation, Programmatic Buckets, and Regionally Significant Projects. He reviewed the process involved in updating the needs analysis, noting that this will come before the Board next month with a request for acceptance.

The total needs are estimated to be \$19.5B over the 23-year planning period, which includes \$6B in Operations & Maintenance and about \$10B for Preservation. It is not expected that there will be sufficient revenue to cover all the needs. He presented information about forecasted revenues relative to needs, the growing gap between projected funding and expenditures for local jurisdictions maintenance/preservation needs, and projected expenditures by category.

The group discussed and some comments included;

- The proportionality of the gap shortfall for local jurisdictions by expenditure
- Are projects predicated on currently adopted land use policies? Costs could increase if the network is expanded to accommodate growth.
- The analysis does not account for roadways that might be built in the future in response to growth.
- Concern that the population estimates provided by the Office of Financial Management don't reflect the actual rate of growth in Spokane County as shown by the latest census data.

8 Horizon 2045-MTP: Public Engagement

Ms. Jones provided a background and purpose of public engagement for the MTP update, which is to give the public an opportunity to review and provide feedback on elements of the MTP. She described the goals, major milestones and timeline. A public survey was open from 6/30 to 8/15 and had 626 responses. She said SRTC contracted with a public engagement consultant who has been assisting with outreach, including multiple meetings with focus groups of historically excluded populations. There were no questions or discussion.

9 2022-2025 Transportation Improvement Program (TIP) Overview

Ms. Jones defined the TIP and its purpose. She said that projects receiving federal funding or that are identified as regionally significant must be included in the TIP, which is updated annually. Once the TIP is approved it is incorporated to the Statewide Transportation Improvement Program administered by WSDOT.

She reported that the proposed TIP contains 85 projects totaling \$743M over the next four years; she presented a list of projects by type and percentage of total program. A public meeting will be held next week and guest speakers from four member agencies will share information about some local projects.

There was discussion about the SRTC Complete Streets checklist and a new call for projects from the Transportation Improvement Board for agencies that have a complete streets policy.

10 Board Member Comments

- Ms. Fukai spoke about the upcoming WA State Transportation Commission annual meeting and shared a link to the agenda.
- Ms. Meyer provided details about the STA program providing shuttle service to the Spokane Interstate Fair from Spokane Community College.

12 Adjournment

There being no further business, the meeting adjourned at 2:08 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF SEPTEMBER 2021

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
9/8/21	V121664	Enduris	Additions/Deletions to Named Position Insurance	215.00
	V121665	CedarPlank LLC	MTP outreach consultant	1,808.40
	V121666	Verizon Wireless	IT Svcs: Wireless Svcs E.D. Phone, 7/24-8/23/21	90.79
	V121667	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-18	450.00
	V121668	WA State Dept of Retirement	Employee and Employer Contributions: August 2021	14,018.41
	V121669	Visionary Communications, Inc.	Fiber Services, Sept 2021	910.34
	V121670	Intrinium	Managed IT Services - Mnthly Sept; O365 software	2,438.00
	V121671	Allstream	Telephone: Lines to 10/7/21 and Long Distance for August 2021	521.82
	V121672	Rehn & Associates	Admin fee August '21	75.00
	V121673	Spokesman Review	Advertising Public notices - TIP	78.93
	V121674	Fehr & Peers	US-195/I-90 Study for 6/26/21 - 7/30/21 Phases 3 & 5	3,461.99
9/21/21	V121675	Intrinium	Fortinet bundle renewal - 1 yr	738.93
	V121676	Witherspoon Kelley Attnys	Admin - Aug Board mtg/Agenda	564.00
	V121677	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-19	450.00
	V121678	Resource Systems Group Inc	Tasks 1.5 July/August 2021 Planning Tools	1,770.66
	V121679	Resource Systems Group Inc	Tasks 3.01,4.01,4.03,5.01,6.01; SRTC DATA Project	8,594.02
	V121680	WA State Auditor's Office	2020 audit billing #3	1,017.90
	V121681	AWC Employee Benefit Trust	October '21 Benefit Insurance Premiums	10,935.45
	V121682	McAloon Law PLLC	Legal Svcs for ETS Grant discussions	530.00
	V121683	American Planning Association	APA/AICP dues renewal for MU thru 9.30.22	575.00
	V121684	American Planning Association	APA dues renewal for KJ thru 9.30.22	236.00
9/28/21	V121685	Washington Trust Bank	Sftwr subscptns; Office splys/eqpt; Admin phone; Staff virtual Conf Reg's	981.23
	V121686	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for Sept 2021	7,695.04
	V121687	Pacific Office Automation	Copier Lease/Usage August 2021	155.48
		Reimbursement(s) AWC Wellness Grant Reimbursement		(50.00)
		Salaries/Benefits Pay Periods Ending: 9/04/21 and 9/18/21		84,232.56
8/31/21		Spokane County Treasury Monthly SCIP fee - August 2021		21.81

TOTAL September 2021 142,516.76

Recap for September 2021:

Vouchers: V121664 - V121687	58,262.39
Salaries/Benefits Pay Periods Ending: 9/04/21 and 9/18/21	84,232.56
Spokane County Treasury Monthly SCIP fee - August 2021	21.81
	142,516.76

As of 10/14/21, the Spokane Regional Transportation Council Board of Directors approves the payment of the September 2021 vouchers included in the list in the amount of:
\$142,516.76

Chair

To: Board of Directors 10/07/2021
From: Kylee Jones, Associate Transportation Planner II
Topic: **2021-2024 Transportation Improvement Program (TIP) October Amendment**

Requested Action:

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

Key Points:

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

Spokane County

- Elk-Chattaroy Road Preservation

City of Spokane:

- Maple/Ash Chip Seal
- Haven Street Grind & Overlay

City of Spokane Valley:

- Sprague Avenue Preservation
- Broadway at I-90 Preservation

Spokane Regional Health District:

- Walk Bike Bus Downtown
- 2021-2023 Safe Routes to School

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 09/22/2021 the Transportation Technical Committee unanimously approved a motion to recommend Board approval of the 2021-2024 TIP October Amendment.

Public Involvement:

Pursuant to SRTC's Public Participation Plan, this amendment was published for a public review and comment period from 08/18/2021 through 08/27/2021. Notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and social media platforms on 08/18/2021. No public comments were received.

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 Board, the October amendment will be incorporated into the STIP on or around November 15, 2021.

More Information:

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

2021-2024 Transportation Improvement Program

Ocotber Amendment (21-10)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane County	Elk-Chattaroy Road Preservation A tack coat and overlay of the existing pavement with 2" of hot mix asphalt (HMA) and touching up the shoulders with crushed surface top course (CSTC) between Laurel Rd. and Drew Ln.	Federal (STP-R)	\$696,000	✓	
		Local	\$232,000		
		Total	\$928,000		
City of Spokane	Maple/Ash Chip Seal Chip Seal of existing asphalt concrete surface including roadway surface repair and preparation between Northwest Blvd and Rowan Ave.	Federal (STP-UL)	\$718,500	✓	
		Local	\$239,500		
		Total	\$958,000		
City of Spokane	Haven St. Grind & Overlay Grind and overlay asphalt surfacing curb to curb. Replace ADA ramps where needed near Rockwell Ave and Columbia Ave.	Federal (STP-UL)	\$1,000,000	✓	
		Local	\$399,000		
		Total	\$1,399,000		
Spokane Valley	Sprague Avenue Preservation Grind and inlay pavement preservation with locations of full-depth patching between Havana Rd. and Fancher Rd.	Federal (STP-UL)	\$1,000,000	✓	
		Local	\$995,644		
			\$1,995,644		
Spokane Valley	Broadway at I-90 Preservation Grind and inlay pavement preservation with locations of full-depth patching between Fancher Rd. and Park Rd.	Federal (STP-UL)	\$1,000,000	✓	
		Local	\$787,093		
			\$1,787,093		
SRHD	Walk Bike Bus Downtown Program is being removed from the TIP due to shift in Health District priorities and resources	Remove all funding			✓
SRHD	2021- 2023 Safe Routes to School Program is being removed from the TIP due to shift in Health District priorities and resources	Remove all funding			✓

To: Board of Directors 10/07/2021
From: Michael Redlinger, Associate Transportation Planner II, Title VI & ADA Coordinator
Topic: **Title VI Plan Update**

Requested Action:

Approval of the SRTC Title VI Plan update as presented.

Key Points:

- WSDOT requires that a Title VI Plan be updated to reflect changes in the agency's Title VI Program, such as changes to Executive Director or Title VI Coordinator position, changes to the complaint filing procedure, or methods used for outreach, etc.
- SRTC's plan is being updated to reflect hiring Lois Bollenback as Executive Director in August 2021 and naming Michael Redlinger as Title VI & ADA Coordinator in late 2020.
- The proposed update also includes minor language revisions and current data applied to the Limited English Proficiency appendix.

Board/Committee Discussions:

The currently adopted Title VI/Limited English Proficiency Plan was approved the SRTC Board in November 2018. This is the first time the updated Title VI Plan has been presented to the Board.

Public Involvement:

All Board meetings are open to the public.

Supporting Information/Implications:

All government agencies receiving federal funds are required to comply with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color, and national origin in the provision of benefits and services. The Title VI Program includes a requirement to submit a plan specifying how agencies will implement their Title VI responsibilities.

The Plan must include a policy statement reflecting the agency's commitment to Title VI compliance, organization and staffing information for the agency, Title VI Standard Assurances completed and signed by the agency's Executive Director, and complaint procedures for those who feel they have been discriminated against.

More Information:

- Link: [Draft 2021 SRTC Title VI Plan](#)
- For detailed information contact Michael Redlinger at mredlinger@srtc.org or 509.343.6370

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

10/07/2021

Requested Action:

Approval of the 2022-2025 Transportation Improvement Program through Resolutions 21-03 and 21-04 (**Attachment 1**).

Key Points:

- SRTC staff has developed the draft 2022-2025 TIP and can be viewed at: <https://www.srtc.org/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.
- The TIP must be updated, at a minimum, every two 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. 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.
- To date, staff from member jurisdictions have submitted their TIP project records through the Secured Access Washington (SAW) database. SRTC staff have reviewed all project records.
- There are 85 projects in the 2022-2025 TIP that amount to approximately \$744 million in transportation investments of all types.
- A public comment period was open from 09/03/2021 to 10/4/2021. Ten comments were received and are listed in **Attachment 2** (2022-2025 TIP Appendix G).

Board/Committee Discussions:

An overview of the draft 2022-2025 TIP was presented to the Transportation Technical Committee (TTC) in August and to the Board in September. On 9/22/2021 the TTC unanimously recommended Board approval of the 2022-225 TIP.

Public Involvement:

An interactive virtual public meeting to review the 2022-2025 was held on 9/16/21 at 12:00. Guest speakers included staff from City of Spokane, City of Spokane Valley, Spokane Transit and Spokane County who will share information about projects in the TIP

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 included a 30-day public comment period (September 3 – October 4) and a public meeting. Presentations of the TIP document were held at Board and TTC meetings all of which are open to the public.

Supporting Information/Implications

Below is the schedule for the development and approval of the 2022-2025 TIP:

2022-2025 TIP Development Schedule

Aug 1	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC in Secure Access Washington (SAW)
Aug 1	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.
Jul - Aug	TIP Development – review project information in SAW, finalize project list, fiscal constraint analysis, air quality conformity determination.
Aug 25	TTC meeting – TIP Overview
Sep 3 – Oct 4	30-day public comment period
Sep 9	Board meeting – TIP Overview
Sep 16	Virtual Public meeting to review draft TIP, 12:00 – 1:00pm
Sep 22	TTC meeting – Recommend approval of draft TIP
Oct 14	SRTC Board Approval
Oct 19	WSDOT STIP Due Date
~ Jan 15	FHWA/FTA STIP Approval

More Information:

- Attachment 1: Resolutions 21-03 and 21-04
- Attachment 2: Appendix G Public Comments
- For detailed information contact: Kylee Jones at kjones@srtc.org or 509-343-6370

RESOLUTION
of the BOARD of DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL OF WASHINGTON

R 21-03 SRTC

**APPROVING THE FINDING OF TRANSPORTATION CONFORMITY WITH AIR
QUALITY PLANS FOR THE
2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATE FOR
THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS the Fixing America's Surface Transportation (FAST) Act of 2015 requires metropolitan planning organizations to develop a long-range intermodal/multimodal financially-constrained transportation plan for each metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council's Policy Board (SRTC Board) is the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and

WHEREAS, the SRTC Board is the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the 2022-2025 Transportation Improvement Program (2022-2025 TIP) is consistent with the Horizon 2040 Metropolitan Transportation Plan (Horizon 2040); and

WHEREAS, the Horizon 2040 was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, Horizon 2040 conforms with Air Quality Plans, which include the Spokane CO Nonattainment Area Maintenance Plan (MP) and the Limited Maintenance Plan (LMP) for PM₁₀; and

WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2022-2025 TIP; and

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional Transportation Council of Washington that the 2022-2025 Transportation Improvement Program for the

R-21-03 SRTC

Spokane Metropolitan Planning Area is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM₁₀ maintenance areas.

PASSED and APPROVED this 14th day of October 2021 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

Mayor Ben Wick, City of Spokane Valley
Chair, SRTC Board of Directors

ATTEST

Lois Bollenback
Executive Director, SRTC

RESOLUTION
of the BOARD of DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL OF WASHINGTON

R-21-04 SRTC

**APPROVING THE 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS, the Fixing America's Surface Transportation (FAST) Act of 2015 requires metropolitan planning organizations to develop a four-year program of transportation facilities, programs and services to be completed in the metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council's Board of Directors is the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and

WHEREAS, the SRTC Board is the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, Horizon 2040 is also the Regional Transportation Plan (RTP) for Spokane County; and

WHEREAS, the Horizon 2040 Metropolitan Transportation Plan for the Spokane Metropolitan Planning Area has been determined to conform with Air Quality Plans; and

WHEREAS, the Horizon 2040 has been approved by the SRTC Board; and

WHEREAS, the 2022-2025 Transportation Improvement Program for the Spokane Metropolitan Planning Area (2022-2025 TIP) has been developed based on the contents, goals and objectives of the Horizon 2040; and

WHEREAS, the 2022-2025 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), and Spokane Transit Authority (STA), and with input from various groups and members of the general public; and

R-21-04 SRTC WHEREAS, the public was to review the draft document at a public meeting and was provided

30 days to comment on the 2022-2025 TIP; and

WHEREAS, the SRTC Board is responsible for local approval of the TIP; and WHEREAS, the TIP must contain all federally-funded transportation projects in the SMPA prior to the distribution of funds to those projects; and

WHEREAS, the TIP must contain all regionally significant transportation projects in the SMPA requiring an action by the U.S. Department of Transportation, regardless of funding source, prior to the distribution of funds to those projects; and

WHEREAS, these projects must be included in the TIP before the funds can be used for these activities.

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional Transportation Council of Washington that:

1. The 2022-2025 TIP for the Spokane Metropolitan Planning Area is hereby approved.
2. The Executive Director of the Spokane Regional Transportation Council is authorized to finalize and publish the 2022-2025 TIP and submit it to the WSDOT for inclusion in the State Transportation Improvement Program for transmittal to the appropriate agencies in the U.S. Department of Transportation.

PASSED and APPROVED this 14th day of October 2021 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

Mayor Ben Wick, City of Spokane Valley
Chair, SRTC Board of Directors

ATTEST

Lois Bollenback
Executive Director, SRTC

APPENDIX G PUBLIC COMMENTS

1. Comment

Doesn't seem very ambitious. Nothing of note happening with HW 195 through Latah Valley. Most of this appears to be keeping up with maintenance with a majority focus on the interstate.

Date Received	Name	Method	Topic
9/3/2021	Ps1	Reddit r/Spokane	US 195 corridor

Agency Response: Date: 9/16/2021

Thanks for reviewing the plan and commenting. We appreciate all input. In collaboration with other local jurisdictions, SRTC is finalizing a study of the US 195/I-90 corridor. Details about the study can be found at:

<https://us195transportationstudy.com/>

The study final report will be discussed at the (virtual) October 14 SRTC Board meeting, which is open to the public. Meetings starts at 1:00 on Zoom. Log-in info will be available by October 7 or 8 at: <https://www.srtc.org/srtc-policy-board/>

Jurisdiction Response:

None needed.

2. Comment

Yeesh. \$700+ million on asphalt for automobiles.

Date Received	Name	Method	Topic
9/3/2021	Excelsiorbanjo	Reddit r/Spokane	Spending allocations

Agency Response:

None

Jurisdiction Response:

None needed.

3. Comment

Hey hey bikes & transit get 12% of that (half of which is just maintenance) so it's only \$650 million dedicated toward ensuring people in their 2-ton rolling murder machines are slightly more comfortable while killing the planet...

Date Received	Name	Method	Topic
9/3/2021	gohuskies	Reddit r/Spokane	Spending allocations

Agency Response:

None

Jurisdiction Response:

None needed.

4. Comment

57th and Hatch Rd seriously needs a Traffic Circle.

Date Received	Name	Method	Topic
9/3/2021	Amblydoper	Reddit r/Spokane	n/a

Agency Response:

None.

Jurisdiction Response:

None needed.

5. Comment

As a resident within the 904 4 lake- Tyler route, I don't see any planning at your level or state DOT. I think this is a gross dis-service to the landowners within the route. With all the building, significant traffic increase within the whole route. I believe it is similar to planned for Airway Heights area. To late. So if you have or can refer any plans/studies / information . It would be appreciated. Biggest concern is the ML/4Lake- 904 intersection. No light. no gaps. Plus the STA build a poorly planned and dangerous bus stop at the 4 Lakes location.

Date Received	Name	Method	Topic
9/9/2021	John Magnuson Jr	Email	SR 904

Agency Response:

Hello Mr. Magnuson,

Thank you very much taking the time to comment on the draft 2022-2025 Transportation Improvement Program. We will incorporate your comments into the TIP document and will also forward your message to both WSDOT and Spokane Transit.

To answer your question about SR 904:

- In May 2018 WSDOT released an Operation Study of I-90 from Idaho to Four Lakes, that can be found [here](#). This report includes active traffic management solutions for I-90.
- Also in 2018 WSDOT did a corridor sketch summary of SR 904 which can be found [here](#). In that summary there is contact information for WSDOT staff to see if they have updated any possible mobility performance strategies for SR 904.

Regarding the Four Lakes transit station, a recording of a 3/30/31 virtual open house about station construction and additional information about the project can be found on the Cheney Corridor High Performance Transit Service page of the STA website [here](#).

Again, thank you for your comments. We appreciate all input. Please contact me if we can provide additional information to you.

Best regards,
Julie Meyers-Lehman, SRTC

Jurisdiction Response:

9/27 forwarded to WSDOT & STA

6. Comment

Hello,

I live in the city limits and walk to work as many days out of the year as possible, but my shifts are 12hrs and I don't walk when the sun is down. Anyway, I would LOVE to see more bike routes clearly marked within the city. I would LOVE LOVE urban bike trails for easier cycling commutes around town. I am trying to ride my bicycle more and even encourage my children to join me, but I have to admit the roads are VERY scary. We take Lyons street to Arlington elementary school and crossing Crestline is not very convenient. The stop sign is hidden by a bush. Our bicycle routes go from nice good calm side streets to very busy streets. Could the busy streets have more clear defined bicycle paths? Thanks so much for all you do!

Sincerely,
Alice Moon

Date Received	Name	Method	Topic
9/5/2021	Alice Moon	Email	Bike facilities
Agency Response: Hi Alice;			
Date: 9/17/2021			

Thank you very much for taking the time to comment on the draft Transportation Improvement Program. I will make sure your comments are incorporated into the materials and will also forward your message to the City of Spokane, as the area you that you are referring to is in the city limits.

Please feel free to contact me if you have any other comments or questions.

Best regards,
Julie Meyers-Lehman, SRTC

Jurisdiction Response: Date: 9/20/2021
Hi Ms. Moon,

Thank you for your comments on the 2022 – 2025 Transportation Improvement Program. I received as they pertain to bike routes within the City. We are working on improving the routes, and your feedback is very much appreciated in this effort.

We are looking for opportunities to improve safe and comfortable routes for walking and biking for people of all ages and abilities, such as your family, both in your neighborhood and citywide.

A couple projects in your area that are planned or in the works:

- A Neighborhood Greenway on Cook Street from Illinois Ave and across Francis, map attached
- A shared-use pathway on Garland Avenue from Cook Street to Market street, second map attached
- And the State DOT is entering construction of a shared-use pathway, the Children of the Sun Trail, running north-south along the future freeway alignment. More information is available [here](#) and [here](#).

Thank you for taking the time to send these comments and provide this feedback. It is very helpful as we look to design these projects to work for families and people of all ages, and as we look for future opportunities to improve the safety of our transportation system.

Best regards,
Colin Quin-Hurst, City of Spokane

7. Comment

Thank you for pushing forward with this project! The Centennial trail needs to be accessible to people, I've heard of plans to move it down to the river, but that plan is being pushed by people who are trying to illegally block off and claim the city right of way as their own front yard. I say YIMBY to the centennial trail

Date Received	Name	Method	Regarding Project
9/6/2021	Rob Woodworth	Email	Centennial Trail

Agency Response: Date: 9/23/2021

Hi Rob -

Thank you for your comments. We will be sure these are included in the final 2022-2025 Transportation Improvement Program document, which will be presented to the Board of Directors in October. Please feel free to contact SRTC anytime with questions or comments.

Best regards,

Julie Meyers-Lehman, SRTC

Jurisdiction Response:

None needed.

8. Comment

I looked at the map of upcoming transportation projects and don't see anything that addresses the need to fix the dangerous merge from 195 to E bound I-90. The short ramp, merging into full speed traffic is very dangerous. The meter doesn't really fix the issue.

I see the Hatch bridge is going to be redone, however the intersection is the real problem as are many of the intersections that bisect 195 from Hatch to I-90. Why can't we get some type of improved safety for these dangerous intersections? Cheap, temporary fix are stop lights with flashing warnings that the light will change several hundred yards ahead. Long term fix is overpasses or rural highway roundabouts.

With all the new housing proposed along 195 why can't the safety of people who drive it daily be more important?

Please do something ASAP on these critical infrastructure needs!

Mike Herman

Date Received	Name	Method	Regarding Project
9/7/2021	Mike Herman	Email	US 195/I-90

Agency Response: Date: 9/16/2021

Hello Mr. Herman,

I was forwarded your email today and have some information to share. SRTC is currently working with WSDOT, the City of Spokane, and other agencies on strategies to address the challenges you mention in the US 195 corridor. While we do not have a short term fix for the on ramp from US 195 to eastbound I-90 (WSDOT estimates a fix for the interchange would cost more than \$400 million), we do have some proposed strategies to lessen the amount of local traffic using US 195 and the interchange with I-90. These projects include local access and network improvements, additional j-turns as well as other safety and mobility strategies. Details about the proposed projects are included in a draft final report for the US 195/I-90 study and will be available on the study website in the next week or so:

<https://us195transportationstudy.com/>

Thank you for your comments. They will be included in the study record for consideration by regional decision makers.

Ryan Stewart, AICP
Principal Transportation Planner
Spokane Regional Transportation Council

Jurisdiction Response:

None needed.

9. Comment

So how does one get to be a member I don't know if their's any one from chief garry park. So they still have dirt roads I was told year half ago the blocks between sinto and desment were going to be paved there are 3 blocks now I'm being told two blocks are going to be paved because they ran out of money on to the walkable rideable trail I been told no several occasions about the iron bridge the un finished trail from the iron bridge to mission then from s.c.c to fancher. I personal would like to see a walkable rideable trail from south riverton up regal to Lacey to desment to the iron bridge we are see more people use Lacey between desment and sinto to go for walks and go to stone park and chief garry I could go on

Date Received	Name	Method	Regarding
9/16/2021	Doug Salter	Email	Unpaved roads and unfinished trails in Chief Garry Park

Agency Response: Date: 9/16/2021
Good morning, Doug,

Thank you for contacting us about your concerns for the unpaved roads and trails in the Chief Garry Park area. This area falls under the jurisdiction of City of Spokane so I will be forwarding your comments to the City's planning department.

To answer your question about membership, the members of SRTC's Board of Directors are elected officials from the cities and towns within Spokane County, member agency executives, and the Chairs of the Transportation Technical Committee and Transportation Advisory Committee. Here is a link to [SRTC Board information](#).

All meetings are open to the public and at every meeting there is an opportunity for public comments. A person can share their comments to the Board either verbally or in writing. Right now we are still holding all our meetings virtually because of the ongoing pandemic. The next Board meeting is Thursday, October 14 at 1:00pm and I would be happy to share the Board packet, which includes meeting log-in information, when it becomes available on October 7 or 8.

Please contact me if I can provide any other information to you.

Thank you,
Julie Meyers-Lehman, SRTC

Jurisdiction Response: Date: 09/22/2021

Hi Doug-

Your comments were forward to the City by SRTC.

Regarding the unpaved streets project in your neighborhood, 2 blocks of Lacey St. from Desmet to Sharp is planned for strip paving in 2022 as part of City's new Unpaved Streets program. That program provides funding for the equivalent of 2 city blocks of strip paving for each City Council District each year. Council members select the locations within their Council District with input from City staff. The remaining 1 block of Lacey, Sharp to Sinto would remain on the list of potential future project locations for strip paving.

Regarding your desired bike/ped routes, a shared use trail along S. Riverton from the Iron Bridge to Mission Ave. is included on our Bike Master Plan and could be a candidate for a future improvement project pending the availability of funding. And DeSmet from S. Riverton to Nelson St. is identified as a 'Bike Friendly Route' on the Bike Master Plan. See this link to the Bike Master Plan map and info: [Bicycle Master Plan - City of Spokane, Washington \(spokanecity.org\)](https://www.spokanecity.org/bicycle-master-plan).

Feel free to contact me if you have additional questions or would like to discuss this further.

Thanks,
Kevin Picanco, P.E., Senior Engineer, City of Spokane

10. Comment

Mr. Stephen Latoszek called SRTC expressing concerns about 4th Avenue between Rebecca St and Dearborn Rd. He said since the closure of the eastbound I-90 on-ramp at Freya, drivers are going down 4th at speeds well in excess of the 30 mph limit, using the road as an extended entrance ramp to I-90 at Dearborn Rd. He said that there is not enough signage to make it clear that 4th is a residential road with a 30 mph speed limit. He relayed that traffic has increased in volume and speed since the Freya on-ramp closure.

Date Received	Name	Method	Topic
9/20/2021	Stephen Latoszek	Phone	Local road impacts of I-90 EB onramp closure @ Freya

Agency Response:

Telephone conversation with Mr. Latoszek in which staff said his comments would be forwarded on to the City of Spokane and incorporated into the final 2022-2025 TIP document.

Jurisdiction Response: Date: 09/22/2021

Mr. Latoszek,

I passed along your concern with the speed limit sign to our operations group. I'd suggest contacting the City's My Spokane 311 line (or for outside city limits, 509.755.CITY (2489)) to request additional speed enforcement. The section of 4th from Havana to Dearborn is in the City of Spokane Valley's jurisdiction so you could also request their assistance with speed control.

You should know that WSDOT is considering closing the Freya on-ramp permanently. If you'd like to comment on that proposal you can do so here:

Feedback: <https://engage.wsdot.wa.gov/proposed-i-90-freya-on-ramp-permanent-closure/feedback-contact-us>

Online open house: <https://engage.wsdot.wa.gov/proposed-i-90-freya-on-ramp-permanent-closure/>

Sincerely,
Inga Note, City of Spokane

To: Board of Directors 10/07/2021
From: David Fletcher AICP, Associate Transportation Planner III
Topic: **Horizon 2045 Metropolitan Transportation Plan: Needs Analysis**

Requested Action:

Acceptance of the Horizon 2045 Metropolitan Transportation Plan Needs Analysis, as shown in the **Attachment**.

Key Points:

- The Horizon 2045 Metropolitan Transportation Plan (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**.

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 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.¹ 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
TOTALS BY CATEGORY OF NEED	\$5,886	\$10,014	\$1,794	\$1,845	\$19,539

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.

¹ 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 emergency 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,² 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.³ 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.

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

³ 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 project⁵ 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 1.⁶

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 2.⁷

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%
TOTAL	\$1,794	100%

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

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

⁶ 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.

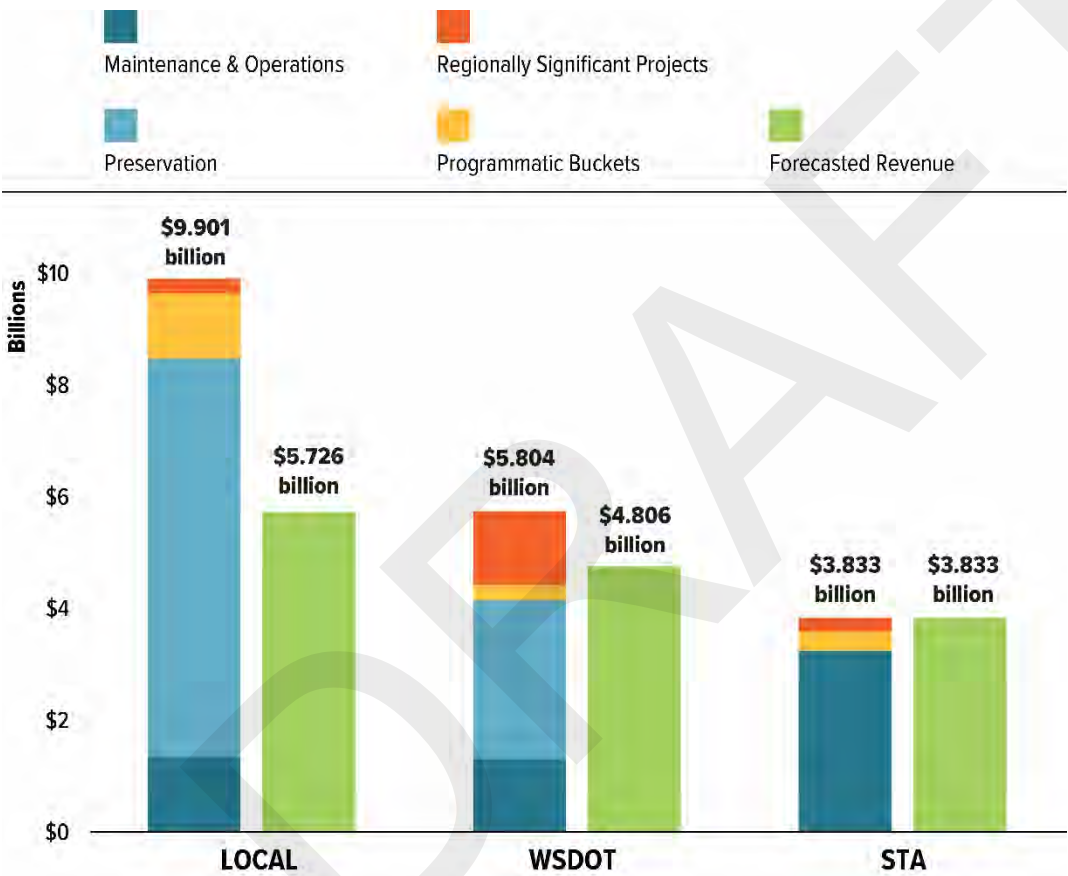
⁷ Like regionally significant projects, the cost estimates for Horizon 2045's programmatic expenditure buckets, shown in Table 3, are subject to change pending any adjustments to the buckets prior to the plan's scheduled adoption in December 2021.

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 10/07/2021
From: Mayor Ben Wick, Chair
Topic: **Formation of Board Subcommittee to Recommend Appointment for the Major Employer Representative, Rail/Freight Representative and the Transportation Advisory Committee**

Requested Action:

Approval for the formation of a Board subcommittee to recruit applicants and recommend appointments for the Major Employer Representative, Rail/Freight Representative, and the Transportation Advisory Committee.

Key Points:

- Per the Interlocal Agreement (ILA) approved in 2021, the SRTC Board of Directors includes the following two appointed seats:
 1. Major Employer Representative
 2. Rail/Freight Representative
- Section D.1.j. of the ILA further stipulates that “The Board representatives for a Major Employer and the Rail Industry shall be recruited by the Board and confirmed by a majority vote of the Board.”
- The term for each position is three years; the current terms end 12/31/2021.
- In addition, the ILA establishes a Transportation Advisory Committee (TAC). Current appointments to the TAC are also set to expire 12/31/2021.
- To support this activity, a subcommittee of the Board will solicit and evaluate applicants for these positions and will recommend qualified candidates to the full Board. A request to approve the recommended appointments will be presented to the Board at the December meeting.

Board/Committee Discussions:

This is the first time this topic has been discussed by the Board.

Public Involvement:

All Board meetings are open to the public.

More Information:

- For detailed information contact: Mayor Ben Wick at bwick@spokanevalley.org or SRTC Executive Director Lois Bollenback at lbollenback@src.org or 509.435.3823

To: Board of Directors
From: Eve McMenamy, Deputy Executive Director
Topic: **Unified List of Regional Transportation Priorities**

10/07/2021

Requested Action:

For information and discussion.

Key Points:

- On 3/11/2021 the SRTC Board of Directors directed staff to assist the Board in leading a collaborative process to assemble transportation priorities from agencies and jurisdictions throughout Spokane County into coherent, strategic list of regional transportation priorities so that the region is more competitive for state and federal funding opportunities. This project is named the Unified List of Regional Transportation Priorities.
- The Unified List requires SRTC Board endorsement to allow SRTC's members and stakeholders sufficient time to utilize the list for development of a 2022 Federal transportation legislative agenda and related materials.
- In response to Board direction, staff gathered federal and state legislative project requests from agencies as the basis for the list in combination with projects included in Horizon 2040, the Metropolitan Transportation Plan (MTP) adopted by SRTC (federal funding must be consistent with the MTP).
- With SRTC committee and Board involvement, qualitative screening criteria were developed to identify transportation project attributes suitable for a competitive list. The screening criteria are closely aligned with SRTC's regional priorities identified in Horizon 2040 and carried forward in Horizon 2045.
- Member agencies submitted project information related to final screening criteria in September. SRTC staff synthesized the screening criteria information as shown in the **Attachment**.
- Staff will be seeking comment on the following:
 - The draft **Attachment** which demonstrates an approach intended to support the development of a funding pipeline for priority projects. The list is sorted into three project categories: project initiation, project development, and project implementation.
 - As proposed, the primary component of the Unified List will include projects that are in the project implementation category. These are projects with demonstrated commitment in local, regional, or state plans and that have completed various phases of development such as preliminary design at a minimum; and

- Projects that are in the initiation and planning stages will be further prioritized based on results of the other additional screening criteria. Top projects from the project planning and initiation category shall be considered for inclusion on the Unified List.
- An annual review and update of the Unified List will provide opportunities for additional projects to be evaluated for future inclusion on the Unified List. Efforts will be made before the next Unified List cycle to add more quantitative project ranking attributes.
- SRTC staff also propose working with project sponsors to develop project information sheets that outline the project need and benefit, the status of funding and development, and other attributes that demonstrate the importance of the project to the region.
- In a related effort, the SRTC Board adopted a 2021 Transportation Funding Priority Statement for use during a WA State Legislative Special Session, linked [here](#).
- SRTC is also coordinating with 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.

Board/Committee Discussions:

In 2021, the Board discussed regional transportation project priorities at the February, through May meetings and the July, August and September Board meetings. The Board also held a workshop on March 1, 2021 to discuss the need and support for setting more regional project priorities. Board actions include:

- 3/11/2021: The Board directed SRTC to pursue a Unified List of Regional Transportation Priorities.
- 6/10/2021: The Board authorized staff to request project sponsors to submit screening criteria information and to verify with jurisdictions if any new regionally significant projects should be added for screening.
- 9/9/2021: The Board approved a Transportation Funding Priority Statement for the WA State legislative special session.

In 2021 the Transportation Technical Committee and Transportation Advisory Committee have been involved as follows:

- 4/26/21 (TAC) 4/28/2021 (TTC): Received an introductory memo and presentation to the project.
- 5/17/21 (TAC) and 5/26/2021 (TTC): Provided input to the screening criteria that was incorporated where possible and logged for use in next year's effort.
- 6/23/2021 (TTC): Discussed submitting project information.
- 8/25/2021 (TTC): Discussed submitting project information.
- 9/22/2021 (TTC) and 9/27/2021 (TAC): Discussed initial Unified List screening results.

Public Involvement:

All meetings at which this topic was discussed have been open to the public.

Supporting Information/Implications:

The US Senate recently passed a \$1 trillion bipartisan infrastructure plan which includes \$550 billion in new funding for broadband, transportation, and utilities. The 2700-page infrastructure bill will now make its way to the House of Representatives for further action which is likely weeks away.

Also, at the Federal level Matt Kunic from FHWA Region 10 recently shared USDOT's updated strategic goals. These are generally consistent with SRTC's Guiding Principles and are as follows:

1. Safety - Make our transportation system safer for all. Prioritize safety and public health using informed decision-making and data-driven approaches, working toward a future where transportation-related serious injuries and fatalities are eliminated.
2. Economic Strength - Grow the economy. Support policies that create good American jobs and the training to build the workforce of the future, strengthen our economic competitiveness, and modernize our core infrastructure assets to efficiently move people and goods.
3. Equity - Address inequities. Restore and connect communities, build equitable transportation systems, and promote affordable and accessible options that foster opportunity for all across urban and rural areas.
4. Climate & Sustainability – Tackle the climate crisis. Work to ensure that transportation, which is the largest contributor to climate change, plays a central role in the solution by reducing transportation-related greenhouse gas emissions and building more resilient infrastructure.
5. Transformation – Build for the future. Ensure that innovation helps prepare our transportation systems for the next generation, making them more adaptable, sustainable, resilient, equitable and safer for all.
6. Organizational Excellence - Develop a world-class organization to advance the Department's mission.

More Information:

- **Attachment:** Screening Criteria Information Unified List of Regional Transportation Priorities
- For detailed information contact: Eve McMenamy at evemc@srtc.org at 509.381.9466.

Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY

Located on Regional Freight Priority Network • Provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Does not increase SOV travel lanes or expand roadway capacity • Implements electrification strategies

QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

**Areas of limited connectivity defined as those lacking the infrastructure necessary to support federal functional classification spacing guidelines.*

PROJECT EMPHASIS AREAS

EQUITY

Project developed with a main emphasis on benefiting an area of potential disadvantage

CLIMATE CHANGE

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)

Unified List of Regional Transportation Priorities

PROJECT SCREENING LIST SORTED ALPHABETICALLY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council | October 11, 2021

Spokane Regional Transportation Council October 11, 2021			PROJECT SCREENING CRITERIA							
			Project Status	MTP Consistency Criteria					Emphasis Areas	
Project Title	Agency	Unfunded Amount		Economic Vitality	Operations Maintenance Preservation	Stewardship	Quality of Life	Safety	Equity	Climate Change
Project Implementation Category										
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		<div></div>
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40’ battery electric buses	Spokane Transit Authority	\$ 21,600,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights	\$ 21,330,234	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City’s pedestrian/bicycle network	Airway Heights	\$ 792,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		<div></div>
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	\$ 3,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	

			PROJECT SCREENING CRITERIA							
			PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT		ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Development Category										
3RD AVENUE: PERRY TO HAVANA Reconstruction w/complete streets update	Spokane	\$ 8,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
5TH AVENUE: PITTSBURG TO HAVANA Reconstruction w/complete streets update	Spokane	\$ 10,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
DIVISION BUS RAPID TRANSIT New BRT corridor between downtown Spokane and Mead	Spokane Transit Authority	\$ 138,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
FISH LAKE TRAIL - RAIL CROSSING BRIDGES Complete Fish Lake Trail connection from Spokane to Cheney	Spokane County / Spokane	\$ 8,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
FREYA STREET: GARLAND TO FRANCIS Reconstruction w/complete streets update	Spokane	\$ 18,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
HATCH ROAD RECONSTRUCTION Reconstruct roadway	Spokane County	\$ 3,480,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
I-90 URBAN RAMPS PAVING Urban ramps paving	WSDOT	\$ 9,788,539	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
NORTHWEST PDA: ROWAN AND MYRTLE New roadways w/sidewalks	Spokane	\$ 11,200,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
SPOKANE VALLEY RIVER LOOP - PHASE I (SPOKANE VALLEY PORTION) New shared-use trail w/new bike/ped bridges near Trent Ave and Flora Rd	Spokane County / Spokane Valley	\$ 16,500,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
US 195/I-90 BRIDGE DECK REPAIR Bridge deck repair	WSDOT	\$ 868,300	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
US 2/I-90 BRIDGE DECK REHAB Bridge deck rehab	WSDOT	\$ 2,602,700	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
WELLESLEY AVENUE: FREYA TO HAVANA Reconstruction and a bike/ped trail	Spokane	\$ 3,400,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
WALL STREET CORRIDOR SAFETY IMPROVEMENTS Improve signal, crosswalk, add channelization from Greta Ave to Whitworth Dr	Spokane County	\$ 6,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
WHISTALKS WAY IMPROVEMENTS Reconfigure road, update transit routing, and construct parallel multi-use trail	Spokane	\$ 3,733,350	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
Project Initiation Category										
ARGONNE PARK & RIDES Park & ride at Argonne & I-90 to facilitate access to High Performance Transit	Spokane Transit Authority	\$ 9,500,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
ARGONNE RD/I-90 INTERCHANGE BRIDGE WIDENING Add third SB lane, sidewalk, and widen shoulders	Spokane Valley	\$ 15,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		

			PROJECT SCREENING CRITERIA							
			PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT		ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
ARGONNE ROAD & UPRIVER DRIVE INTERSECTION Construct dual lane roundabout	Spokane County	\$ 8,800,000								
CITY LINE ROADWAY IMPROVEMENTS Reconstruction w/bike and ped improvements	Spokane	\$ 45,000,000								
I-90/BARKER RD INTERCHANGE Replace I-90 and Barker Rd interchange	WSDOT	\$ 15,756,400								
LATAH BRIDGE (HIGH) BRIDGE REHABILITATION Bridge rehabilitation	Spokane	\$ 44,500,000								
PARK RD/BNSF GRADE SEPARATION Grade separate Park Rd & BNSF, construct at-grade intersection on Trent Ave	Spokane Valley	\$ 25,000,000								✓
SPOKANE VALLEY RIVER LOOP—PHASE II (SPOKANE COUNTY PORTION) New shared-use trail	Spokane County	\$ 6,500,000							✓	
SR 2/COLBERT RD INTERSECTION IMPROVEMENTS Intersection improvements	WSDOT	\$ 2,938,800								
SR 902/I-90 BRIDGE DECK REHAB Bridge deck rehab	WSDOT	\$ 1,178,200								
US 195 CORRIDOR PARK & RIDE Construct new park & ride facility	Spokane Transit Authority	\$ 5,575,000							✓	✓
US 195/I-90 STUDY PROJECTS Various projects identified in the US 195/I-90 study	WSDOT & Partners	\$ 91,000,000								
US 2/AIRWAY HEIGHTS STUDY PROJECTS Various projects identified in the US 2/Airway Heights study	WSDOT & Partners	\$ 80,000,000								
BARKER CORRIDOR IMPROVEMENTS - PHASE II Reconstruct and widen Barker Rd/32nd Ave corridor	Spokane County	\$ 27,500,000								
CRAIG ROAD IMPROVEMENTS Widen to 3 lanes from US 2 to I-90 w/roundabouts at Thorpe Rd and 21st Ave	Spokane County	\$ 14,000,000								
ELDER ROAD RECONSTRUCTION Reconstruct and add shoulders to roadway	Spokane County	\$ 17,700,000								
EUCLID ROAD BRIDGE REPLACEMENT Reconstruct failed timber bridge with new concrete structure	Spokane County	\$ 3,477,000								
GLENROSE ROAD CORRIDOR WIDENING Widen to 3 lanes between 57th Ave and Spokane Valley city limits	Spokane County	\$ 20,500,000								
HAYFORD ROAD RECONSTRUCTION AND REALIGNMENT Re-align, reconstruct, and widen from 2 to 5 lanes between SR 902 and US 2	Spokane County	\$ 35,000,000								
TOTAL (44 PROJECTS IN TOTAL)		\$ 870,085,023								

To: Board of Directors 10/07/2021
From: Ryan Stewart AICP, Principal Transportation Planner
Topic: **US 195/Interstate 90 Study Final Report**

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. A Draft Final Report and Executive Summary have been prepared.
- The Executive Summary is available on the Study website:
<http://us195transportationstudy.com/wp-content/uploads/2021/09/US-195-Executive-Summary-09222021.pdf>
- The full Final Report is also available on the Study website:
http://us195transportationstudy.com/wp-content/uploads/2021/09/US_195_Final_Report_09162021.pdf
- 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 final engagement effort including a formal 30-day public comment period began on September 28th and the recommended strategies may be updated as needed based on the comments received.

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 and 2021, including last month. The Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) have also been briefed throughout the Study.

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 began on September 28th and will run through the end of 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 509.343.6370
- Study website: <https://us195transportationstudy.com/>

US 195 Executive Summary

THE STUDY

The **US 195/Interstate 90 (I-90) Transportation Study** was initiated to develop a long-range transportation vision to address existing and future challenges in the Latah Valley, Grandview, and Thorpe areas of Spokane and Spokane County. This study, led by the Spokane Regional Transportation Council (SRTC) in a collaborative effort with the Washington State Department of Transportation (WSDOT), the City of Spokane, Spokane County, and the Spokane Transit Authority (STA), has identified recommendations that, when implemented, will:

- ▶ Create a more resilient and connected network for local trips between Hatch Road and I-90.
- ▶ Improve safety for all and preserve capacity on US 195 for regional trips.
- ▶ Extend the life of the US 195/I-90 interchange.
- ▶ Provide more connections for walking, biking, and using transit to travel within the study area and connect to key destinations in the Spokane region.

WHY NOW?

Past planning efforts have identified improvements aimed at improving safety and operations along the US 195 corridor, most notably by proposing interchanges at key intersections with US 195. However, over the last 22 years, only one interchange at Cheney-Spokane Road has been constructed while the number of local and regional trips using US 195 has continued to increase as a result of growth in the Spokane region.

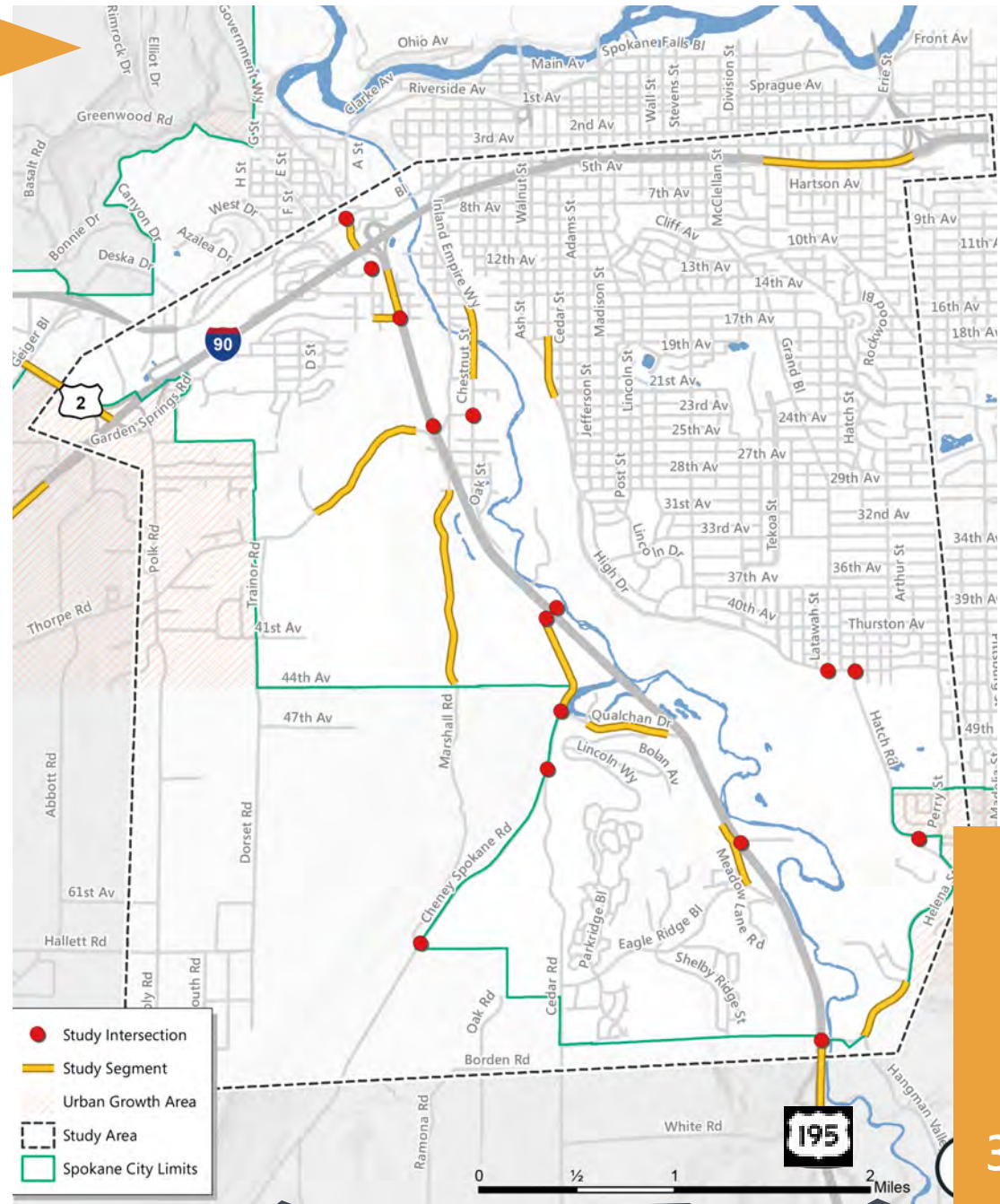
Looking forward, the challenging funding environment that has hampered the State and region's ability to enhance the US 195 corridor is expected to continue. Additionally, project costs have risen faster than inflation; for example, the estimated cost of improving the US 195/I-90 interchange alone exceeds \$400 million. Given these regional growth pressures and financial, **now is the time** for a more practical, sustainable, and implementable vision for the US 195/I-90 area.



ABOUT THE STUDY

The western portion of the Spokane Region is booming. The West Plains is expected to see major growth in both employment and housing in the coming decades and continued, steady growth is expected on the land already zoned for development along the US 195 corridor. With this growth in mind, this study focused on a full multimodal systems approach to addressing existing and future transportation needs framed through the lens of Practical Solutions. Practical Solutions is WSDOT's approach to providing mobility through collaboration with partners to make **the right investments, in the right places, at the right time, using the right approach** to achieve an integrated, sustainable transportation system.

The project study area, shown on the figure to the right, is located within the City of Spokane and Spokane County and covers approximately 19 square miles. Consistent with a full systems approach, this study considered regional roadways like US 195 and I-90; and local roadways, such as Thorpe Road, Cheney-Spokane Road, and Hatch Road; STA transit services; and the local trails, sidewalks, and bike lanes.



THE STUDY GOALS

Five goals were identified for the US 195/I-90 Transportation Study through collaboration with the Study Advisory Team, which was made up of representatives from each of the stakeholder agencies, and input from members of the community.

Goal



Improve Existing & Future Safety Conditions

ACHIEVING THIS GOAL MEANS

- ▶ Fewer crashes occurring at locations with high crash rates today.
- ▶ Fewer crashes occurring at locations where crash rates could increase as traffic volume increases.

PROJECTS THAT ADVANCE THIS GOAL INCLUDE

- ▶ Intersection improvements.
- ▶ Geometric improvements (e.g., realigning curves).
- ▶ New connections to distribute traffic.
- ▶ New connections/infrastructure for pedestrian, bicycle, and transit travel.
- ▶ Traffic calming.

Goal



Maintain Mobility for Local & Regional Trips, Including Freight/Goods Movement

ACHIEVING THIS GOAL MEANS

- ▶ Maintaining mobility for regional trips on I-90 and US 195.
- ▶ Expanding options for local trips on other roads and modes.
- ▶ Maintaining economic vitality through the movements of goods and services.

PROJECTS THAT ADVANCE THIS GOAL INCLUDE

- ▶ New connections that provide alternate routes for local trips.
- ▶ New connections/infrastructure for pedestrian, bicycle, and transit travel.

Goal



Accommodate the Transportation Needs of Planned Development

ACHIEVING THIS GOAL MEANS

- ▶ The study area transportation network can accommodate permitted and planned growth.
- ▶ Better roadway connections improve access to/from existing or planned development in the event of an emergency.

PROJECTS THAT ADVANCE THIS GOAL INCLUDE

- ▶ Additional route options from the study area to commercial and employment areas.
- ▶ More direct connections to existing and potential residential areas.
- ▶ Intersection and roadway improvements that allow for more efficient use of the local transportation network.

Goal



Increase Modal Options Such as Walking, Biking, & Transit

ACHIEVING THIS GOAL MEANS

- ▶ More connections for users choosing to walk, bike, or take transit.
- ▶ A more connected local network allowing for more efficient transit service.

PROJECTS THAT ADVANCE THIS GOAL INCLUDE

- ▶ Improved connections to regional trails.
- ▶ Multi-modal connections to local retail areas.
- ▶ Roadway improvements to allow for buses to better access the area.
- ▶ New park-and-ride access.

Goal



Identify Projects That Are Practical, Implementable, & Fundable in a Reasonable Timeline

ACHIEVING THIS GOAL MEANS

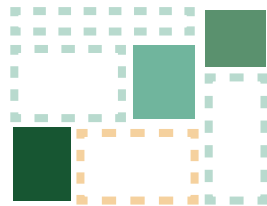
- ▶ Projects have support from the major stakeholders.
- ▶ Projects get built in a reasonable timeframe.
- ▶ Projects with a relatively low barrier to implementation get built more quickly.

PROJECTS THAT ADVANCE THIS GOAL INCLUDE

- ▶ Regional, local, and multimodal connections that achieve the goals of all the stakeholders.
- ▶ “Quick-win” projects that can be implemented within five years.
- ▶ Projects within existing right-of-way owned by the City, County, or WSDOT.
- ▶ Projects that do not require extraordinary or new funding sources.

THE STUDY AREA TODAY

This study began by evaluating how the transportation system within the study area functions today by examining the existing and zoned land use within the study area and identifying areas of congestion and safety concerns. The project team also analyzed existing travel patterns to understand the key origins and destinations of people traveling through the US 195/I-90 corridor.



Land Use & Zoning

Today, the study area is primarily zoned for single-family residential uses. Commercial land uses in the study area are located near the Cheney-Spokane Road interchange. Other uses allowed within the study area include medium density residential north of Thorpe Road and a limited amount of residential agriculture to the east of US 195. While not in the study area, this study also considered the land use and zoning in the West Plains, as that is one of the key regional growth centers for the coming decades.



Travel Patterns

To understand how travelers are using the transportation system travel patterns were analyzed, particularly for the northbound US 195 merge with eastbound I-90, to understand where travelers using the ramp were traveling to and from. This ramp was selected since it was identified by stakeholders and the community as a major connection with high traffic and safety concerns during the peak commute periods. The key findings are summarized on the following page.



AM Commute Hours

- ▶ 54% of trips using the US 195 northbound ramp to eastbound I-90 originate from residential areas west of US 195 within the study.
- ▶ Eagle Ridge and the surrounding residential areas account for 33% of trips using the northbound ramp to eastbound I-90.
- ▶ 14% of trips using the ramp originate east of US 195, requiring out-of-direction travel to reach the ramp.
- ▶ As shown on the chart below, most trips using the ramp are destined for areas north of the Spokane River, Downtown and surrounding areas, and areas to the east of the study area such as Spokane Valley.



PM Commute Hours

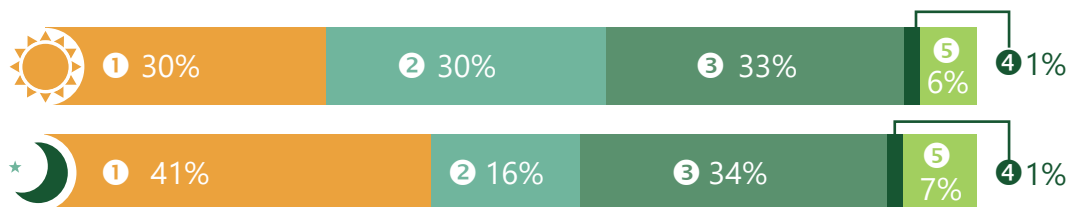
- ▶ The overall percentage of trips originating in the study area decreases to 33% during evening commute hours.
- ▶ The number of trips originating from east of US 195 increases to 21%, compared to 14% morning commute hours.
- ▶ As shown on the chart below, destinations during PM commute hours are similar to the AM commute hours, with the most notable change being the increase in trips destined for areas north of the Spokane River.

Conclusions

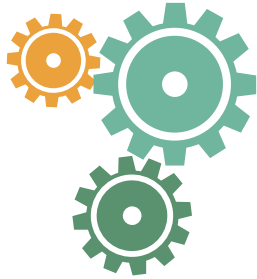
- ▶ The majority of the trips on the critical ramp connection between US 195 and eastbound I-90 originate in the study area; in other words there are more local than regional trips on this ramp.
- ▶ The majority of the destinations for these trips are accessed via the Downtown Spokane ramps from I-90 (neighborhoods north of the Spokane River, Downtown, and the medical district).

Therefore, these findings indicate the potential benefits of strengthening local and multimodal connections between the study area and Downtown Spokane to meet the study goals.

US 195 MERGE WITH EASTBOUND I-90 TRAVELER DESTINATIONS



- 1 North of the Spokane River
- 2 Downtown Spokane & Surrounding Areas
- 3 I-90 East of Study Area
- 4 East of Study Area
- 5 South Hill



How the Corridor Operates

Today, congestion in the study area primarily occurs along the US 195 corridor where at-grade intersections require drivers attempting to access the US 195 corridor to wait for gaps in traffic on US 195. There is also notable congestion on I-90 eastbound in the AM peak hour through Downtown Spokane and in the PM peak hour extending back to US 195.

Safety was also identified as one of the primary concerns of both stakeholders and travelers using the corridor today. To identify crash hotspots, crash data from 2015-2019 for the US 195 corridor was analyzed, with a focus on existing at-grade intersections. Over the five-year time period, the highest number of crashes on US 195 were recorded at the 16th Avenue intersection while the Meadow Lane Road intersection had the highest number of severe injury crashes. The short merge and heavy weaving activity at the US 195 ramp to eastbound I-90 was also frequently identified as a safety concern by area residents.

THE STUDY AREA IN 2040

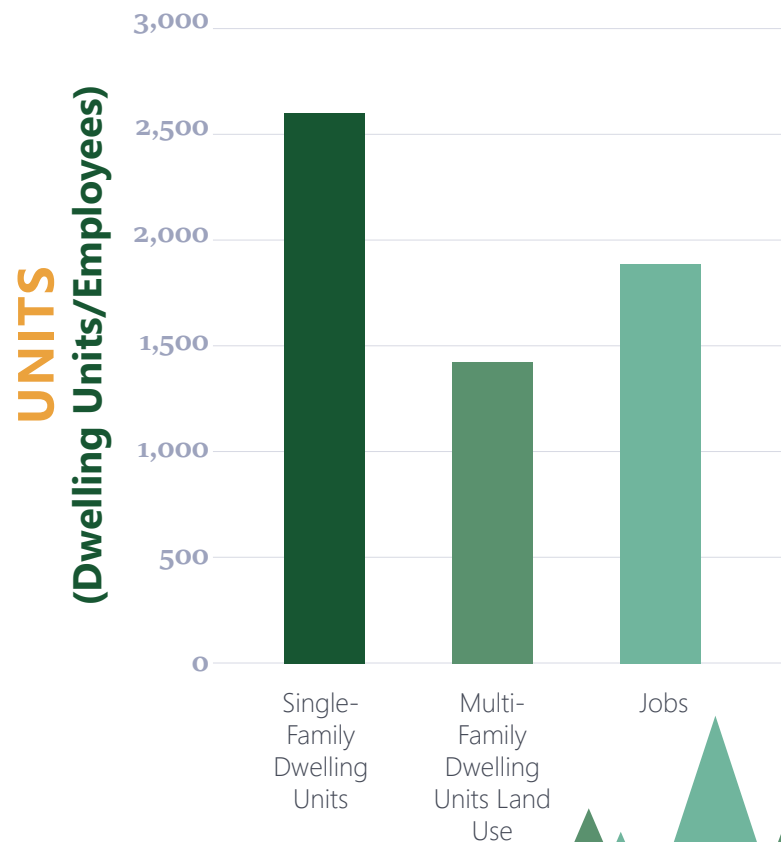
While we understand where improvements are needed today, a future conditions analysis identified locations where the current system cannot accommodate the expected growth. The future conditions analysis also served as a baseline to compare the benefits of mobility improvements that were considered as part of this study.

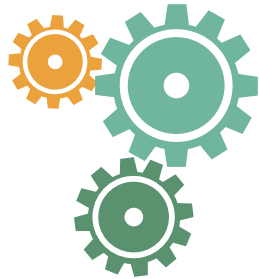
Land Use & Zoning

To confirm that the growth forecast within the study area aligns with economic conditions, a land use market analysis was completed for this study. The market analysis for this study looked at the economic market paired with opportunities and barriers for development within the US 195/I-90 study area to determine how much growth can be reasonably expected to occur over the next 20 years.

As shown on the chart to the right, over the next 20 years approximately 4,000 new residential units are expected to be constructed in the study area and nearly 2,000 jobs will be added.

20 YEAR RESIDENTIAL & EMPLOYMENT GROWTH





How the Corridor Will Operate

By 2040, congestion will continue to increase as the number of travelers attempting to access US 195 using at-grade intersections increases. As volume on US 195 increases, gaps in traffic will decrease resulting in congestion at all intersections on US 195. As volume increases on local roadways like Thorpe Road, Cheney-Spokane Road, and Hatch Road congestion on these routes will also increase.

Additionally, as traffic volumes in the study area increase, existing safety concerns would be expected to worsen and locations with latent crash risk may also experience an increase in the number of crashes. The increased safety risks are most notable for the busier at-grade intersections with uncontrolled left-turns (16th Avenue, Meadow Lane Road, and Hatch Road).



Recommended Projects



The Projects

Following a detailed technical evaluation, collaboration with the Study Advisory Team, and input from the community, 26 projects were identified as recommended projects. The recommended projects are shown on the figure and listed in the table on the following pages. These projects were grouped by timeline for implementation in the following categories: **Near Term, Key Investments, and Supporting Investments.**

5 YEARS OR LESS

NEAR TERM INVESTMENTS ARE:

- ▶ Smaller in scale and less complex to implement.
- ▶ Projects that address existing safety issues.
- ▶ Projects that address existing operational issues.
- ▶ Projects that help accommodate zoned and approved growth.

5+ YEARS

KEY INVESTMENTS ARE:

- ▶ More expensive and complex projects.
- ▶ Projects that provide the greatest mobility and safety enhancements in the study area.
- ▶ Projects that establish a parallel network west of US 195 from Hatch Road to Sunset Boulevard.

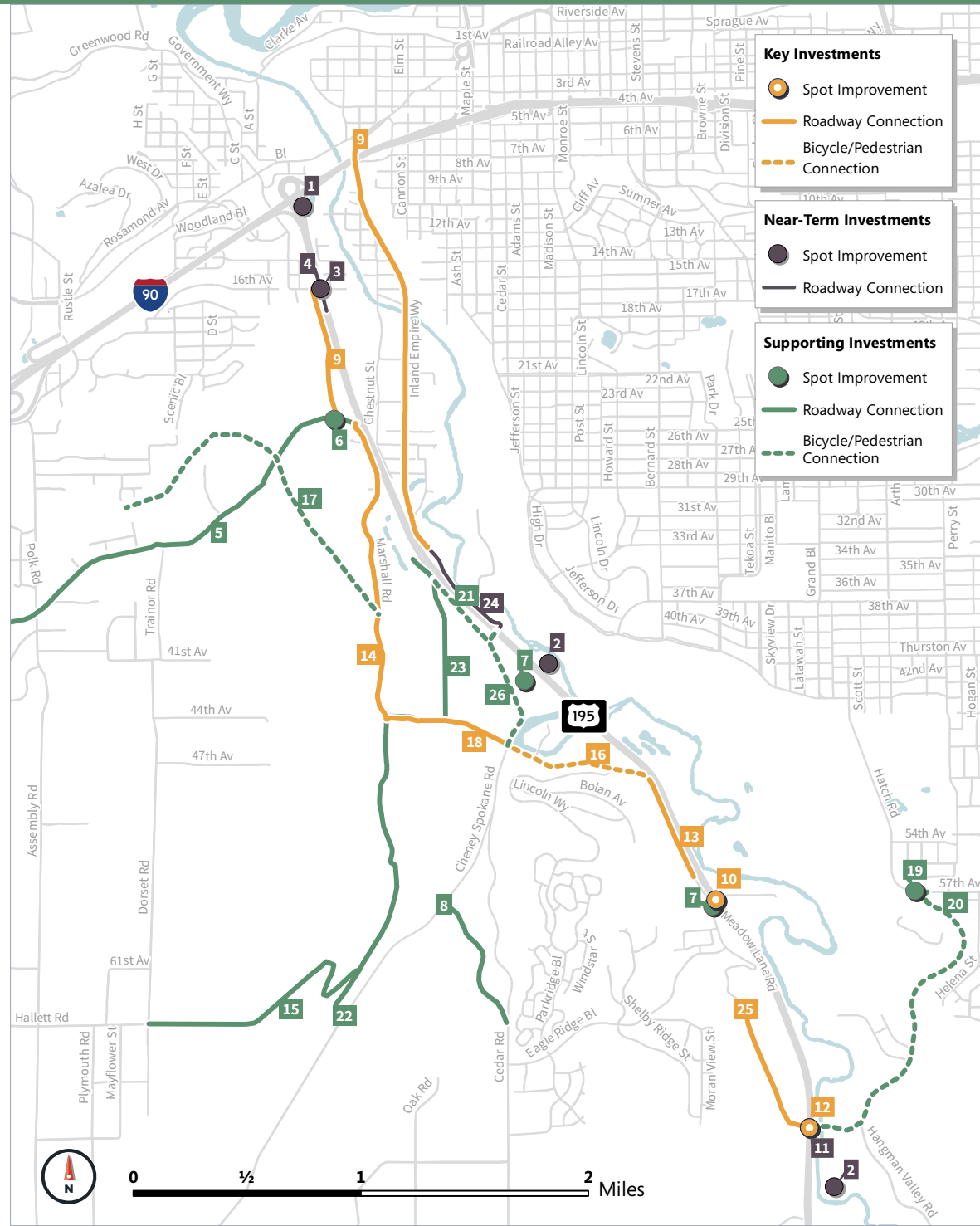
TIMELINE UNDEFINED

SUPPORTING INVESTMENTS ARE:

- ▶ Projects that are not essential to building out the parallel local network, but could be opportunistically implemented through development agreements, grant funding, or as part of other major capital projects.
- ▶ Projects that support a more connected local network for all modes.
- ▶ Projects that have been identified to reserve right-of-way for important multimodal connections.

PROJECTS MAP

The 26 recommended projects are shown on the map to the right. The recommend projects are shown by timeline for investment and by the primary mode served. Projects that provide new connections for autos are identified as roadway connections, while projects creating new connections for active transportation modes are shown as bicycle/ pedestrian connections. Some projects identified as roadway connections will improve the system for all modes since they will include pedestrian and bicycle facilities as part of a complete street improvement. The project list on the following page provides additional project details.



PROJECT LIST

1	US 195/I-90 Ramp Metering	■							■	■
2	Northbound US 195 Travel Time Signs	■							■	
3	US 195 & 16th Avenue Intersection Modifications	■							■	
4	US 195 Acceleration/Deceleration Lanes at 16th Avenue	■							■	
5	Thorpe Road Improvements				■			■		
6	Thorpe Road Undercrossing Improvement				■			■	■	
7	Spokane Transit Authority Park & Ride				■			■		
8	Cedar Road Realignment				■	■			■	■
9	Lindeke Street & Inland Empire Way Connection		■			■	■	■	■	■
10	US 195 & Meadow Lane Road J-Turns	■	■						■	■
11	US 195 & Hatch Road East Leg Widening	■								■
12	US 195 & Hatch Road J-Turns		■						■	■
13	Qualchan Drive Extension to Meadow Lane Road		■			■	■	■	■	
14	Marshall Road Improvements (Thorpe Road to 44th Avenue)		■			■	■		■	
15	Hallet Road to Marshall Road Connection				■	■				
16	Qualchan Drive/Cheney-Spokane Road Bicycle & Pedestrian Connection		■				■			
17	Bicycle Connection to the West Plains				■		■			
18	Qualchan Drive Extension to Marshall Road		■			■	■		■	
19	Traffic Control at 57th & Hatch Road				■				■	■
20	Hatch Road Multiuse Path				■		■		■	
21	Multiuse Path West of US 195				■		■			
22	Marshall Road Improvements (44th Avenue to Cheney-Spokane Road)				■	■	■			
23	Connect 44th Avenue to Inland Empire Way				■	■	■			
24	Inland Empire Way Connection	■				■	■		■	
25	Meadow Lane Road to Hatch Road Connection		■			■				
26	Right-Sizing Cheney-Spokane Road				■		■		■	

Summary of Results

When evaluated as a coordinated package of improvements, the 26 projects identified recommended in this study strongly advance the goals identified by key stakeholders and the public.



To: Board of Directors 10/07/2021
From: Mike Ulrich, AICP, Principal Transportation Planner
Topic: Horizon 2045-Metropolitan Transportation Plan: Draft Chapter 3

Requested Action:

None. For information and discussion.

Key Points:

- The region's Metropolitan Transportation Plan (Horizon 2045) is not only a federally and state required plan, but it is central to the region's transportation planning and investment.
- Future transportation needs are informed by the development of growth projections and travel forecasts which are contained in the plan.
- The plan should serve as a blueprint for what the region wants to achieve by the year 2045 and how we plan to do it.
- Horizon 2045 is multimodal and addresses walking, cycling, transit, freight and personal vehicle modes of transportation.
- In August staff provided an overview of draft chapters 1 and 2 to the Board. Completed chapters and appendices can be found at the following [link](#) for review.
- At the October meeting staff will be presenting Chapter 3 of the updated plan. Chapter 3, entitled "Where We're Going," describes the future baseline conditions of across all modes of the transportation network.
- Through November the TTC will continue reviewing the remainder of Horizon 2045 and ultimately make a recommendation to the SRTC Board.
- At their December meeting, the Board will be asked to adopt the plan.

Board/Committee Discussions:

The Board has been briefed on the various elements being updated in Horizon 2045. Staff will continue to present to the Board and the TTC on the updated plan, broken into sections, through the end of the year. The Board will be asked to take action to adopt the plan in December 2021.

Supporting Information:

The TTC has been involved in the following elements of the plan update:

2020

- February: General Update / Establish Land Use Update SME
- March: Establish Freight SME
- May: Establish Financial Assessment SME
- June: Priority Modal Networks
- August: Land Use Update
- September: Regional Bike Network

2021

- January: Financial Forecast
- February: Freight Study Update
- March: Regional Bike Priority Network
- May: General Update / Needs Analysis Methodology
- June: Purpose of the MTP
- July: Chapters 1 & 2
- September: Chapter 3

Public Involvement:

SRTC staff will implement the MTP engagement strategy that includes a tailored approach to community engagement during the COVID-19 pandemic. A variety of online and print materials will be available throughout 2021 during the MTP update. A public comment period for the plan will begin October 13. A second virtual public meeting for the plan will be held on October 14.

More Information:

- For detailed information contact: Mike Ulrich at mulrich@srtc.org or 509.343.6370

To: Board of Directors 10/07/2021
From: Greg Griffin, Administrative Services Manager
Topic: **Draft Calendar Year 2022 Budget and Indirect Cost Plan**

Requested Action:

None. For information and discussion.

Key Points:

- Each year SRTC develops an annual budget outlining anticipated revenues and expenditures for the upcoming year (see **Attachment 1**).
- Total estimated revenues for CY 2022 are \$3,411,820. Details below.
- Total estimated expenditures for CY 2022 are \$3,411,820. Details below.

Board/Committee Discussions:

This is the first time the CY 2022 Budget and Indirect Cost Plan (ICP) have been presented to the Board. The Board Administrative Committee reviewed the documents on 10/1/2021. The budget and ICP will be presented to the Board for action on 11/11/2021.

Supporting Information/Implications:

The draft CY 2022 Budget was prepared in alignment with the mission, vision and values of SRTC, SRTC Strategic Plan (adopted 12/2017) and the 2022-2023 Unified Planning Work Program (adopted 6/10/2021). The proposed budget focuses available resources on core planning activities, delivery of system-based corridor studies, and initiation of the update of the MTP, as outlined in UPWP. Total estimated revenues and expenditures for 2022 are summarized below:

Total Estimated Revenues for CY 2022		Total Estimated Expenditures for CY 2022	
FHWA PL (planning) Funds	\$ 700,741	Personnel	\$ 1,244,016
FTA 5303 (planning) Funds	282,804	Contractual & Professional Services	1,867,108
STBG Planning Funds	350,000	Materials & Services	132,950
STBG Data & Study Funds*	735,250	Travel, Training & Staff/Board Development	62,425
RTPO State Planning Funds	144,651	IT Operations	105,321
Local Dues	268,124		
Designated Local Funds carried over from 2019 (WSDOT)	20,250		
Other Local Study Funds*	50,000		
Other Grants (Charging Stations)	850,000		
SRTC cash reserve to balance budget	0		
TOTAL ESTIMATED REVENUES	\$ 3,411,820	TOTAL ESTIMATED EXPENDITURES	\$ 3,411,820
<i>*project specific</i>			

Budget highlights:

- Local dues to increase 15% as part of three-year incremental increase started in 2019 and 2020. The planned 2021 increase was delayed one year due to member agency budget concerns from Covid-19.
- Staffing remains at 10 FTE plus .5 FTE seasonal intern.
- Deputy Executive Director position replaces one Principal Transportation Planner position.
- Contractual and Professional Services include \$25,000 carried forward from 2021 budget for updating the SRTC website and developing interactive pages for public outreach with the Metropolitan Transportation Plan (MTP) and Public Participation Plan (PPP).
- Travel, Training and Staff Development section includes \$5,000 for a possible educational speaker.
- Funds are not budgeted at this time for the SRTC conference room. Alternatives are being evaluated, including procurement of an estimate to modify the room to accommodate a larger voting membership and technology improvements for the room.
- Contracted IT services continue to be a dramatic savings from a dedicated staff person.
- IT operations budget includes funds to move SRTC completely to the “Cloud” and will enable network servers and the accompanying cooling unit to be shuttered.
- 2022 budget maintains an operations reserve of four to five months of operations expenses.

2022 Indirect Cost Plan:

SRTC also develops a plan to recover the overhead costs associated with operating the agency. This approach allows for the sharing of costs across all program areas, rather than charging out portions of costs directly (e.g., telephone and copier maintenance costs). This is called an Indirect Cost Plan or ICP, developed under Federal guidelines and approved by the Washington State Department of Transportation (WSDOT). At the end of the year, each plan must be reviewed for over- or under-recovery of indirect costs and adjustments made in the following plan. Since SRTC reports on a calendar year basis, the reviewed year used for the CY 2022 ICP is CY 2020.

SRTC calculates its indirect rate only on direct staff wages. Typically, the ICP is reviewed and approved by the SRTC Board late in the year for use during the following calendar year. As illustrated in Table 2, CY 2020 indirect costs were under-recovered by \$18,127. The CY 2022 ICP rate will decrease to 59% based on direct salaries and wages. The SRTC Indirect Cost rate has averaged 65 % since 2012.

The new plan is based on the proposed CY 2022 Budget. Any changes to the budget will be reflected in the final version of the 2022 ICP and the draft 2022 document is **Attachment 2**.

More Information:

- Attachment 1: Draft CY 2022 Budget
- Attachment 2: Draft CY 2022 Indirect Cost Plan
- For detailed information contact: Greg Griffin at (509)343-6370 or ggriffin@srtc.org.

Appendix
SRTC CY 2022 DRAFT Budget

	CY 2021 Approved	CY 2022 Proposed	% change
REVENUES			
SRTC Cash Reserve			
Designated Local Funds (WSDOT) carried over from 2019/20/21	87,125	20,250	-76.8%
FHWA PL (Federal Public Law Funds)	678,317	700,741	3.3%
FTA (Federal Section 5303 Funds)	341,177	282,804	-17.1%
STBG Planning Funds	350,000	350,000	0.0%
STBG D.A.T.A. & Study Project Funds	627,125	735,250	17.2%
RTPO (State Planning Funds)	144,651	144,651	0.0%
Local Dues	231,406	268,124	15.9%
Other Grants	-	850,000	-
Other Local Study Project Funds (STA 2022 Div Study)	275,000	50,000	-81.8%
Spokane County Treasury Interest		10,000	-
TOTAL REVENUES	2,734,801	3,411,820	24.8%
EXPENDITURES			
Personnel			
Salaries	846,028	924,323	9.3%
Accrued Leave Payouts \ Unemployment	15,000	1,500	0.0%
FICA	65,565	70,711	7.8%
WA State Retirement System	107,820	92,931	-13.8%
Insurance/Benefits	166,787	154,552	-7.3%
Total Personnel	1,201,200	1,244,016	3.6%
Contractual and Professional Services			
Legal Services	35,000	25,000	-28.6%
Consultant & Professional Services	99,108	57,108	-42.4%
Professional Services - ETS Grant Work	-	850,000	-
MTP Update	20,000	20,000	0.0%
Consultant Services & D.A.T.A.	450,000	700,000	55.6%
Consultant Services & I90/US 195 Systems Study	50,000	-	-100.0%
Consultant Services & Division St Study	550,000	200,000	-63.6%
State Audit Charges	13,000	15,000	15.4%
Total Contractual and Professional Services	1,217,108	1,867,108	53.4%
Materials and Services			
Publications	500	500	0.0%
Postage	300	300	0.0%
Operating Supplies	5,000	4,500	-10.0%
Minor Furniture	750	1,000	33.3%
Telephone	8,580	6,120	-28.7%
Advertising	3,920	2,620	-33.2%
Rent - Office Space	84,700	93,600	10.5%
Rent - Meeting Rooms	500	500	0.0%
Lease - Copier (and usage charges)	3,400	2,700	-20.6%
Property and Liability Insurance	13,500	15,500	14.8%
Printing	2,000	750	-62.5%
Interfund Charges County Treasurer (Fees)	600	4,860	710.0%
Total Materials and Services	123,750	132,950	7.4%
Travel, Training, and Staff Development			
Mileage & Parking	2,400	2,400	0.0%
Travel / Training (Staff)	45,200	42,700	-5.5%
Educational Speaker Series	-	5,000	0.0%
Board/Staff Retreats, Facilitators, Food	1,200	3,700	208.3%
Dues, Subscriptions, and Memberships	7,000	8,625	23.2%
Total Travel, Training, and Staff Development	55,800	62,425	11.9%
IT Operations			
IT Professional Services	34,200	37,200	8.8%
Software	51,981	44,501	-14.4%
Hardware - New, Replacement, Repairs & Maintenance	38,500	12,250	-68.2%
Online Services	12,262	11,370	-7.3%
Total IT Services	136,943	105,321	-23.1%
TOTAL EXPENDITURES	2,734,801	3,411,820	24.8%



Calendar Year 2022 Budget

10.07.2021 DRAFT

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500, Spokane WA 99201
www.srtc.org | 509.343.6370

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

BOARD OF DIRECTORS – 2021

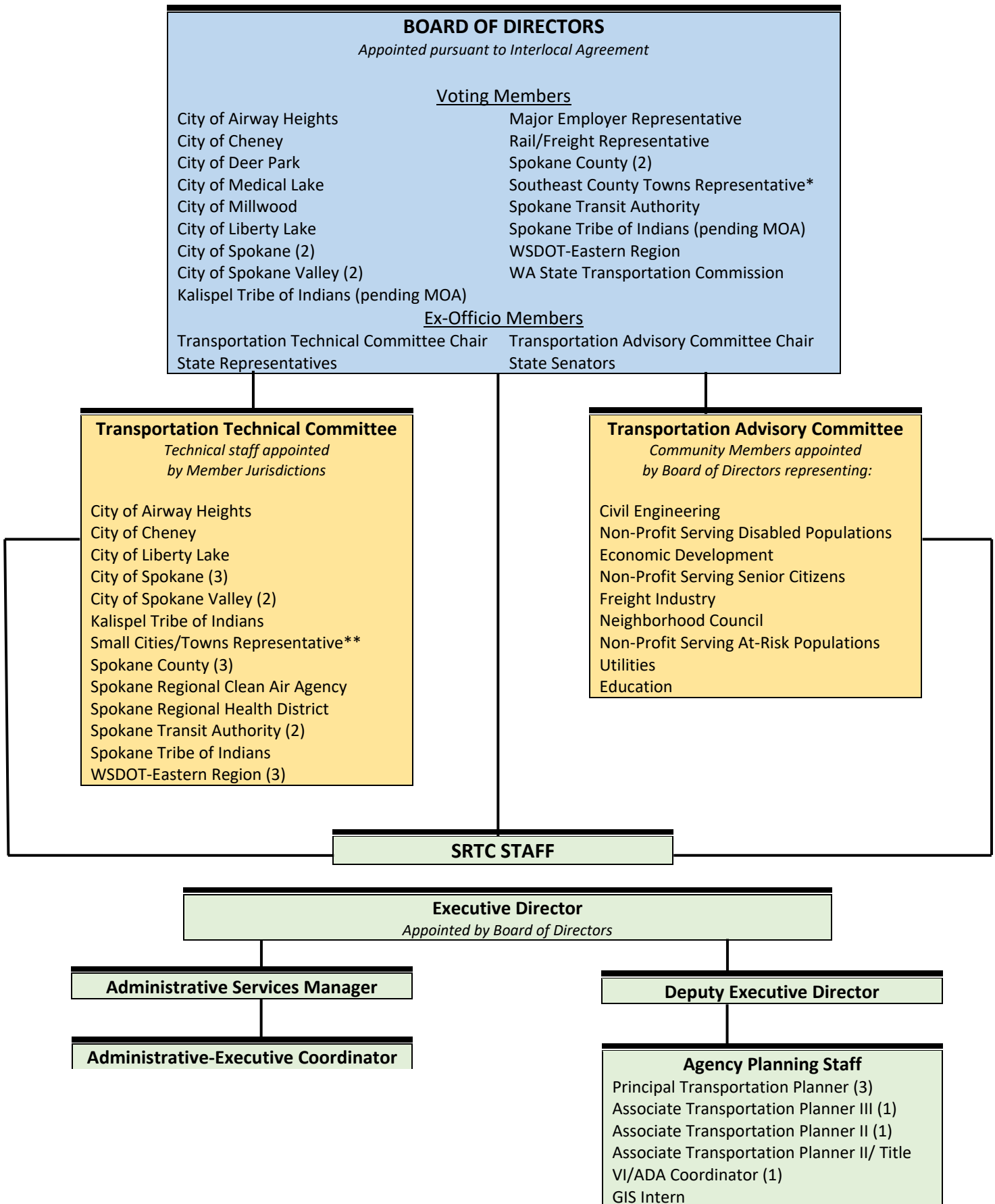
Ben Wick..... Mayor, City of Spokane Valley **(Chair)**
Paul Schmidt..... Council Member, City of Cheney **(Vice-Chair)**
James “Sonny” Weathers..... Mayor, City of Airway Heights
Dee Cragun..... Council Member, City of Deer Park
Cris Kaminskas Mayor, City of Liberty Lake
Shirley Maike..... Mayor, City of Medical Lake
Kevin Freeman..... Mayor, City of Millwood
Lori Kinnear..... Council Member, City of Spokane
Candace Mumm..... Council Member, City of Spokane
Linda Thompson Council Member, City of Spokane Valley
Larry Stone..... Major Employer Representative
Matt Ewers Rail/Freight Representative
Micki Harnois..... Southeast County Towns Representative
Al French..... Spokane County Commissioner
Mary Kuney Spokane County Commissioner
E. Susan Meyer..... CEO, Spokane Transit Authority
Mike Gribner..... Regional Administrator, WSDOT-Eastern Region
Kelly Fukai..... Washington State Transportation Commission
Todd Coleman..... Transportation Advisory Committee Chair (Ex-Officio)
Adam Jackson Transportation Technical Committee Chair (Ex-Officio)

SRTC MEMBER JURISDICTIONS, AGENCIES, AND PARTICIPATING TRIBES

City of Airway Heights	City of Spokane Valley	Town of Latah
City of Cheney	Kalispel Tribe of Indians	Town of Rockford
City of Deer Park	Spokane County	Town of Spangle
City of Liberty Lake	Spokane Transit Authority	Town of Waverly
City of Medical Lake	Spokane Tribe of Indians	WA State Department of Transportation
City of Millwood	Town of Fairfield	WA State Transportation Commission
City of Spokane		

Spokane Regional Transportation Council Organizational Chart

10.05.2021



Background

The Spokane Regional Transportation Council (SRTC) is the lead agency for coordinating transportation planning activities in the Spokane region. SRTC is governed by a Board that includes local elected officials, transportation executives, and community and business representatives. Each year, the SRTC Board approves a Unified Planning Work Program (UPWP) that describes upcoming work activities and priorities. The Fiscal Years 2022-2023 UPWP (July 1, 2021 through June 30, 2023) is available on the SRTC website at <https://www.srtc.org/unified-planning-work-program/>.

This Calendar Year (CY) 2022 Budget outlines SRTC's anticipated revenues and expenditures for the upcoming year. A key objective of the CY 2022 Budget is to provide adequate resources to address core planning functions, as defined by federal and state requirements. Together, the UPWP and annual budget provide a comprehensive picture of SRTC's work activities and financial resources. Both documents are aligned with SRTC's mission, vision and values statements:

MISSION: Develop plans and programs that coordinate transportation planning in the Spokane Region

VISION: The Spokane region possesses the best multi-modal/multi-jurisdictional transportation network that optimizes safety, capacity, and efficiency in the movement of people and goods in for a region of our size.

VALUES: Regional Leadership, Collaboration, Accountability, Innovation, Transparency, Inclusiveness, Integrity

SRTC Organization

SRTC serves as the Metropolitan Planning Organization (MPO) for the region and is responsible for ensuring compliance with federal transportation planning requirements. Since the Spokane Metropolitan Planning Area is over 200,000 in population, SRTC is also designated as a Transportation Management Area (TMA), which involves additional responsibilities and discretion in allocating certain federal transportation funds within the urbanized area. Finally, SRTC serves as the state designated Regional Transportation Planning Organization (RTPO) for Spokane County. RTPOs are voluntary associations of local governments and were authorized as part of the 1990 Washington State Growth Management Act to ensure local and regional coordination of transportation plans.

SRTC is organized through an interlocal agreement as a voluntary association and joint board. As shown on page 1, the agency is governed by a Board of Directors which receives policy input from a Transportation Advisory Committee (TAC) and technical input from a Transportation Technical Committee (TTC). The Board of Directors includes 18 voting members and two ex-officio, or non-voting, members. Also, pursuant to RCW 47.80.040, area members of the House of Representatives and the State Senate are considered ex officio, non-voting policy board members of SRTC.

FY 2022-2023 Unified Planning Work Program (UPWP)

On June 10, 2021, the SRTC Board approved the Fiscal Years (FY) 2022-2023 Unified Planning Work Program. The 2022-2023 UPWP defines the projects and work activities that will be conducted by the agency during the period of July 1, 2021 through June 30, 2023 and identifies whether each task is primarily an MPO (federal) or RTPO (state) activity.

Table 1 identifies the work activities included in the FY 2022-2023 UPWP.

TABLE 1: FY 2022-2023 UPWP TASKS AND SUBTASKS		
Task	MPO	RTPO
1. Program Administration and Coordination		
1.1 Program Management and Support	•	•
1.2 Federal Transportation Planning Certification	•	
1.3 MPO Agreements	•	
1.4 Coordination with State and Federal Legislators	•	
1.5 Professional Development and Training	•	
1.6 Unified Planning Work Program	•	•
2. Public and Stakeholder Participation and Coordination		
2.1 Public Coordination and Outreach	•	•
2.2 Stakeholder Coordination	•	•
2.3 Title VI & Environmental Justice	•	•
2.4 Webpage and Social Media Management	•	•
3. Data Management and Systems Analysis		
3.1 Data and Software Management	•	•
3.2 GIS and Spatial Analysis	•	•
3.3 Data Visualization and Cartography	•	•
3.4 Socioeconomic Data Collection and Forecasting	•	•
3.5 Systems Analysis and Data Application	•	
3.6 Air Quality and Transportation Conformity	•	
4. Metropolitan Transportation Plan (MTP) and General Long-Range Transportation Planning		
4.1 Long-Range Transportation Planning	•	•
4.2 Equity Planning	•	
4.3 Climate Change and Resiliency	•	•
4.4 WSDOT Support and Coordination	•	•
5. Transportation Improvement Program		
5.1 TIP Development and Maintenance	•	•
5.2 Coordination and Tracking Projects	•	•
6. Congestion Management Process (CMP)		
All Activities	•	
7. Planning Consultation and Studies		
7.1 I-90/US 195 Study	•	
7.2 Division Street Corridor Study	•	
7.3 Coordinated Public Transit-Human Services Transportation Plan	•	•
8. Regional Transportation Planning Organization (RTPO) Planning Functions		
All Activities		•
9. Unfunded Planning Activities	•	•

CY 2022 Budget Summary

SRTC prepares and adopts a proposed budget for each calendar year and submits anticipated dues to the legislative bodies of each member agency. Member dues for the CY 2022 Budget were approved on by the SRTC Board on August 12, 2021. This information was submitted by letter to each member agency on August 16, 2021. The annual budget may be amended by vote of the Board, provided such amendment does not require additional budget appropriation, or by joint approval of the Board and participating members where such amendment does require additional member agency budget appropriation.

Financial Management Practices

SRTC prepares a budget for financial planning purposes. It is used only as a planning tool with no legal requirement to amend the budget as factors change throughout the year. However, significant budget changes, including changes that alter the approved Unified Planning Work Program, are presented for review and approval by the Policy Board.

SRTC reports financial activity in accordance with the Cash Basis Budgeting, Accounting and Reporting System (BARS) manual prescribed by the State Auditor's Office under the authority of Washington State law, Chapter 43.09 RCW. Financial transactions are recognized on a cash basis of accounting. SRTC's basic financial statements include the financial position and results of operations. It accounts for all financial resources except those required or elected to be accounted for in another fund.

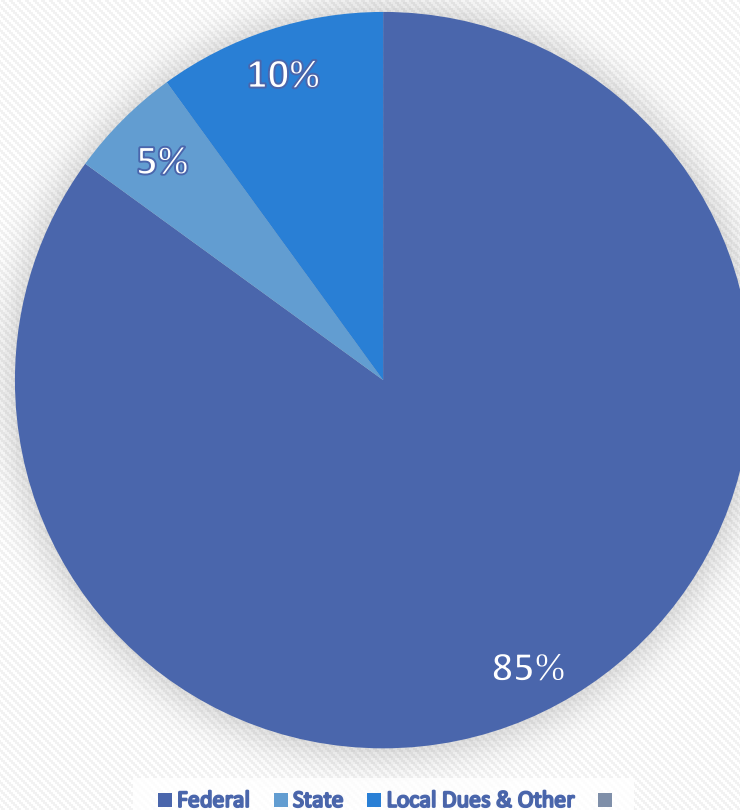
SRTC has one governmental fund (General Fund). The fund has a set of single-entry accounts that comprises its cash, investments, revenues, and expenditures, as appropriate. It is SRTC's policy to deposit all cash with the Spokane County Treasurer.

CY 2022 Revenue Estimates

The CY 2022 estimate for revenues is \$3,411,820 (Table 2). As shown in Figure 2 below, 85% of the revenues included in the CY 2022 Budget are provided by federal sources. State planning and WSDOT project support are 5% of total; local dues and other local funds account for 10% of the revenues.

TABLE 2: CY 2022 ESTIMATED REVENUES	
FHWA PL Funds	\$ 700,741
FTA 5303 Funds	282,804
STBG Planning Funds	350,000
STBG Data & Study Funds	735,250
RTPO State Planning Funds	144,651
Other Local Study Funds (WSDOT – Division Connects)	20,250
Local Dues	268,124
Other Local Study Project Funds (STA 2021 Division Study)	50,000
Other Grants – WA Dept of Commerce – Electric Chargers	850,000
Spokane County Treasury Interest	10,000
TOTAL ESTIMATED REVENUES	\$ 3,411,820

Figure 2: CY 2022 Revenue by Source



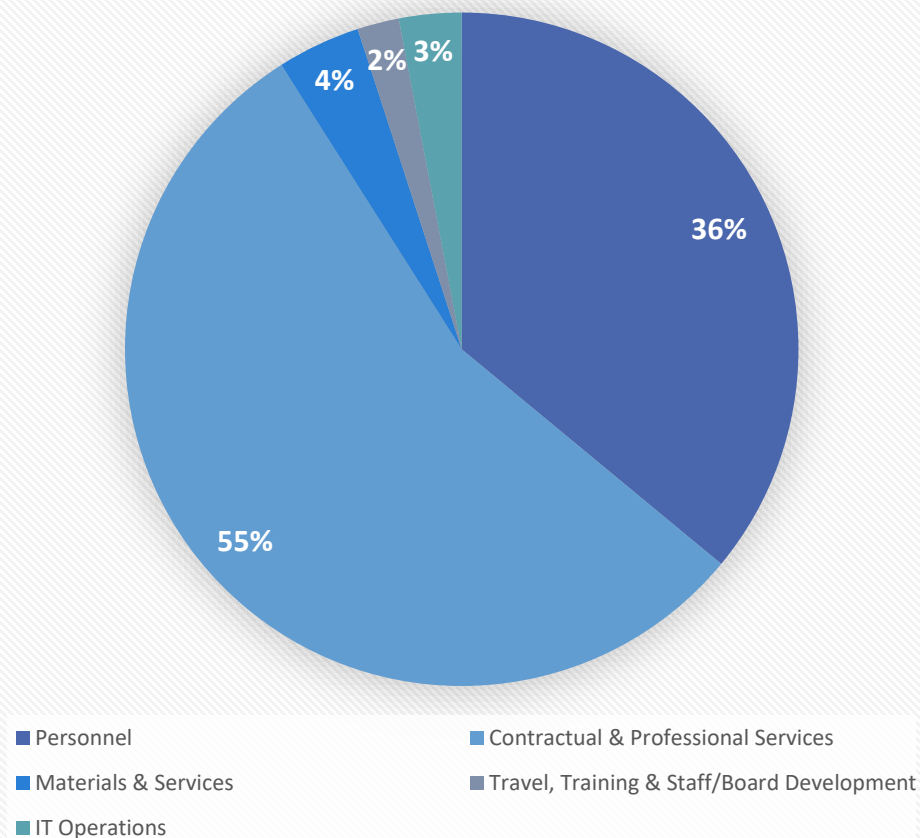
CY 2022 Expenditure Estimates

The CY 2022 estimate for expenditures is balanced to estimated revenues at \$3,411,820. Budget expenditures are divided into the following five divisions: 1) Personnel; 2) Contractual and Professional Services; 3) Materials and Services; 4) Travel, Training, and Staff Development; and 5) IT Operations.

Table 3 provides a breakdown of expenses by these categories. Figure 3 illustrates that personnel expenditures account for 36% of the total agency budget. Contractual and Professional Services account for 55%; followed by Materials & Services at 4%; Training and Memberships at 2%, and IT Operations at 3%.

TABLE 3: CY 2022 ESTIMATED EXPENDITURES	
Personnel	\$ 1,244,016
Contractual and Professional Services	1,867,108
Materials and Services	132,950
Training and Memberships	62,425
IT Operations	105,321
TOTAL ESTIMATED EXPENDITURES	\$ 3,411,820

Figure 3: CY 2022 Expenditures by Budget Division



The CY 2022 budget maintains 10.50 Full Time Equivalent (FTE) positions. The only change is the promotion of a Principal Planner to a position as the Deputy Executive Director. Additional changes are possible in CY 2022 as the result of professional advancements of staff. Table 4 provides a summary of the budgeted positions for CY 2021 and CY 2022.

TABLE 4: SUMMARY OF BUDGETED POSITIONS		
Position	CY 2021	CY 2022
Executive Director	1.00	1.00
Deputy Executive Director	-	1.00
Administrative Services Manager	1.00	1.00
Administrative-Executive Coordinator	1.00	1.00
GIS Intern	0.50	0.50
Associate Transportation Planner II	2.00	2.00
Associate Transportation Planner III	1.00	1.00
Principal Transportation Planner	4.00	3.00
TOTALS	10.50	10.50

CY 2022 Budget Details

Appendix A presents the budget details for the CY 2022 Budget. Following is an explanation of some of the revenue and expenditure items contained in Appendix A.

Revenues

FHWA PL (Federal Public Law Funds)

SRTC's allocation of PL funds in CY 2022 is anticipated to be \$642,178. An additional \$58,563 is from prior year remaining funds for a total of \$700,741.

FTA (Federal Section 5303 Funds)

SRTC's FTA Section 5303 funds are budgeted at \$282,804 for 2022.

STBG (Federal Discretionary Funds-Metropolitan Planning)

SRTC's current 2021-2024 Transportation Improvement Program (TIP) includes \$350,000 in annual Surface Transportation Program (STBG Planning) funds for Metropolitan Transportation Planning.

Other Grants, Studies and Projects

The DATA (Data Applications for Transportation Analysis) Project and DivisionConnects Study are to be funded with revenues from STBG and other local/state revenue sources. The DivisionConnects Study will utilize \$20,250 in local project 2019 funds (WSDOT-Eastern Region) being re-budgeted in 2022, as well as \$50,000 to be provided by Spokane Transit Authority. WSDOT originally contributed \$100,000 to the DivisionConnects Study in 2019; the estimated remainder of \$50,250 will be expended in 2022 and 2023. It is anticipated that the Electrification of Transportation Systems (ETS) grant revenue will be \$850,000 in 2022.

RTPO (State Planning Funds)

The State of Washington provides \$2.45 million annually to RTPOs to conduct transportation planning in support of the State's Growth Management Act (GMA). For large MPO's such as SRTC, this funding has been used to supplement the overall planning program in fulfillment of the GMA, and to support transportation planning activities in the non-urbanized areas of Spokane County. SRTC's allocation of RTPO funds is anticipated to increase to \$144,651 in CY 2022.

Local Dues

SRTC local dues increased 15% in both 2019 and 2020. A planned increase of an additional 15% for 2021 local dues was suspended due to anticipated pandemic related financial stress to member agencies. Local dues are budgeted to increase 15% for 2022 and be **.30 cents per capita**. The dues structure also calls for Spokane County to pay dues at the City of Spokane assessment. Table 5 provides an overview of dues for each member in CY 2021 and CY 2022. The dues for SRTC members in CY 2022 are \$268,124.

TABLE 5: CY 2022 LOCAL DUES				
Jurisdiction	Population (4/1/2021 OFM Estimate)	% of 2021 Population (Estimate)	CY 2021 Dues	CY 2022 Dues
City of Airway Heights	10,030	1.90%	2,603	3,009
City of Cheney	12,010	2.28%	3,286	3,603
City of Deer Park	4,645	0.88%	1,166	1,394
Town of Fairfield	655	0.12%	165	197
Town of Latah	195	0.04%	51	59
City of Liberty Lake	12,070	2.29%	2,990	3,621
City of Medical Lake	5,055	0.96%	1,310	1,517
City of Millwood	1,895	0.36%	478	569
Town of Rockford	495	0.09%	129	149
Town of Spangle	285	0.05%	74	86
City of Spokane	225,300	42.70%	58,136	67,590
City of Spokane Valley	98,600	18.69%	25,347	29,580
Town of Waverly	135	0.03%	35	41
Spokane County	156,230	29.61%	58,136	67,590
Jurisdiction Subtotal	527,600	100%	153,907	179,001
Kalispel Tribe of Indians	TBD		-	TBD
Spokane Transit Authority	Flat Rate	n/a	51,049	58,706
Spokane Tribe of Indians	TBD		-	TBD
WSDOT-Eastern Region	Flat Rate	n/a	26,450	30,418
Special Subdistrict Subtotal			77,499	89,123
TOTAL DUES			231,405	268,124

Expenditures

Personnel - **Increase** of \$42,816 (3.6%) vs 2021

- **Salaries:** Total wages budgeted for 2022 increase 9.25% over the 2021 budget. This is primarily the result of a budget increase for the Executive Director position, and the new position of Deputy Executive Director. SRTC staff wages are budgeted to increase 3.5% for 2022. Increases in Salaries are partially offset by decreases in Retirement <13.8%> and Insurance <7.3%> benefits.
- **FICA:** The Federal Insurance Contributions Act tax includes employer contributions for Social Security and Medicare.
- **WA State Retirement System:** SRTC provides the employer match for its employees as members of the Washington State Retirement System. Contribution rates are set by the State Legislature and may be adjusted as needed, usually at the beginning of the State's Biennium. In July 2021, the employer contribution rate decreased to 10.25% and equates to decrease of \$15,000 vs 2021 budget.
- **Insurance Benefits:** As of 01-01-2019 SRTC began procuring health insurance benefits through the Association of Washington Cities as a non-city entity sponsored by the City of Spokane Valley. Medical insurance will increase 6.2%, and Dental insurance 2% for 2022. Vision and life insurance rates will not change. Industrial Insurance is also included in this category.

Contractual and Professional Services – **Increase** of \$650,000 (53.4%) vs 2021. This is primarily due to commencing work on the ETS grant in 2022.

- **Legal Services:** Anticipated expenses for legal services decrease \$10,000 compared to 2021 budget.
- **Professional Services:** Metropolitan Transportation Plan (MTP) update, Equity planning project, website update; translation, fire extinguisher and audit services. The website update is carried forward from 2021 budget. The 2022 budget for these services decreases \$17,000 from 2021 budget.
- **Consultant Services** for DATA Project and Corridor Studies are \$150,000 less than 2021 budget.
- **Avista** will commence work on installing charging stations as part of the \$2,500,000 ETS grant administered by WA Dept of Commerce using US Dept. of Energy funds. Avista anticipates billing \$850,000 to the grant in 2022 (these are pass through funds for SRTC).

Materials and Services – **Increase** of \$9,200 (7.4%) vs 2021 – Primarily from scheduled increase in Office Lease

- **Operating Supplies:** General office supplies, wellness program supplies.
- **Minor Furniture/Equipment:** Includes replacement of older office chairs & furniture as necessary.
- **Telephone:** Telephone lines, long distance, conference calling, cell service for Executive and Deputy Directors.
- **Advertising:** Expenses for legal notices related to items such as public meetings, plan comment periods, and Transportation Improvement Program (TIP) amendments.

- Rent – Office Space: SRTC leases Suites 500 & 504 at the Paulsen Center. The amount for lease in the 2022 budget includes utilities and CAM charges. Research is currently underway to consider potential renovations to the existing conference room to accommodate the recent expansion of Board membership. Recommendations will be presented to the SRTC Board in CY 2022 and the costs of associated changes will likely require a budget amendment.
- Lease – Copier: This includes the copier lease expense as well as the copier usage charges.
- Spokane County Treasury Services.

Travel, Training, and Staff/Board Development – **Increase** of \$6,625 (11.9%) vs 2021 – Increase is primarily result of \$5,000 addition for Speaker Series, which had not been budgeted in 2021 due to COVID restrictions.

Because of the specialized and technical nature of the services provided, this category is to ensure adequate resources for travel, as well as resources for needed technical training related to travel demand modeling, air quality modeling, geographic information systems, transportation planning, information technology, financial management, updates and changes to employment law, public records law and public involvement. Regular travel is also necessary for coordination with other organizations.


- Mileage & Parking
- Travel & Training
- Dues, Subscriptions, and Memberships

Information Technology (IT) Operations – **Decrease** of \$31,622 (23.1%) vs 2021

- IT Management Services.
- Software: Software purchases and software maintenance: support for the VISUM model, ESRI Software for GIS, backup system replacement software and firewall maintenance, finance/payroll software. Software purchases include Presentation software, MS Office 365 and Planner/Data software, Adobe Acrobat. Network security software and investments in ArcGIS software and data storage are also budgeted in 2022.
- Hardware – New and Replacement: Replacement of network equipment and workstation replacement. **The 2022 budget does not address technology upgrades to SRTC meeting spaces to accommodate an increased number of board members and hybrid meeting technology. Discussions are currently underway to consider an alternative location for future in person board meetings with the option of virtual attendance and participation and/or renovation and upgrade of the existing conference space.**
- Hardware – Repairs, Maintenance, and Upgrades: Repair supplies and equipment repair.
- Online Services: Internet service, metro Ethernet connection, website hosting, spam filtering, domain names, Internet access for tablets, Remote meeting platform services.

Appendix
SRTC CY 2022 DRAFT Budget

	CY 2021 Approved	CY 2022 Proposed	% change
REVENUES			
SRTC Cash Reserve			
Designated Local Funds (WSDOT) carried over from 2019/20/21	87,125	20,250	-76.8%
FHWA PL (Federal Public Law Funds)	678,317	700,741	3.3%
FTA (Federal Section 5303 Funds)	341,177	282,804	-17.1%
STBG Planning Funds	350,000	350,000	0.0%
STBG D.A.T.A. & Study Project Funds	627,125	735,250	17.2%
RTPO (State Planning Funds)	144,651	144,651	0.0%
Local Dues	231,406	268,124	15.9%
Other Grants	-	850,000	-
Other Local Study Project Funds (STA 2022 Div Study)	275,000	50,000	-81.8%
Spokane County Treasury Interest		10,000	-
TOTAL REVENUES	2,734,801	3,411,820	24.8%
EXPENDITURES			
Personnel			
Salaries	846,028	924,323	9.3%
Accrued Leave Payouts \ Unemployment	15,000	1,500	0.0%
FICA	65,565	70,711	7.8%
WA State Retirement System	107,820	92,931	-13.8%
Insurance/Benefits	166,787	154,552	-7.3%
Total Personnel	1,201,200	1,244,016	3.6%
Contractual and Professional Services			
Legal Services	35,000	25,000	-28.6%
Consultant & Professional Services	99,108	57,108	-42.4%
Professional Services - ETS Grant Work	-	850,000	-
MTP Update	20,000	20,000	0.0%
Consultant Services & D.A.T.A.	450,000	700,000	55.6%
Consultant Services & I90/US 195 Systems Study	50,000	-	-100.0%
Consultant Services & Division St Study	550,000	200,000	-63.6%
State Audit Charges	13,000	15,000	15.4%
Total Contractual and Professional Services	1,217,108	1,867,108	53.4%
Materials and Services			
Publications	500	500	0.0%
Postage	300	300	0.0%
Operating Supplies	5,000	4,500	-10.0%
Minor Furniture	750	1,000	33.3%
Telephone	8,580	6,120	-28.7%
Advertising	3,920	2,620	-33.2%
Rent - Office Space	84,700	93,600	10.5%
Rent - Meeting Rooms	500	500	0.0%
Lease - Copier (and usage charges)	3,400	2,700	-20.6%
Property and Liability Insurance	13,500	15,500	14.8%
Printing	2,000	750	-62.5%
Interfund Charges County Treasurer (Fees)	600	4,860	710.0%
Total Materials and Services	123,750	132,950	7.4%
Travel, Training, and Staff Development			
Mileage & Parking	2,400	2,400	0.0%
Travel / Training (Staff)	45,200	42,700	-5.5%
Educational Speaker Series	-	5,000	0.0%
Board/Staff Retreats, Facilitators, Food	1,200	3,700	208.3%
Dues, Subscriptions, and Memberships	7,000	8,625	23.2%
Total Travel, Training, and Staff Development	55,800	62,425	11.9%
IT Operations			
IT Professional Services	34,200	37,200	8.8%
Software	51,981	44,501	-14.4%
Hardware - New, Replacement, Repairs & Maintenance	38,500	12,250	-68.2%
Online Services	12,262	11,370	-7.3%
Total IT Services	136,943	105,321	-23.1%
TOTAL EXPENDITURES	2,734,801	3,411,820	24.8%



Calendar Year 2022 Indirect Cost Plan

10.07.2021 DRAFT

Spokane Regional Transportation Council
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www.srtc.org | 509.343.6370

INDIRECT COST PROPOSAL CERTIFICATION STATEMENT

This is to certify that I have reviewed the Indirect Cost proposal submitted herewith and to the best of my knowledge and belief:

All costs included in this proposal, 11/11/21, to establish billing or final indirect costs rate for January – December 2022 are allowable in accordance with the requirements of the Federal awards to which they apply and the provisions of 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. Unallowable costs have been adjusted for in allocating costs as indicated in the Indirect Cost proposal.

All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Spokane Regional Transportation Council

Lois Bollenback, Executive Director
Spokane Regional Transportation Council

Date

Purpose

This document serves as the Calendar Year (CY) 2022 Indirect Cost Allocation Plan for the Spokane Regional Transportation Council (SRTC) and was prepared in accordance with the policies and procedures contained in 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. The 2022 Indirect Cost Plan will be effective for the months of January through December 2022.

Methodology

A consistent approach has been followed in the treatment of direct or indirect costs; in no case have costs charged as direct costs to programs been included as indirect costs. Actual expenditure information used to prepare the plan was obtained from financial statements. SRTC has not made any significant changes to the accounting treatment of any expense category or to its accounting system for CY 2022. The expenses will continue to be allocated between direct and indirect costs as described in the approved CY 2022 Indirect Cost Plan. The CY 2022 indirect rate calculation is based on the approved 2022 budget. Based on this amount, the new indirect cost rate will be 59% of total direct salaries and wages. This proposal is for a fixed rate, with any over/under cost recovery amount adjusted for in a following year.

For CY 2022, SRTC will continue using Vision Municipal Solutions software for financial accounting and payroll processes. Vision MS is designed with the WA State Auditor's Office BARS reporting codes to provide seamless reporting for annual audits. The general ledger provides the capability of tracking overall expenses by calendar year and fiscal year, enabling an overall audit by either period. Salaries for hours worked, fringe benefits, and direct costs for each work element will be recorded in the appropriate task code.

The non-worked hours paid (vacation, holiday, sick leave, jury duty) and benefits will be prorated among the work elements. To accomplish the proration of the non-worked salary and benefits, these amounts will be accumulated in an independent function code number. At the end of each month, the non-worked salary and fringe benefit totals in this function code will be prorated to the Unified Planning Work Program (UPWP) work elements based on the amount of each employee's time in each work element. This will be done through a spreadsheet program from which actual billings will be prepared.

The proposed indirect cost percentage rate is of the "fixed rate with carry-over" type. Any over/under recovery for a specific year is carried forward to a following calendar year to be used as an adjustment to the following year's rate.

Expenses that are directly identifiable to a specific work element within SRTC are classified as "direct costs" and charged to the specific work elements to which they relate. Expenses that are not directly identifiable to a specific work element are classified as "indirect costs" and are recovered as a fixed percentage rate of total salaries and wages.

Development of the CY 2021 Indirect Rate

The CY 2022 indirect cost is based on a calculated 2022 total of indirect costs of \$443,884 plus a 2020 adjustment of \$18,127, and a direct salary base of \$783,137, yielding an indirect cost rate of 59%. This information is documented in the Appendix in **Table 1: Total Proposed Indirect Costs**

for CY 2022. Table 1 also demonstrates that unallowable costs associated with SRTC staff interaction with state and federal officials are not included in the calculated indirect cost rate.

$$\$462,011 / \$783,137 = 59\%$$

CY 2020 shows an under-recovery amount of \$18,127. This information is documented in the Appendix in **Table 2: CY 2020 Indirect Cost Recovery Analysis Worksheet**.

SRTC will use this indirect cost rate of 59% for the January - December 2022 billings, as reflective of anticipated expenditures.

Indirect Cost Rate Assumptions

In reviewing the operations of SRTC, part or all of the time of two employees was determined to be of an indirect support nature rather than a direct salary cost:

Administrative Services Manager – 100%

Administrative-Executive Coordinator – 100%

Estimates of the time spent on these activities were made and the salary and fringe benefit costs involved were calculated from the approved CY 2022 budget. Based on the line items of expense in the CY 2022 budget the following classifications of costs as direct or indirect were developed:

DIRECT	INDIRECT
Advertising	Advertising
Computer Hardware	Computer Hardware
Contractual Professional Services	Contractual Professional Services
Direct Fringe Benefit Expenses	Dues, Subscriptions, Memberships
Direct Salary Expenses	Indirect Fringe Benefit Expenses
Education Series / Guest Speakers	Indirect Salary Expenses
Operating Supplies	Interfund Reprographics
Postage	Interfund Services*
Printing	Lease of Equipment
Publications	Online IT Services
Registration/Schooling	Operating Supplies
Rentals –Eqpt/Buildings/Facilities	Permits/Fees
Software	Postage
Software/Equipment Maintenance	Printing
Telephone	Property/Liability Insurance
Travel / Training / Conferences	Publications
	Registration/Schooling
	Rentals –Eqpt/Buildings/Facilities
	Software
	Software/Equipment Maintenance
	State Audit Charges
	Telephone
	Termination Sick Leave/Vacation Pay
	Travel
	Unemployment

* Prorated share of Spokane County Treasurer Office costs for Treasury Services. These expenses are distributed by a standardized formula to all organizations using County Treasury services. The remaining interfund items are charged at standard rates to all users based on the amount of the service or products used or purchased.

Capital Expenditures were classified as allowed or not allowed, without prior approval from the grantor agencies, using the 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. These line items will be funded entirely from additional local funds in CY 2022 unless prior approval is sought for specific equipment acquisitions.

Inconsistently Treated Costs

Line items such as Software, Operating Supplies, Equipment Maintenance, and Advertising are treated on a case-by-case basis within this proposal. The items will be purchased either for a specific contract or project or for general use. Expenditures will be specifically coded to show for what they will be used. SRTC proposes to treat those purchases that are made directly for a specific work element within the UPWP as a direct cost, while those purchases for general purpose programs are an indirect cost.

Salary and fringe benefit expenses are also treated as both a direct and an indirect cost, depending on the nature of the activity incurring the cost. A separate payroll cost accounting code and budget will be established to record actual employee time worked in the indirect cost activities to provide support for the indirect cost amounts and to avoid treating any specific salary expense as both a direct and an indirect charge. The related fringe benefit expenses for the indirect salary charges are also accounted for separately.

All other costs in this proposal are treated consistently as direct or indirect costs for all grants. The indirect cost rate will be used in billing all federal and state grants and contracts executed by SRTC.

APPENDIX

Table 1:	CY 2022 Indirect Cost Proposal Worksheet
Table 2:	CY 2020 Indirect Cost Recovery Analysis Worksheet
Table 3:	Schedule of Federal Funds Expenditures for Calendar Year 2022
Table 4:	Certificate of Indirect Costs
	SRTC Organizational Chart

TABLE 1 – SRTC CY 2022 INDIRECT COST PROPOSAL WORKSHEET

	Cost Type	Indirect 6760-87100 44414	Unallowable 6760-87100 44415	Transportation 6770-8716 & grants 444xxx	TOTAL	Cost Classified Direct to All Activity	Indirect to All Activity	TOTAL
SALARIES & FRINGE BENEFITS								
Salaries & Wages	D/I	141,186	5,600	777,537	924,323	783,137	141,186	924,323
Fringe Benefits	D/I	70,727	4,465	243,001	318,193	247,467	70,727	318,193
Total Salaries/Fringe Benefits		211,913	10,065	1,020,538	1,242,516	1,030,604	211,913	1,242,516
OTHER EXPENDITURES								
Contractual/Professional Services								
Legal Services	I	25,000	0	0	25,000	0	25,000	25,000
Consultant Services	D/I	0	1,608	900,000	900,000	900,000	0	900,000
State Audit Charges	I	15,000	0	0	15,000	0	15,000	15,000
Misc. Professional Services	D/I	0	0	75,500	77,108	77,108	0	77,108
Materials & Services								
Publications	D/I	0	150	350	500	500	0	500
Postage	D/I	300	0	0	300	0	300	300
Operating Supplies	D/I	1,500	2,000	1,000	4,500	3,000	1,500	4,500
Minor Equipment	D	0	1,000	0	1,000	1,000	0	1,000
Telephone	D/I	4,560	600	960	6,120	1,560	4,560	6,120
Advertising	D/I	0	0	2,620	2,620	2,620	0	2,620
Rent – Office	I	93,600	0	0	93,600	0	93,600	93,600
Rent – Meeting Rooms	D/I	400	0	100	500	100	400	500
Lease – Copier	D/I	2,700	0	0	2,700	0	2,700	2,700
Property/Liability Insurance	I	15,500	0	0	15,500	0	15,500	15,500
Printing	D/I	250	0	500	750	500	250	750
Unemployment	I	1,500	0	0	1,500	0	1,500	1,500
Treasury Services	D/I	4,860	0	0	4,860	0	4,860	4,860
Travel, Training, Staff Development								
Mileage & Parking	D/I	200	0	2,200	2,400	2,200	200	2,400
Travel/Training	D/I	2,500	2,750	39,350	44,600	42,100	2,500	44,600
Registration	D/I	750	200	5,850	6,800	6,050	750	6,800
Dues, Subscrip., Memberships	D/I	0	8,625	0	8,625	8,625	0	8,625
IT Operations								
IT Management	D/I	27,200	0	0	27,200	0	27,200	27,200
Software	D/I	13,281	3,750	27,470	44,501	31,220	13,281	44,501
Hardware-new & replacement	D	11,500	5,250	2,500	19,250	7,750	11,500	19,250
Hardware-repair,maint.upgrades	D/I	0	3,000	0	3,000	3,000	0	3,000
Online Services	D/I	11,370	0	0	11,370	0	11,370	11,370
Total Other Expenditures		231,971	28,933	1,058,400	1,319,304	1,087,333	231,971	1,319,304
TOTAL		443,884	38,999	2,078,938	2,561,820	2,117,937	443,884	2,561,820
Adjustment for (over)/Under Recovery of Indirect Cost in FY 2020 (from Table 2) will be made in the CY 2022 IDC Plan							18,127	
Total Indirect Costs to be Recovered in CY 2022							462,011	
Proposed Indirect Cost Allocation Rates for CY 2021							59%	

TABLE 2 - CY 2020 INDIRECT COST RECOVERY ANALYSIS WORKSHEET- page 1 of 2

Type	Description	Cost Type	87100 44414	871000 44415	87169 44401- 44429	87170 44401- 44429	98724 44429	98769 44402- 44428	98770 44402- 44428	98771 44428	98771 44424		TOTAL	Costs Classified Direct to All. Activ.	Indirect to All Activ.	TOTAL
Salaries & Benefits																
51000	Salaries/Wages	D/I	139,016.31	2,058.82	309,172.95	232,139.37	0.00	4,976.27	183,070.00				873,087.35	734,071.04	139,016.31	873,087.35
52000	Fringe Benefits	D/I	76,388.51	708.41	107,711.35	76,306.79	0.00	1,108.37	60,346.20				318,162.48	241,773.97	76,388.51	318,162.48
	<i>Total Sal/Fringe Benefits</i>		215,404.82	2,767.23	416,884.30	308,446.16	0.00	6,084.64	243,416.20	0.00	0.00		1,191,249.83	975,845.01	204,272.94	215,404.82
Other Expenditures																
51620	Move Staff	D/I	0.00	0.00	0.00	0.00							0.00	0.00	0.00	0.00
53102	Publications	D/I	0.00	0.00	0.00	0.00							0.00	0.00	0.00	0.00
53103	Postage	D/I	261.00	0.00	0.00	0.00							261.00	0.00	261.00	261.00
53104	Software	D/I	11,499.97	0.00	468.80	5,838.78							17,807.55	6,307.58	11,499.97	17,807.55
53201	Operating Supplies	D/I	1,038.35	2,051.57	62.76	2,178.87							5,331.55	4,293.20	1,038.35	5,331.55
53502	Minor Equipment	D/I	2,103.50	4,824.31	0.00	0.00							6,927.81	4,824.31	2,103.50	6,927.81
54101	Prof. Services	D/I	74,731.18	0.00	600.00	0.00							75,331.18	600.00	74,731.18	75,331.18
54105	Legal Services	I	25,534.50	0.00	0.00	0.00							25,534.50	0.00	25,534.50	25,534.50
54120	State Audit Charges	I	12,214.80	0.00	0.00	0.00							12,214.80	0.00	12,214.80	12,214.80
54201	Contractual Services	D/I	9,343.13	0.00	7,437.60	55,985.07		17,042.69		108,259.34	500,232.54		698,300.37	688,957.24	9,343.13	698,300.37
54209	Online Services	D/I	12,985.57	0.00	0.00	0.00							12,985.57	0.00	12,985.57	12,985.57
54301	Telephone	D/I	6,628.70	0.00	338.90	342.18							7,309.78	681.08	6,628.70	7,309.78
54401	Travel/Mileage	D/I	1,611.90	1,948.27	3,383.41	0.00							6,943.58	5,331.68	1,611.90	6,943.58
54451	Advertising	D/I	110.00	0.00	702.99	441.88							1,254.87	1,144.87	110.00	1,254.87
54501	Rentals/Leases	D/I	86,486.51	0.00	0.00	0.00							86,486.51	0.00	86,486.51	86,486.51
54601	Prop/Liability Insurance	I	12,496.00	0.00	0.00	0.00							12,496.00	0.00	12,496.00	12,496.00
54803	Equip. Maintenance	D/I	223.14	3,600.49	0.00	0.00							3,823.63	3,600.49	223.14	3,823.63
54820	Software Maintenance	D/I	0.00	0.00	8,302.40	4,518.12							12,820.52	12,820.52	0.00	12,820.52
54902	Registration	D/I	8,728.29	2,719.60	1,049.00	846.32							13,343.21	4,614.92	8,728.29	13,343.21
54904	Dues, Subscrip, Mberships	D/I	793.18	8,990.58	0.00	0.00							9,783.76	8,990.58	793.18	9,783.76
54908	Permits/Fees	D/I	0.00	0.00	0.00	0.00							0.00	0.00	0.00	0.00
54909	Printing	D/I	0.00	0.00	0.00	0.00							0.00	0.00	0.00	0.00
55120	IG Services – General	D	0.00	0.00	0.00	0.00							0.00	0.00	0.00	0.00
59100	IF Charges	D/I	511.37	0.00	0.00	0.00							511.37	0.00	511.37	511.37
	Total Other Expenditures		267,301.09	24,134.82	22,345.86	70,151.22		17,042.69	0.00	108,259.34	500,234.54		1,009,467.56	742,166.47	267,301.09	1,009,467.56
	TOTAL		482,705.91	26,902.05	439,230.16	376,843.86		23,127.33	243,416.20	108,259.34	500,234.54		2,200,717.39	1,718,011.48	482,705.91	2,200,717.39
Expenditure Code Types																
Indirect Cost Pool Charges:			I													
Direct Charges:			D													
Direct Charges & Indirect Cost Pool:			D/I													
Locally funded items only:			L													

TABLE 2 - CY 2019 INDIRECT COST RECOVERY ANALYSIS WORKSHEET- page 2 of 2

[illegible]

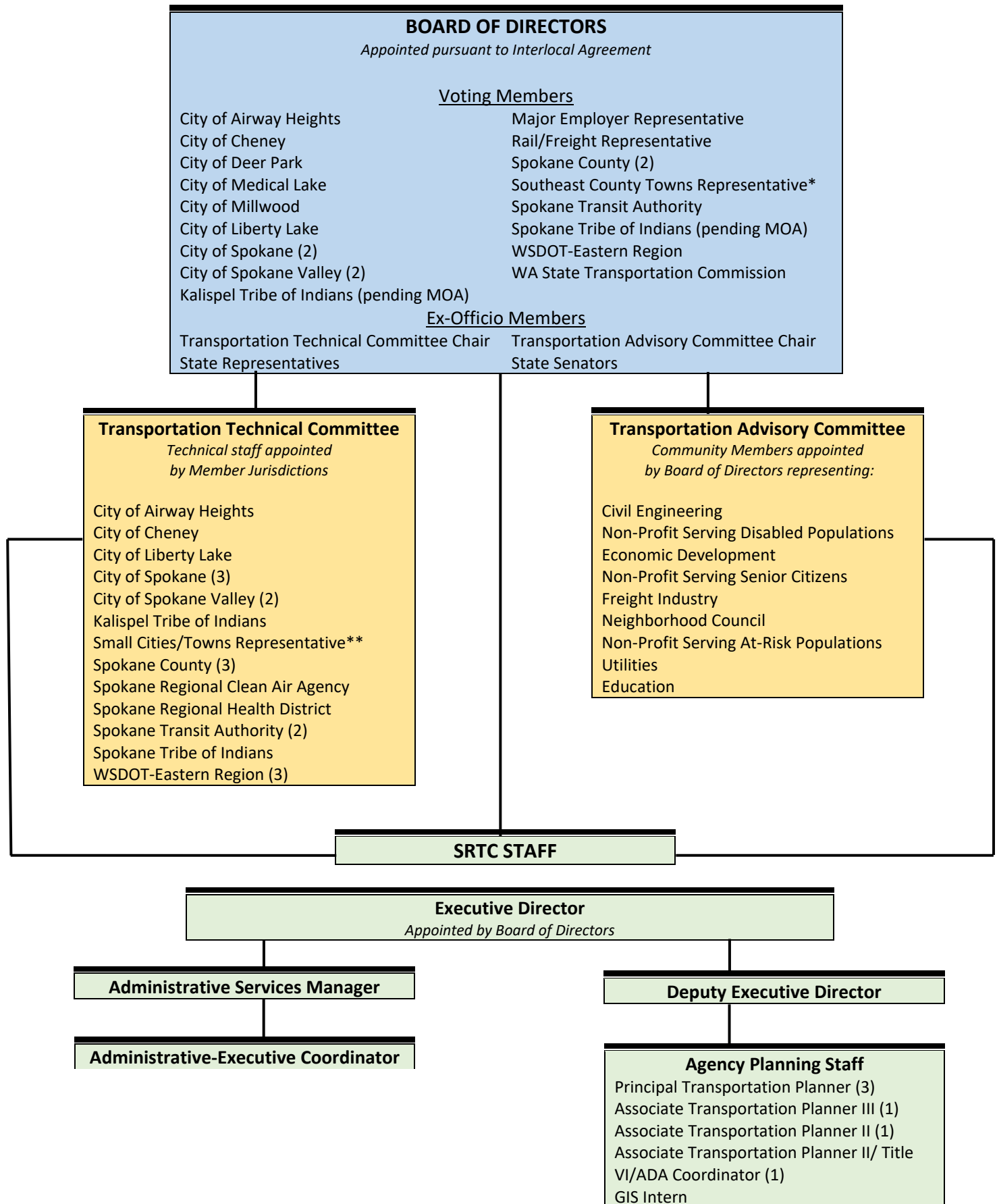
TABLE 3 – SCHEDULE OF FEDERAL FUNDS EXPENDITURES FOR CY 2020											
	1 st Half CY 2020		2 nd Half CY 2020		Consolidated	1 st Half 98770	2 nd Half 98770	1 st Half 98774	1 st Half 98774	STBG	Total
Item	PL	FTA	PL	FTA	PL/FTA Funds	STBG	STBG	STBG	STBG	Funds	Federal Funds
Federal Revenue	438,255	76,102	204,214	113,608	832,178	89,660	270,542	207,517	111,192	678,912	1,511,090
Required Local Match	59,164	10,274	27,569	15,337	112,344	12,104	36,523	28,015	15,011	91,653	203,997
Additional Local	9,234	1,603	12,017	18,714	17,533	1,889	5,700	86,392	177,436	271,417	288,951
TOTAL	506,653	87,979	219,766	147,658	932,056	103,654	312,766	321,924	303,639	1,041,982	2,004,038
Total Salaries	245,647	41,984	99,706	68,933	460,740	53,692	158,227	-		211,919	672,660
Total Benefits	86,318	14,382	34,592	24,096	155,205	15,598	53,273	-		68,871	224,077
Total Other	17,473	4,743	21,656	14,250	51,236	-	-	321,924	303,639	625,563	676,799
Total IDC's	157,214	26,870	63,812	42,738	316,240	34,363	101,265	-		135,628	430,502
TOTAL	506,653	89,979	219,766	147,658	932,056	103,654	312,766	321,924	303,639	1,041,982	2,004,038
Direct charges – (Total amount less local match, usually at 13.5%)											
Direct Salaries/Wages				398,541	398,541					183,310	581,851
Direct Fringe Benefits				134,253	134,253					59,574	193,827
Other Direct Expenditures				44,319	44,319					541,112	585,431
Indirect Cost Plan				255,066	255,066					117,319	372,385
Total Federal Revenues					832,179					901,315	1,733,494

Per the Uniform Administrative Requirement (Super Circular) 200.425 Audit Services (a) A reasonably proportionate share of the costs of audits required by, and performed in accordance with, the Single Audit Act Amendments of 1996 (31 U.S.C. 7501-7507), as implemented by requirements of the Part, are allowable.

However, the following audit costs are unallowable: Any costs of auditing a non-Federal entity that is exempted from having an audit conducted under the Single Audit Act and Subpart F-Audit Requirements of this Part, because its expenditures under Federal awards are less than \$750,000 during the non-Federal entity's fiscal year.

Spokane Regional Transportation Council Organizational Chart

10.05.2021



To: Board of Directors 10/07/2021
From: Charlene Kay, WSDOT Region Planning and Strategic Community Partnership Director
Topic: **West Plains Subarea Transportation Management Plan**

Requested Action:

For information and discussion.

Key Points:

- Land use development in the West Plains vicinity is outpacing the available multi-modal transportation system in the area. There is a need, particularly in and around US 2, to collaboratively refine past study efforts and plan for potential “practical solutions” that can be jointly prioritized and programmed.
- WSDOT, together with West Plains public and private sector partners, is finalizing a study that focuses on multimodal mobility (congestion) and safety issues primarily related to the US 2 and a supporting transportation network.
- The West Plains Subarea Transportation Management Plan Study, Phase 1, US 2 vicinity study is a “Living Study” found online at: www.connectwestplains.com, and will be continually updated for years to come.
- The study sought to identify achievable “practical solution” system improvements, including on and off the state network and was supported by a technical advisory team made up of technical staff from stakeholder agencies, including SRTC.
- Practical Solutions is a way of thinking and acting based on WSDOT’s values of safety, engagement, innovation, integrity, leadership, and sustainability. Through Practical Solutions, WSDOT collaborates with their partners to make the right investments, in the right places, at the right time, using the right approach to achieve an integrated, sustainable transportation system and organization.
- The Technical Advisory Team and Subject Matter Experts developed [Practical Solution Strategies](#) for the West Plains Subarea Transportation Management Plan Study. This linked prioritized list includes a broad range of strategies including safety recommendations, demand management strategies, and operational improvements to name a few.
- A [Draft West Plains Traffic Circulation Plan](#) and Planned Improvements listing is a subset of the above Practical Solution Strategies that address traffic mobility and operations, including infrastructure projects. The Planned Improvement listing is found in the **Attachment**.
- The final steps for the Study are as follows:
 - WSDOT staff presented information about the Study’s purpose, process, and findings to the Transportation Technical Committee (TTC) on 09/22/2021.
 - Due to the regional partnerships and importance of the study, the TTC will be asked at their October meeting to make a recommendation for the SRTC Board to accept the study.

Board/Committee Discussions:

This is being presented to the Board for the first time; the TTC reviewed this item on 9/22/2021. Several TTC members serve on WSDOT's Technical Advisory Team. This item will be before the Board in November with a request for acceptance.

Public Involvement:

In 2019 WSDOT engaged the community in “listening posts” and community events such as the Airways Heights Festival, Medical Lake Founders Day, Sunday Fest at Northern Quest Resort & Casino, etc. WSDOT held virtual live online public meetings on 8/24 and 8/26/2021 as well as an online public virtual open house from 8/23 to 9/3/2021.

Supporting Information/Implications

The West Plains Subarea Transportation Management Plan study area includes the City of Airway Heights, City of Spokane, Spokane County, Spokane Tribal lands, Kalispel Tribal lands, Fairchild Air Force Base, and the Spokane International Airport. The primary east-west routes in this area are US 2 and Interstate 90 (I-90). The primary north-south routes are Rambo, Craig, Hayford, and Spotted Road.

A two-day Practical Solutions workshop was held virtually, 3/31/2021 and 4/6/2021. The workshop was facilitated by WSDOT headquarters and WSDOT Eastern Region and its purpose was to provide technical guidance by Subject Matter Experts in each category based on performance measures that would be further evaluated for the study.

More Information:

- Attachment 1: Planned Improvements from the Traffic Circulation Plan
- For detailed information contact: Char Kay at kayc@wsdot.wa.gov or Bonnie Gow, Senior Planner, WSDOT at gowbl@wsdot.wa.gov or 509.991.9643

**Planned Improvements from the Traffic Circulation Plan In & Around US 2 Vicinity		Funded	Planned Improvement Unfunded
1. Mitchell St/US 2 Signal			X
2. Spoko Fuel Entrance/US 2 - Roundabout		X	
3. Craig Rd/US 2 - Roundabout		X	
4. Loeffler St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
5. West St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
6. Ziegler St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
7. Lundstrom St/US 2 - Roundabout			X
8. King St/US 2 - Right In/Right Out Turn Restrictions (Note: NO Lefts allowed off US 2 at this intersection per CoAWH) Corrected 8-16-21			X
10. Lawson St/US 2 - Roundabout			X
11. Campbell St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
12. Russell St/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
13. Garfield Rd/US 2 - Roundabout			
14. Lyons Rd/US 2 - Roundabout			X
15. Hayden Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
16. Hazelwood Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
17. Lucas Rd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
18. Technology Blvd/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2)			X
19. Campus Dr/US 2 - Roundabout			X
20. New Road City of Spokane/US 2 - Right In/Right Out Turn Restrictions (Lefts allowed off US 2 - EB only)			X
21. Spotted Rd/US 2 - Roundabout			X
22. Close Sunset Frontage Rd connection to US 2 (Russell Rd will be joined into Sunset Frontage Rd without access to US2 at this location)			X
23. Sunset Frontage Rd/Grove Rd/Airport Dr Intersection - Roundabout			X
24. US 2 Eastbound off ramp onto Airport Drive - Roundabout			X

NOTES: ALL US 2 Approaches/Driveways - Right In/Right Out Turn Restrictions *Future Left Turns off US 2 to be determined only at certain locations

Right turn restrictions along the US 2 corridor, will be enforced between Rambo Rd and the Sunset Highway connection, determined through the study efforts.

** Also SEE Tab "ListbyPercentage Effectiveness", Question 61, List of Effectiveness #60, for more information

Costs are planning level rough estimates and are subject to change

ALL intersection designs will require a traffic study for approval. ***Amended after the Technical Advisory Team Meeting on 7/21/21

NOTE: ALL emerging strategies have to be evaluated for prioritization within respective jurisdictions including WSDOT prioritization to compete for State, Regional and Local Funding

2021 Draft Board Agenda Items

NOVEMBER

For Action	For Information & Discussion
Public Participation Plan Update	2022 Transportation Improvement Program Guidebook
US 195/I-90 Study Final Report	DivisionConnects Update
CY 2022 Budget & Indirect Cost Plan	Electrification Grant Project Update
Unified List of Regional Transportation Priorities	MTP Chapter 4 & Executive Summary
WSDOT-US 2 West Plans Transportation Management Plan	

DECEMBER

2022 Transportation Improvement Program Guidebook	Appointment of Transportation Advisory Committee Members
Horizon 2045 MTP Adoption	

MEETING SUMMARY

Spokane Regional Transportation Council 09/22/21 Transportation Technical Committee (TTC) Meeting Zoom Video Conference

Action Items

- **2021-2024 Transportation Improvement Program October Amendment** – All votes were in favor of a motion to recommend Board approval.
- **2022-2025 Transportation Improvement Program** – Staff shared details about projects and programming. A motion to recommend Board approval of the 2022-2025 TIP carried unanimously.

Information and Discussion Items

- **US 195/I-90 Study Update** – Mr. Stewart reviewed the purpose and geographic area of the study. He noted the draft final report is scheduled to be ready next week and he will be back in October with full details of proposed strategies and an executive summary. He recapped project goals, community engagement activities and examples of projects that may be part of implementation strategies.
- **Unified List of Regional Transportation Priorities** – Staff explained this project is proceeding in two ways; (1) a 2021 state priority statement and (2) a unified list for a 2022 federal funding package. He shared the project screening criteria, which has been endorsed by the Board, and noted the list of projects still must be pared down to be the most competitive for future funding opportunities. He reviewed how the projects were evaluated using the screening criteria based on information provided by member agencies.

He presented a potential pipeline/tiered approach, separating projects into three groups; Tier 3 are projects in the conceptual or initial planning stage, Tier 2 are projects in the early stages of planning awaiting preliminary engineering/design, and Tier 1 are projects ready to implement. The

There was lengthy discussion; some comments included

- Using readiness as a criteria is difficult to apply to studies or programs
- This approach could be difficult for smaller jurisdictions
- Maybe a scoring method based on different criteria would be a simpler approach
- Suggestion that title of tiers should be descriptions rather than numbers, such as Deployment Tier
- SRTC staff has been tasked with putting this list together in a very short time frame due to the potential special legislative session this fall. Ideally a prioritization list process will occur every year and which will allow for continued refinement.

• **Horizon 2045-Metropolitan Transportation Plan (MTP): Draft Chapter 3** – Mr. Ulrich reviewed the tasks completed or substantially completed in the MTP update process. Chapter 3 is basically the regional baseline; he provided highlights of the topics covered by this chapter, spoke about safety targets and household/employment density maps. He will be back before the TTC next month with draft Chapter 4. All draft chapters are available on the SRTC website for review.

• **Draft Public Participation Plan (PPP) Update** – Ms. Jones shared information about the 2021 update to the PPP.

• **West Plains Subarea Transportation Management Plan** – Ms. Bonnie Gow and Mr. Gregg Figg of WSDOT shared details about the study, which has an emphasis on multi-modal transportation networks to address mobility and safety needs, taking into close consideration Fairchild AFB travel time for staff. Other focus areas are safety, mobility, quality of life, and economic vitality. Ms. Gow reviewed practical solutions strategies and recapped stakeholder meetings and public engagement events.

MEETING SUMMARY

Spokane Regional Transportation Council 09/27/2021 Transportation Advisory Committee (TAC) Meeting Zoom Video Conference

Action Items

- Approval of July meeting minutes passed unanimously.

Information & Discussion Items

• **US 195/Interstate 90 Study Update** – Mr. Stewart summarized the purpose and location of the study. The draft final report, encompassing all the compiled data and analysis will be released very shortly. The report also includes proposed strategies for improving the level of service and safety challenges. He highlighted several of the recommended strategies and reviewed key investment costs. A new round of community engagement, including a 30-day public comment period, will be launched soon. The group discussed WSDOT acceptance of the study and the study's market-based land use assessments.

• **Unified List of Regional Transportation Priorities** – Ms. McMenamy provided the background and workplan of this project. She presented the Board endorsed screening criteria, which was developed with TAC input and described a proposed pipeline/tiered approach to moving projects more effectively from inception to implementation; she emphasized that that staff is seeking TAC feedback on this proposed process. Members talked about;

- How prioritization would be addressed for projects that aren't shovel-ready yet ranks quite high on need
- Prioritization scoring based upon responses by project sponsors
- There is always an issue about perspective depending on who is answering questions
- Dividing projects into categories such as economic development or stewardship so that very different types of projects are not competing against each other

• **Horizon 2045-Metropolitan Transportation Plan (MTP) Update** - Mr. Ulrich reviewed highlights of the MTP update process, summarized the subject of each of the four chapters, and stressed that the plan is not just about vehicles and roadways. The MTP is a multi-modal review of the regional transportation system, including air, rail, transit, pedestrian, bicycle, etc. He spoke about upcoming and completed public outreach. The final steps of the update include a public meeting on 10/14, a public comment period, and Board adoption in December. Member comments included support of SRTC's use of market analysis for land use [insert word], managing safety targets, and approval of the MTP's holistic approach to examine current and future conditions.

• **Draft 2021 Public Participation Plan** – Ms. Jones delivered a background and purpose of the plan update, shared a process timeline, and summarized the work done by the TAC workgroup in updating/adding the following plan components:

- | | |
|---|---------------------------------|
| * Develop Goals and Objectives | * Stakeholder Engagement Matrix |
| * Equitable Public Participation Techniques & Methods | * Evaluation Matrix |
| * Administrative & Other | |

She described the difference between outputs and outcomes and how each are important.

• **2022-2025 Transportation Improvement Program (TIP) Overview-** Ms. Jones defined a TIP and outlined the determination process. She described the number of projects, the types and dollar amount of programmed funds in the 2022-2025 TIP.

a) Program Updates

1. Updates on the Electrification Grant and the Public Participation Plan were intended to be provided during the October board meeting. Presentations have been deferred, however, due to time constraints of the board meeting. Both efforts are proceeding with no significant challenges to report.
2. The Calendar Year (CY) 2020 Financial Audit of SRTC was completed by the Office of the Washington State Auditor and an exit conference was held on September 24, 2021. The purpose of the audit is to test internal controls and compliance with federal statutes, regulations, and the terms and conditions of federal awards. No significant deficiencies or material weaknesses were noted by the auditor.

b) Funding

1. **Transportation Reauthorization** – A continuing resolution extending the program expired on September 30. Another extension was signed into law on Saturday, October 2 continuing the Surface Transportation Program through October 31, 2021
2. **Infrastructure** – The roughly \$1 trillion Infrastructure bill includes a 5-year transportation reauthorization (through 2026). The bill is awaiting action in the House.

c) Tribal Representation

SRTC staff has met with representatives from both the Kalispel and Spokane Tribes to review activities related to the addition of tribal representatives as voting members of the SRTC Board. SRTC legal counsel has provided a draft Memorandum of Agreement (MOA) which has been forwarded to each of the Tribes and is currently under review by staff and legal counsel.

d) Highway Safety Improvement Program Funding Awards

The **draft** 2021 County Highway Safety Improvement Program (HSIP) project awards list has been released for review. The draft list includes three (3) projects in the Spokane region totaling just over \$1.87 million in proposed funding. Please note this process is not complete and is, therefore, subject to change.

- Wellesley Ave. & Appleway Ave. Roundabout Funded at \$1,276,000 (Total Cost \$1,398,000)
- NE County Centerline Rumble Strips and Delineation (Guideposts, Guardrail Reflectors) Fully Funded at \$171,000
- Horizontal Curve Signing and Area Delineation Signing, Delineation (Guideposts) Fully Funded at \$425,000

e) GSI Visioning

Greater Spokane Incorporated (GSI) has launched an effort called THRIVE Spokane. The project intends to develop a Comprehensive Economic Development Strategy (CEDS) for the Spokane region. SRTC staff will be participating in leadership and technical committees. A community survey is currently underway, which can be found at [THRIVE Spokane > Greater Spokane Incorporated](#)