



Board of Directors Meeting

Thursday, February 10, 2022 • 1:00 PM – 3:00 PM

Virtual Meeting via Teleconference

PUBLIC NOTICE:

SRTC Board meetings will be held virtually until further notice.

Join Zoom Meeting

<https://us02web.zoom.us/j/89986824730?pwd=aGViclPdHpqMWNhVW0rK093dkhPUT09>

Meeting ID: 899 8682 4730 | Passcode: 816477

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Find your local number: <https://us02web.zoom.us/u/kMgpArXd>

Public comments are welcome and 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, February 10, 2022 - 1:00 pm

Time	Item	Page #
1:00	1. Call to Order / Record of Attendance / Excused Absences	
1:02	2. Public Comments	
1:07	3. Executive Director's Report (<i>Lois Bollenback</i>) a) Funding	n/a
	<u>FOR ACTION</u>	
1:10	4. Consent Agenda a) January 2022 Meeting Minutes b) January 2022 Vouchers c) Kalispel Tribe of Indians: Agreement of Voting Membership d) 2022-2025 Transportation Improvement Program (TIP) February Amendment e) Appointment of 2022 Transportation Advisory Committee Officers	3 9 10 14 17
1:15	5. Interlocal Agreement Implementation Subcommittee (<i>Lois Bollenback</i>)	18
1:25	6. 2024-2026 SRTC Call for Projects & Principles of Investment (<i>Kylee Jones</i>)	19
	<u>FOR INFORMATION AND DISCUSSION</u>	
1:35	7. SRTC 2022 Equity Framework (<i>Michael Redlinger</i>)	25
1:45	8. 2022 Transportation Planning Presentation Series: Quality of Life (<i>Jason Lien</i>)	28
2:05	9. DivisionConnects Update (<i>Jason Lien</i>)	29
2:15	10. Transportation Performance Measures: Safety Targets (<i>Mike Ulrich</i>)	31
2:25	11. Critical Urban and Rural Freight Corridors (<i>David Fletcher</i>)	34
2:35	12. Board Member Comments	n/a
2:45	13. Adjournment	
Attachments	2022 Draft Board Agendas	38
	January Transportation Technical Committee & Transportation Advisory Committee Meetings Summaries	39

MEETING MINUTES

Spokane Regional Transportation Council
Board of Directors Meeting – Thursday January 13, 2022
Zoom Video Conference Meeting

1 Call to Order/Record of Attendance/Excused Absences

Chair Ben Wick brought the meeting to order at 1:01 pm and roll was taken.

IN ATTENDANCE

Board Members:

Mayor Ben Wick, *City of Spokane Valley* (Chair)
Paul Schmidt, *City of Cheney* (Vice Chair)
Council Member Dee Cragun, *City of Deer Park*
Mayor Cris Kaminskas, *City of Liberty Lake*
Mayor Kevin Freeman, *City of Millwood*
Council Member Betsy Wilkerson, *City of Spokane*
Council Member Zach Zappone, *City of Spokane*
Doug Yost, *Major Employer Representative*
Matt Ewers, *Rail/Freight Representative*
Council Member Micki Harnois, *Small Towns Representative*
Commissioner Al French, *Spokane County*
Commissioner Mary Kuney, *Spokane County*
Susan Meyer, *Spokane Transit Authority*
Council Member Glenn Ford, *Spokane Tribe of Indians*
Inga Note, *Transp. Technical Committee Chair*
Mike Gribner, *WSDOT-Eastern Region*
Kelly Fukai, *WA State Transportation Commission*

Staff:

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

Guests:

Karl Otterstrom, *Spokane Transit Authority*
Karen Corkins, *S3R3 Solutions*
Joe Tortorelli, *Spokane Good Roads Association*
Larry Larson, *WSDOT-Eastern Region*
Brian McClatchey, *City of Spokane*
Kevin Picanco, *City of Spokane*
Tom Sahlberg
Shauna Harshman, *City of Spokane*
Jeff Gunn, *City of Spokane*
Glenn Wagemann, *WSDOT-Eastern Region*
Anna Ragaza-Bourassa, *WSDOT-Eastern Region*
Kim Zentz, *Urbanova*
Chad Coles, *Spokane County*
Char Kay, *WSDOT-Eastern Region*
Mark Carlos, *City of Spokane*
Kay Allen
LeAnn Yamamoto, *CommuteSmartNW*
Paul Kropp
Brett Lucas, *City of Cheney*
Brandi Colyar, *Spokane County*
Todd Coleman, *S3R3 Solutions*

Chair Wick said Mayor Weathers requested to be excused from the meeting;

Mr. Schmidt made a motion to excuse the absence. Ms. Cragun seconded. Motion passed unanimously.

2 Election of 2022 Board Officers

Chair Wick described the procedure established for nominating and voting on Board officers.

Ms. Cragun made a motion to nominate Mr. Paul Schmidt as 2022 Chair. Mr. Freeman seconded. There were no other nominations. Motion passed unanimously.

The Chair position passed to Mr. Schmidt.

Chair Schmidt stated that per the officer seat rotation described in the 2021 Interlocal Agreement (ILA), a Board member of the City of Spokane is scheduled to be Vice-Chair.

Mr. Zappone made a motion to nominate Ms. Betsy Wilkerson as 2022 Vice-Chair. Ms. Cragun seconded. There were no other nominations. Motion passed unanimously.

3 Public Comments

There were no public comments.

4 Executive Director's Report

Ms. Bollenback reported on;

- Funding Update: Information about the federal infrastructure package is still coming in and continues to be very broad in nature at this point. It is anticipated that more specific details will arrive in March or April and there will be time set aside in future Board meetings to discuss.
- Transportation Safety: Even though driving went down during the pandemic, traffic collisions and accidents have not. While the Board will discuss transportation safety in greater depth at a future meeting; Ms. Bollenback wanted to recognize safety is a priority for the region and will be part of the Board's work this year.

ACTION ITEMS

4 Consent Agenda

- a) December 2021 Meeting Minutes**
- b) December 2021 Vouchers**
- c) Spokane Tribe of Indians: Agreement of Voting Membership**
- d) 2022-2025 Transportation Improvement Program (TIP) January Amendment**
- e) Appointment of 2022 Transportation Technical Committee Officers**

Chair Schmidt asked if there were any items that a Board member wished to consider separately. There were no comments.

Ms. Cragun made a motion for approval of the Consent Agenda as presented; Mr. Wick seconded. Motion passed unanimously.

Chair Schmidt recognized and welcomed the newly appointed voting representative of the Spokane Tribe.

6 Appointment of Major Employer and Rail/Freight Representatives

Ms. Bollenback reminded the group that the 2021 ILA includes Board appointed positions for a Major Employer representative and for a Rail/Freight representative; the prior position terms expired 12/31/21. She recapped the Board's formation of the Nominating Committee to oversee the recruitment process and recommend candidates.

The Committee has recommended that the Board confirm the re-appointment of Mr. Matt Ewers of Inland Empire Distribution Systems as the Rail/Freight representative and the appointment of Mr. Doug Yost of Centennial Real Estate to the Major Employer position.

Ms. Fukai, who chaired the Nominating Committee, recognized the work of the committee members. She thanked Board members for soliciting applicants and spoke about how the quality of applicants demonstrates community interest in regional transportation issues.

Ms. Cragun made a motion to confirm Doug Yost as the SRTC Board Major Employer Representative and Matt Ewers as the SRTC Board Rail/Freight Representative. Ms. Wilkerson seconded. Motion passed unanimously.

7 Transportation Advisory Committee (TAC) Resolution, Bylaws and Membership

Ms. Jones provided information about membership of Nominating Committee and dates they met and noted that the 2021 ILA specifies that SRTC committees must be created by resolution. She described the role of the TAC, whose members are volunteers, and explained how the group's input assists SRTC in regional transportation planning.

As part of Resolution 22-01, a new TAC specific set of bylaws were developed that contain the following recommended changes from the existing bylaws:

- Membership term length changes from 3 to 2 year
- Adds clarification on attendance, excused/unexcused absences
- Adds a process to fill TAC member vacancies
- Increases membership from 13 to 14

Ms. Jones described the outreach methods soliciting TAC membership and the application review process. She shared the list of proposed individuals to serve as TAC members.

Ms. Wilkerson stated that, as a new member, she appreciated the description of the outreach and application evaluation process. Ms. Fukai said 24 applications were received and staff assisted by developing metrics to ensure a holistic representation of the region. The committee worked to get representation of all modes of transportation. She said the quality of the applicants reflects the desire of the community to take part in conversations about transportation.

Mr. French made a motion to adopt by Resolution 22-01: Establishing a SRTC Transportation Advisory Committee and TAC Bylaws. Ms. Wilkerson seconded. Motion passed unanimously.

Mr. French made a motion to confirm the proposed slate of 14 candidates for 2022-223 TAC membership. Ms. Fukai seconded. Motion passed unanimously.

8 TIP Additional Obligation Authority

Ms. McMenamy described the Transportation Improvement Program and the Obligation Authority. She explained that SRTC received an additional \$4.26M of funding from WSDOT Local Programs because SRTC member agencies met our target, WSDOT met their state target, and other Washington State MPOs did not meet their targets and some of their funding was then re-distributed. While additional funding is always welcome, it is important to note that the \$4.26M will be added to this year's obligation target and the deadline for project delivery is June 1, therefore staff and member agencies must work to find projects that can deliver in this year. She outlined the regional target and obligations going back to 2019.

She outlined the policy approach being used to best facilitate this quick turnaround time, including the TIP Working Group's review of member requests and contingency lists, a review of which projects are ready to obligate and discussing the possibility of increasing the federal share of partially funded projects that are ready to deliver.

Ms. McMenamy said that after receiving feedback from the Board, the Transportation Technical Committee, TIP Working Group and the TAC, the following eight projects are being recommended to receive funding awards;

Agency	Project	Recommended Award	Fund Type
Airway Heights	SR 2-Path Gap Project	\$ 145,761	STBG Set-Aside

Spokane County	Little Spokane Connection Rd Separated Path	\$ 375,000	STBG Set-Aside
Spokane Valley	Wilbur Sidewalk	\$ 57,000	STBG Set-Aside
Millwood	Argonne Rd Congestion Relief	\$ 1,000,000	CMAQ/HIP
Spokane	Thor/Freya Couplet Reconstruction	\$ 1,250,000	STBG
Spokane	Spokane Falls Blvd (PE Phase)	\$ 500,000	STBG
Spokane County	Brooks Rd	\$ 1,684,000	STBG
Spokane Valley	Evergreen Rd Preservation	\$ 824,519	STBG

She described the selection process from the contingency list, looking for award opportunities for projects that could deliver by the June 1 deadline. She presented the next steps and funding schedule.

Ms. Wilkerson made a motion recommend funding awards to projects in Table 1 to meet member agency requests and to assist SRTC in meeting the 2022 Federal Funding Obligation Target. Mr. Ewers seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

9 2024-2026 Call for Projects & Principles of Investment

Ms. Jones reported SRTC will hold a region-wide Call for Projects for an estimated \$40M of funding to be allocated in 2024-2026. The Board is being asked to discuss Principles of Investment, such as off-the-top requests, a set-aside for a future call for preservation projects, and a minimum percentage for small towns.

She outlined the five different funding types and the approximate amounts that will be available; she stated that staff will assist applicants in identifying the most appropriate funding type for each project.

She gave the floor to Mr. Glenn Wagemann to discuss the off-the-top funding request from the Spokane Regional Transportation Management Center (SRTMC), which is \$2.104M distributed over three years for operations. He provided an overview of SRTMC's function and governance, presented a map of the video cameras, message signs and fiber managed by SRTMC. He noted that data collected from SRTMC managed devices are made available to SRTMC's partner agencies. Mr. Wagemann showed a history of previous approved funding requests and explained the increased amount is due to higher costs for labor, office space rental, and software.

Ms. Bollenback took the floor to discuss SRTC's off-the-top request, which is \$1.5M to be distributed over three years for transportation planning. She summarized SRTC's current and ongoing planning activities then described regional projects that the agency is actively supporting and working to advance. She said SRTC already receives \$350K of STBG funding annually to support operations and the Board is being asked to consider increasing the funding an additional \$150K per year in 2024-2026. The reason for the additional funding is to refill the vacant community outreach staff position (\$50K) and to provide added project development support, such as cost/benefit analysis, data collection, resiliency/climate change, etc. (\$100K). She discussed historical off-the-top funding received.

The group discussed. Comments included:

- The importance of effective community outreach for both the agency and community members
- There is likely to be more focus and requirements around equity and having a community outreach staff person is key.
- There is an expectation of a transportation emphasis in the federal infrastructure bill, so assisting municipalities to be ready with projects in order to get federal funding to the area will be very necessary.

- Multiple members expressed their support for this suggestion.

Ms. Jones discussed a possible minimum award for small towns, such as 3.75% of the total amount of funding available. She described how this was done at the last call for projects and explained what populations levels define urban large, urban small and rural categories. She also spoke about a possible set-aside for a preservation-only call for projects for use in 2025-2026.

Chair Schmidt called for discussion. Mr. Gribner said he supports the idea of a set-aside for a preservation call; there has been many regional discussions in the region and throughout the state about preservation and maintenance across all jurisdictions and this feels like a reasonable response.

Ms. Jones said this topic will be discuss with TAC & TTC this month and staff will bring comments back to the Board in February.

10 DATA Project Update

Mr. Ulrich outlined the initial project goals and provided a history this effort, which began in 2018 when the Board recognized the need to acquire data to be applied to transportation planning. \$1M of STBG funding was set aside as part of 2018 Call for Projects. Staff and stakeholders developed a two-phased project to evaluate SRTC's practice, best practices and to recommend investments. The Board adopted Phase II of the design plan in March 2021; he provided details of the design plan including:

- Household travel survey: The last household travel survey was done in 2005 and this type of data is critical to updating regional assumptions. 80,000 invitations to participate have been sent to households throughout the region. The survey launches on 02/04/22 and will close 04/09/22.
- Traffic Count Data: Staff is coordinating with each regional jurisdiction to address gaps in data. The consultant team is recommending data collection at 117 locations throughout the region.
- Land Use Allocation Tool: This is based on methodology adopted by the Board in September 2020 and will automate some of the more time-consuming elements of the land use allocation process. It will create a system that allows users to adjust modeling "levers" to visualize regional changes over time in varying scenarios.
- Travel Demand Model Updates: The work on this element is just beginning and a work plan will be discussed with stakeholder team in February and March.

Mr. Ulrich then spoke about upcoming stakeholder engagement and the expected outcomes of the project. Chair Schmidt called for questions or discussion.

The group discussed:

- The responsiveness of the Land Use Allocation Tool to unanticipated and rapid changes in population or job growth in specific areas.
- Region needs an improved way to connect land use decision making to transportation and hopefully this tool will provide key information.
- The level of data provided about freight, such as the type or classification of freight vehicle, since can vary greatly by location, for example, semis aren't making local deliveries but smaller delivery vans are still considered freight. There was discussion about how passive data about vehicle type can be obtained and put into the model.

11 2022 Transportation Planning Presentation Series

Ms. Bollenback spoke about how and why Metropolitan Planning Organizations (MPO's) came into existence in the mid-1960s per federal requirement and the community role of MPOs. A key point is that MPOs give local elected officials input into the distribution of federal transportation funding. She outlined MPO's required activities and optional activities. She would like the Board to talk about what is unique to Spokane and how SRTC can pursue these optional activities to best serve the community.

She described the Transportation Funding Priority Statements and the 2021 Unified List of Regional Transportation Priorities which were adopted by the Board near the end of last year.

In 2022, SRTC would like to build on previous work by going into greater depth with the Board on one planning area each month, taking a deeper dive into prioritization screening criteria and Board seeking input. Topics include Quality of Life, Economic Vitality, Equity, Safety, Stewardship, and Operations/Maintenance/Preservation. Her recommendation is that the Board have these conversations with a consideration of "what we *have* to do" and "what we *want* to do".

Ms. Bollenback reviewed the federally required factors that MPOs must address in planning activities. The Board should discuss which requirements are the most important for this area and then SRTC can work get to responding the unique community needs for Spokane region.

12 Calendar Year 2021 Quarterly Budget Update – 4th Quarter

Mr. Griffin explained that except for member contributions, all other planning revenues are received on reimbursement basis. As of year-end, the agency collected 76% of total budgeted revenues. Cash balance at the beginning of the year was \$729,236 and ended 4th Quarter at \$643,506. He said keeping a cash reserve allows for four to five months of operating funds in case of government shutdown. He noted that 77% of budget expenditures had been met by the end of 4th quarter. There were no questions or discussion.

13 Board Member Comments

- Chair Schmidt expressed his appreciation to Mr. Wick for serving as SRTC Board Chair for the past two years.
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14 Adjournment

There being no further business, the meeting adjourned at 2:46 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF JANUARY 2022

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
1/14/22	V121755	Rehn & Associates	Q-1 2022 Agency H.S.A. contributions LB, GG, JL, MR	2,000.00
	V121756	Visionary Communications, Inc.	Fiber Services, Jan 2022	929.63
	V121757	Spokesman Review	Adv Board/Cmte mtg dates; TIP amendment public notice	168.43
	V121758	Intrinium	Managed IT Services - Mnthly Jan; O365 software	2,486.00
	V121759	WA State Dept of Retirement	Employee and Employer Contributions: December 2021	13,740.81
1/28/22	V121760	Associated Industries	Q1 2022 membership dues	395.75
	V121761	McAloon Law PLLC	Legal Svcs for ETS Grant discussions (Dec'21)	715.50
	V121762	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2022-01	310.00
	V121763	Parametrix	Division St Corridor Study 10/3/21 - 10/30/21	18,308.51
	V121764	Allstream	Telephone: Lines to 2/7/22 and Long Distance for Dec 2021	991.96
	V121765	Intermax Networks	Voicemail and phone forwarding troubleshoot/repair	67.58
	V121766	Parametrix	Division St Corridor Study 10/31/21 - 11/27/21	18,735.91
	V121767	Rehn & Associates	Admin fee Dec '21	75.00
	V121768	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2022-02	310.00
	V121769	Dell	WE19DCS Performance Dock for DF	335.68
	V121770	EMLVO P.C.	Nov legal svcs: Board mtg; Council Bylaws/ILA docs review	875.00
	V121771	American Planning Association	APA dues renewal for MR thru 3-31-23	99.00
	V121772	AWC Employee Benefit Trust	February '22 Benefit Insurance Premiums	10,875.80
	V121773	Fehr & Peers	US-195/I-90 Study for 11/27/21 - 12/31/21 Phase 5.01/5.02	791.46
	V121774	Resource Systems Group Inc	Proj 21105 Tasks 3,4,5,6 - DATA Project - Sept 2021	13,905.83
1/31/22	V121775	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for Feb 2022	7,789.23
	V121776	Washington Trust Bank	Sftwr subscptns; Office splys/eqpt; Admin phone; Trng Reg's	915.94

	Reimbursement(s)	
	Salaries/Benefits Pay Periods Ending: 1/08/22 & 1/22/22	112,381.87
12/31/21	Spokane County Treasury Monthly SCIP fee - December 2021	17.35

	TOTAL January 2022	207,222.24
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Recap for January 2022:		
	Vouchers: V121755 - V121776	94,823.02
	Salaries/Benefits Pay Periods Ending: 1/08/22 & 1/22/22	112,381.87
	Spokane County Treasury Monthly SCIP fee - December 2021	17.35
		207,222.24

As of 2/10/22, the Spokane Regional Transportation Council Board of Directors approves the payment of the January 2022 vouchers included in the list in the amount of: \$207,222.24

Chair

To: Board of Directors

02/03/2022

From: Lois Bollenback, Executive Director

Topic: Kalispel Tribe of Indians: Agreement of Voting Membership

Requested Action:

Authorize the SRTC Board Chair to sign the Agreement of Voting Membership between SRTC and the Kalispel Tribe of Indians.

Key Points:

- Section 4B (Pages 4-5) of the [2021 SRTC Interlocal Agreement](#), states that federally recognized tribes that hold reservation or trust lands within the planning area of the regional transportation planning organization (RTPO) shall be offered a voting position on the RTPO Board.
- SRTC is the RTPO for Spokane County.
- SRTC staff and legal counsel have been working with representatives from the Spokane and Kalispel tribes to develop an agreement for voting membership.

Board/Committee Discussions:

Updates have been provided during the Executive Directors reports to keep members apprised of the activity.

Public Involvement:

All Board and SRTC Interlocal Agreement Signatory meetings at which this topic was discussed have been open to the public.

Supporting Information/Implications:

Effective regional transportation planning incorporates the perspectives of a diverse range of elected leadership throughout the region. Washington state law ensures this representation on Regional Transportation Organizations (RTPO) by requiring representation from tribal leadership on the board of directors.

More Information:

- For additional information contact Lois Bollenback at lbollenback@src.org or 509.435.3823

AGREEMENT OF VOTING MEMBERSHIP

WHEREAS, the parties to this Agreement of Voting Membership (“Agreement”) are the Spokane Regional Transportation Council (hereinafter “SRTC”); and the Kalispel Tribe of Indians, a federally recognized sovereign Indian tribe (hereinafter “Tribe”).

WHEREAS, the SRTC was formed as a voluntary association of local governments pursuant to RCW 47.80.020 and WAC 468-86-060; and

WHEREAS, these local governments have entered into the “Interlocal Agreement Relating to the Formation and Operation of the Spokane Regional Transportation Council and Other Matters Relating Thereto” on May 25, 2021 (hereinafter referred to as “Interlocal Agreement”), a copy of which is attached hereto and by this reference incorporated herein; and

WHEREAS, the parties to the Interlocal Agreement support the opportunity for the Tribe to become a voting member of SRTC; and

WHEREAS, the Interlocal Agreement specifically addresses this opportunity therein, at Section 4(B) as follows:

B. TRIBAL MEMBERSHIP

RCW 47.80.020(2) states:

In order for a regional transportation planning organization to be eligible to receive state funds that are appropriated for regional transportation planning organizations, a regional transportation planning organization must provide a reasonable opportunity for voting membership to federally recognized tribes that hold reservation or trust lands within the planning area of the regional transportation planning organization. Any federally recognized tribe that holds reservation or trust land within the planning area of a regional transportation planning organization and does not have voting membership in the regional transportation planning organization must be offered voting membership in the regional transportation planning organization every two years or when the composition of the board of the regional transportation planning organization is modified in an interlocal agreement.

In accordance with RCW 47.80.020(2), each federally recognized tribe within the SRTC boundaries shall be offered a voting position on the Board as set forth in this Agreement promptly following the ratification of this Agreement. The Board shall review and ensure SRTC’s compliance with RCW 47.80.020 every two years following the date of ratification of this Agreement or whenever this Agreement is modified.

WHEREAS, SRTC has, by and through its Executive Director at the direction of the SRTC Board of Directors, pursuant to statute and the Interlocal Agreement offered a voting membership to the Tribe; and

WHEREAS, the SRTC recognizes the Sovereignty of the Kalispel Tribe.

WHEREAS, the Tribe and SRTC wish to enter into a consensual agreement to formalize the same.

NOW, THEREFORE, SRTC, by and through its Board of Directors, as set forth in the Interlocal Agreement wishes to enter into the following Agreement with the Tribe:

1. The Kalispel Tribe of Indians shall become a voting member of SRTC pursuant to the terms and conditions set forth in the Interlocal Agreement. All provisions of the Interlocal Agreement shall remain in full force and effect and apply to the Tribe, except as is set forth in Paragraph 2 & 5 herein.
2. Entering into this Agreement shall in no way act as a waiver of Sovereignty nor in any way subject the Tribe to provisions of State or Federal law cited in the Interlocal Agreement. Final assent to all SRTC projects proposed to take place on Tribal lands shall require the approval of the Tribe's governing body.
3. The SRTC Representative for the Tribe shall be selected by the procedures adopted by the Tribe.
4. The SRTC Board of Directors, pursuant to the powers conferred upon it by applicable law and provisions of the Interlocal Agreement cited herein shall have the authority to approve this Agreement.
5. The SRTC and Tribe do not agree to arbitration of any dispute arising out of this Agreement.
6. The Tribe and SRTC recognize that SRTC has obtained an insurance policy providing, along with other named coverages, liability insurance for members of the Board as well as the entity, SRTC. A copy of this policy has been provided to the Tribe and the Tribe acknowledges receipt of the same. SRTC agrees take all necessary steps to maintain this policy, or a new policy, without lapse, with the same or higher limits of liability and similar available coverage.
7. In the event that another Indian tribe becomes a party to the Interlocal Agreement and/or the SRTC grants or permits another Indian tribe any rights or benefits not contained in the Interlocal Agreement or this Agreement, the Tribe shall automatically be entitled to the same grant of rights or benefits as the other Indian tribe, as an incorporated and implied amendment to this Agreement, which the SRTC and Tribe will additionally memorialize in writing at a later date.

Spokane Regional Transportation Council

BOARD CHAIR

DATE

Kalispel Tribe of Indians

REPRESENTATIVE

DATE

DRAFT

To: Board of Directors 02/03/2022
From: Kylee Jones, Associate Transportation Planner III
Topic: **2022-2025 Transportation Improvement Program (TIP) February Amendment**

Requested Action:

Approval of the February amendment to the 2022-2025 TIP as shown in the **Attachment**.

Key Points:

Three agencies have requested an amendment to the 2022-2025 TIP for the following four projects. See **Attachment** for more details.

- Spokane County
 - Brooks Road Railway Crossing CRP 3249
- City of Millwood
 - Argonne Road, Empire to Liberty Congestion Relief
- City of Spokane Valley
 - Sprague Avenue Preservation
 - S. Sullivan Road Preservation

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:

Both the Transportation Technical Committee and the Transportation Advisory Committee discussed this topic on 01/26/21; both committees unanimously recommended Board approval of the February TIP amendment.

Public Involvement:

Pursuant to SRTC's Public Participation Plan, the proposed amendment was published for a public review and comment period from 01/21/2022 through 01/31/2022. Notice of the proposed amendment

and public comment period was published in the Spokesman Review and posted to the SRTC website (www.srtc.org) on 01/21/2022; additionally, the notice was posted to SRTC's social media accounts. 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 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045. Consistency with Horizon 2045 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 2045.

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

Pending approval by the SRTC Board, the February amendment will be incorporated into the STIP on or around 3/18/2022.

More Information:

- See Attachment: 2022-2025 TIP February Amendment
- For detailed information contact: Kylee Jones at kjones@srctc.org or 509.343.6370

2022-2025 Transportation Improvement Program

February Amendment (22-02)

Agency	Project Title Amendment Description	Funding Adjustment	Amendment	
			New Project	Existing Project
Spokane County	Brooks Road Railway Crossing CRP 3249 Federal funding de-obligated due to easement issues	Federal (HSIP)	-\$915,095	✓
		Total De-Obligated	-\$915,095	
Millwood	Argonne Road, Empire to Liberty Congestion Relief Increased federal funding by \$1,000,000	Federal (CMAQ)	\$2,643,976	✓
		Federal (HIP)	\$6,024	
		Local	\$417,992	
		Total	\$3,067,992	
Spokane Valley	S. Sullivan Road Preservation Updated state funds, local funds, and moved construction to 2023	Federal (NHPP)	\$1,029,000	✓
		State (TIB)	\$1,572,415	
		local	\$133,162	
		Total	\$2,734,577	
Spokane Valley	Sprague Avenue Preservation Added \$824,519 of federal funds and changed CN to 2022	Federal (STP-UL)	\$1,824,519	✓
		Local	\$171,125	
		Total	\$1,995,644	

HSIP Highway Safety Improvement Program
TAP(UL) Transportation Alternative Program also known as Surface Transportation Block Grant- Set Aside funding (STBG-SA)
STP(UL) Surface Transportation Program
NHPP National Highway Performance Program
TIB Transportation Improvement Board

To: Board of Directors
From: Kylee Jones, Associate Transportation Planner III
Topic: **2022 Officers for the Transportation Advisory Committee**

02/03/2022

Requested Action:

Board approval of the following Transportation Advisory Committee (TAC) officers for calendar year 2022:

- **Chair:** Rhonda Young
- **Vice-Chair:** Heidi Christensen

Board/Committee Discussions:

On 01/26/22 the TAC unanimously voted to recommend approval of the Chair and Vice-Chair as listed above.

Public Involvement:

All Board and Committee meetings are open to the public.

Supporting Information/Implications:

Page 2 of the [Transportation Advisory Committee Bylaws](#), adopted by the Board 01/13/2022, states "The TAC shall recommend by majority vote the Committee Chair and Vice-chair to the SRTC Board for approval. The Chair will represent the TAC on the SRTC Board. Officers will be selected for a one (1) year term, will eligibility for election for an additional one-year term. The Vice-Chair may become the Chair upon completion of the Chair's term or vacation for any reason."

More Information:

- For additional information contact: Kylee Jones at kjones@src.org or 509.343.6370

To: Board of Directors

02/03/2022

From: Lois Bollenback, Executive Director

Topic: Formation of an Interlocal Agreement Implementation Subcommittee

Requested Action:

Approve the slate of candidates identified at the Board meeting to serve on the Interlocal Agreement Implementation Subcommittee.

Key Points:

- Per Section 6.B. of the SRTC [2021 Interlocal Agreement](#) (ILA), the SRTC Board “shall create or maintain” standing committees including an Administrative Committee and a Technical Advisory Committee (TTC). Link to Section 6.C. of the ILA further states that “The Board shall further define the duties and powers of each Committee by Resolution to contain at a minimum the statement of purpose, duties, responsibilities, and other matters...”
- To support this activity, an Interlocal Agreement Implementation Subcommittee of the SRTC Board is being formed to complete the following activities:
 - Develop and recommend a resolution defining the duties and powers of the Technical Advisory Committee (TTC) to contain at a minimum the statement of purpose, duties, responsibilities, and other matters.
 - Review and recommend updates to the bylaws of the TTC.
 - Develop and recommend a resolution defining the duties and powers of the Administrative Committee to contain at a minimum the statement of purpose, duties, responsibilities, and other matters.
 - Review and recommend updates to the Rules of Procedure document to ensure consistency with the SRTC Interlocal Agreement and expected procedures of the SRTC Board and Committees.
- The Interlocal Agreement Implementation Subcommittee will report their progress to the SRTC Board each month and seek feedback from other committees as might be necessary.

Board/Committee Discussions:

This is the first time this topic has been discussed by the Board. Updates regarding progress and activities of the Committee will be provided to the SRTC Board.

Public Involvement:

All Board meetings are open to the public.

More Information:

- For additional information contact: Lois Bollenback at lbollenback@srtc.org or 509.435.3823

To: Board of Directors 02/03/2022
From: Kylee Jones, Associate Transportation Planner III
Topic: **2024-2026 Call for Projects: Principles of Investment**

Requested Action:

Approval of Resolution 22-03 establishing principles of investment for the 2024-2026 call for projects, detailed below:

1. Approve off-the-top request from the Spokane Regional Transportation Management Center (SRTMC) Executive Board in the amount of \$2,104,115 distributed over three years for operations; and
2. Approve off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$1,500,000 distributed over three years for transportation planning; and
3. Approve a minimum amount of \$1,500,000 of flexible funding to be awarded to small towns under 5,000 population to address transportation needs; and
4. Approve a set-aside amount of \$9,200,000 for maintenance and preservation projects to be awarded through a separate application process and distributed during years 2025 and 2026.

Key Points:

- There is approximately \$43 million in federal allocations available for the region-wide 2024-2026 Call for Projects. The funding must be spent in the years 2024-2026, with some limited funding available for use in 2023.
- On January 13, the Board discussed the Principles of Investments: agency requests for “off-the-top” funding, a funding set-aside for a preservation call for projects for years 2025 and 2026, and a minimum amount for small towns. The small towns are municipalities with populations under 5,000 not located in an urbanized area. These are: City of Deer Park, City of Medical Lake, Town of Latah, Town of Fairfield, Town of Waverly, Town of Spangle, and Town of Rockford.
- Historically, the “Principles of Investment” include, but are not limited to, funding decisions about off-the-top requests, set-aside for a preservation call, and minimum funding amount for small towns.

- **Off-The-Top Requests:**

- SRTMC 2024-2026 Request - \$2,104,115

- WSDOT staff presented additional information at the January Board Meeting.
 - In the 2021-2023 Call for Projects, WSDOT requested and received \$1,834,000 for three years of operations of the SRTMC.
 - Reason for increased request: Increases in labor costs, rent and software.

- SRTC 2024-2026 Request - \$1,500,000

- SRTC presented additional information at the January Board Meeting.
 - In the 2021-2023 Call for Projects, SRTC requested \$1,050,000 for transportation planning purposes.
 - Reason for increased request: additional funding for project development support (economic analyses); improve data collection and reporting; refill the community outreach staff position vacated in December 2019.

- **Set-Aside:**

- Preservation set-aside for use in 2025-2026 – \$9,200,000

- In the 2022-2023 Preservation Call for Projects, the Board set-aside \$6M for maintenance and preservation projects, representing 15% of the total \$40M available. There was \$12M in requests for allocations during the 2021 Preservation Call for Projects.
 - Reason for increase: In 2021 SRTC reported a \$5B shortfall in regional maintenance and preservation funding over the next 23 years. Also, the SRTC Board adopted a [2021 Priority Statement](#) requesting the State Legislature increase maintenance and preservation funding for local agencies by \$65M /biennium to cover preservation needs for roadways and bridges in the Spokane region. This request would result in the State increasing their 2021-2023 preservation budget (P1-P3) of \$781M/biennium by 8%. SRTC could also increase to approximately \$9.2M for a preservation set-aside to be obligated in 2025 and 2026.

- Small Town 2024-2026 Minimum – \$1,500,000

- In the 2021-2023 Call for Projects, the Board ensured a minimum of \$1.5M for small town projects. The Board awarded \$2,259,000 in small town projects.
 - Reason for maintaining minimum: Funding SRTC receives must be spent in specific geographical areas which includes urbanized areas with populations under 200,000; small-urbanized areas with populations between 5,000 and 200,000; rural areas with less than 5,000 in population; and finally, flexible spending that can be used in any area. Due to the limited amount of rural funds available it is recommended to maintain a minimum percentage of flexible funding

to be awarded to small towns under 5,000 population to address their transportation needs.

- Project/programs that are not funded off-the-top will compete in a Call for Projects application process. The SRTC Board will award funding based on the overall project application scores but may distribute funding based on other criteria such as geographic diversity, performance benefits, and/or project type to ensure an appropriate distribution and timely delivery of regional funding.

Board/Committee Discussions:

The TIP Working Group has reviewed and suggested improvements to the Call for Projects application and met on 12/14/21 to discuss the application and “Principles of Investment”. At the January TTC and TAC meetings, committee members discussed the “Principles of Investment.” There were no TTC or TAC oppositions to the off-the-top requests, set-aside and minimum funding amounts.

Public Involvement:

The 2024-2026 SRTC Call for Projects Overview & Principles of Investment topics were discussed at the December and January TAC, TTC and Board meetings, all of which are open to the public. Additionally, the 2022 TIP Guidebook contains the 2024-2026 Call for Projects Schedule, which was discussed during all committee meetings in November and December 2021.

Supporting Information/Implications

Call for Projects Schedule

2022	
Jan 14	SRTC Board of Directors - Begin Principles of Investment discussion, off the top funding (INFO)
Jan 22 & 24	TAC & TTC meetings – Call for Projects update, principles of investment discussion (INFO)
Feb 10	SRTC Board of Directors - Principles of investment, off the top funding (ACTION)
Feb 11	CALL FOR PROJECTS RELEASED
Mar 7	Project Eligibility Worksheet and Complete Streets Checklist DUE by 4:00 pm.
Apr 4	APPLICATION Package DUE by 4:00 pm.
Apr 5-22	SRTC staff screens projects for completeness, consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ project at this time
Apr 25 – May 13	Project scoring
May 23	TAC & TTC meetings - review preliminary results
Jun 9	SRTC Board - review preliminary results
Jun 22	TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ STBG Set-Aside, HIP and HIP CRR projects to fund and contingency lists for Board approval
Jul 14	SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists.
Aug – Oct	2023-2026 TIP development process which includes a 30-day public comment period on the draft TIP.

Approximate Available Funding

- On 2/11/2022 SRTC will release a Call for Projects for the following funding types:
 - Surface Transportation Block Grant (STBG) program
 - Congestion Mitigation & Air Quality (CMAQ) program
 - STBG Set-Aside Funds
 - Highway Infrastructure Program (HIP) Funds
 - Highway Infrastructure Programs-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) Funds
- STBG is the most flexible of all FHWA funding programs. Eligible STBG project types include; roadway and bridge construction, transit capital projects and repair, safety, active transportation, programs and studies.
- The purpose of the CMAQ program is to fund transportation projects that improve air quality. CMAQ funding can be expended on projects that reduce carbon monoxide (CO) and/or coarse particulate matter (PM₁₀) emissions. Eligible CMAQ project types include transit improvements, travel demand management strategies, traffic flow improvements and pedestrian and bicycle facilities.
- STBG Set-Aside, introduced with the Fixing America's Surface Transportation (FAST) Act, replaces the Transportation Alternatives Program (TAP). Examples of eligible projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and safe routes to school projects.
- HIP provides federal funds for road, bridge, ferry, transit capital, Intelligent Transportation System (ITS), capital projects for the elimination of hazards, and the installation of protective devices at railway-highway crossing. Additionally, HIP funds can be used for charging infrastructure along alternative fuel corridors.
- HIP-CRRSAA may be used for activities that are eligible under the STBG funding program in addition to covering revenue losses, supplanting, or replacing funds, personnel salaries, operation, and maintenance. There is no local match required with this funding type.

Fund Type	Fund Qualifications	Projected Amount
STBG	Flexible	\$28,300,000
STBG-Set Aside	Transportation Alternatives	\$2,800,000
CMAQ	Congestion Relief	\$9,200,000
HIP	Highway Infrastructure	\$340,000
HIP-CRRSSA	Highway Infrastructure-Flexible	\$2,400,000

More Information:

- For additional information contact: Kylee Jones at kjones@srtc.org or 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-03 SRTC
**ESTABLISHING PRINCIPLES OF INVESTMENTS FOR THE
2024-2026 CALL FOR PROJECTS**

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC is the recipient of federal transportation funds for distribution to member jurisdictions/agencies regional transportation projects, programs and planning; and

WHEREAS, SRTC is projected to receive the following approximate amounts and types of regional funds for distribution in 2024 -2026 for the purposes listed above:

Surface Transportation Block Grant Program (STBG)	\$28,300,000
Congestion Mitigation & Air Quality (CMAQ)	\$9,200,000
STBG Program Transportation Alternatives (STBG-SA)	\$2,800,000
Highway Infrastructure Program (HIP)	\$340,000
HIP Coronavirus Response & Relief Supplemental Appropriations Act (HIP-CRRSAA)	\$2,400,000

WHEREAS, the SRTC Board of Directors is the governing body of SRTC and responsible for agency policy decisions, and setting of Principles of Investment for funding distribution provides a method for local government officials to address the specific needs of this community; and

WHEREAS, decisions regarding distribution of federal transportation funding by SRTC will be made in a regional forum that is open to the public,

NOW, THEREFORE BE IT RESOLVED, that SRTC Board is establishing Principles of Investments for the 2024-2026 Call for Projects:

1. Approve off-the-top request from the Spokane Regional Transportation Management Center (SRTMC) Executive Board in the amount of \$2,104,115 distributed over three years for operations; and
2. Approve off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$1,500,000 distributed over three years for transportation planning; and
3. Approve a minimum amount of \$1,500,000 of flexible funding to be awarded to small towns under 5,000 population to address transportation needs; and
4. Approve a set-aside amount of \$9,200,000 for maintenance and preservation projects to be awarded through a separate application process and distributed during years 2025 and 2026.

PASSED and APPROVED on this 10th day of February 2022 by the Spokane Regional Transportation Council Board of Directors.

Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman
Clerk of the Board

DRAFT

To: Board of Directors
From: Michael Redlinger, Associate Transportation Planner II
Topic: **SRTC 2022 Equity Planning Framework**

02/03/2022

Requested Action:

For information and discussion.

Key Points:

- SRTC is beginning work on an updated equity planning framework to; maximize regional competitiveness for funding opportunities, meet state and federal requirements, improve existing equity planning methodologies, and positively impact our community.
- We are seeking Board feedback on the timeline, scope, and goals of the equity planning framework. Later this year, we will come back to the Board and committees with items related to data needs, project evaluation criteria, policy, and outreach.
- As part of this work, SRTC recruited volunteers from the Transportation Advisory Committee (TAC) and Transportation Technical Committee (TTC) to participate in a working group to provide feedback and guide the equity planning framework process throughout 2022. The working group will also hear from local subject matter experts and community members.
- The equity working group will meet about once a month between March and November, including two workshops and guest speaker presentations.
- The working group will help formulate equity framework-related recommendations for the Board, TAC, TTC, and SRTC staff, as well as inform the TAC and TTC on the development of the framework.
- A draft development schedule for the SRTC equity planning framework is included as an attachment.
- With input from the working group, SRTC will develop a draft framework and set of recommendations to be presented to the TAC and TTC in third quarter 2022. Pending TAC and TTC recommendation, the framework would return to the Board for approval by the end of 2022.
- Establishing a mission statement for the equity planning framework is important. To help inform our work, please respond to a ranked choice polling question for all committee members. Note that there may be overlap between the statements, and a lower rank does not indicate disagreement:

SRTC should pursue an equity planning framework in order to:

- *Maximize regional competitiveness for funding*
- *Fulfill our moral imperative (it's the right thing to do)*
- *Help provide leadership in inclusive participation*

- *Improve access to opportunities and services*
 - *Prioritize investments that target health and safety benefits*
 - *Fulfill regulatory requirements*
 - *To make Spokane a better, stronger community*
 - *Other (email me or fill in the blank): _____*
- SRTC's SFY 2022-2023 Unified Planning Work Program includes provisions for the agency to pursue an equity planning framework in 2022.
- We hope that this work will also prove useful to SRTC member agencies.

Board/Committee Discussions:

This is the first time that SRTC's 2022 equity planning work has been presented to the Board. To help inform our work, the presentation includes a ranked choice polling question for all Board members.

Public Involvement:

All Board, TTC, and TAC meetings at which the equity planning framework is discussed will be open to the public. Additionally, the work group will hear from guest speakers from our community, and/or from other MPOs. Guest speakers will include members of historically excluded and potentially disadvantaged communities and/or service providers and subject matter experts.

Supporting Information/Implications

A draft development schedule for the SRTC equity planning framework is included as an attachment.

More Information:

- For additional information contact: Michael Redlinger at mredlinger@srtc.org or 509.343.6370

Draft Work Plan: SRTC 2022 Equity Framework Development <i>Numbers indicate anticipated work group meetings.</i>	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
Draft committee [C], board [B] touches	C	B				B, C				C	B, C	B
Introduce work plan to Board and Committees.	○	○										
Assist/advise call for projects - equity project evaluation.	○	○	○									
Develop equity planning work group from TAC and TTC members (to meet approx. every 6 weeks).		○	○									
Refine mission statement based on feedback. First work group meeting in March.		○	①									
Work group guest speakers: Equity Planning Tools and Strategies				②								
Work group meetings: Identify potential tools and strategies. Explore alternatives for implementation.			○	○	③	④						
Work group meetings: Develop and prioritize a set of specific recommendations and next steps to operationalize equity in transportation planning.						○	⑤	⑥				
Compose draft equity framework and recommendations.							○	○	○			
Return to Board with draft framework and recommendations.									○	○		
Refine framework and recommendations.									⑦	⑧	○	
Committees' (TAC/TTC) recommendation for Board approval.											○	
Return to Board for Final Approval.												○
Social Equity Mapping Tool - Update Data and Tool	<i>To be updated in 2022 - pending full availability of decennial census data tables</i>											

To: Board of Directors
From: Jason Lien, Principal Transportation Planner
Topic: **Transportation Discussion Series: Quality of Life**

02/03/2022

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is interested in developing a more robust process for identifying transportation system needs along with a quantitative evaluation strategy for determining the highest value projects.
- During the first half of 2022, staff will conduct a series of discussions with the SRTC Board and Committees to develop a deeper understanding of transportation topics, seek input and direction from members on key issues, and revisit screening criteria to develop a more data driven evaluation strategy for transportation project prioritization.
- This month's topic is Quality of Life, one of the six Guiding Principles in Horizon 2045.

Board/Committee Discussions:

This is the second in a series of discussions for the SRTC Board and Committees. Last month, the role of an MPO was presented by Executive Director Lois Bollenback.

Public Involvement:

All meetings of the SRTC Board and Committees are noticed and open to the public.

Supporting Information/Implications:

Quality of Life is one of the Guiding Principles in the Metropolitan Transportation Plan, Horizon 2045. How this is defined in the MTP and how it's applied to transportation in the region will be discussed at the February Board meeting. Input will be sought to build understanding on ways this Guiding Principle can be measured.

More Information:

For additional information contact: Jason Lien at jlien@srtc.org or 509.343.6370

To: Board of Directors
From: Jason Lien, AICP, Principal Transportation Planner
Topic: **DivisionConnects – Phase 2 Study Update**

2/3/2022

Requested Action:

None. For information and discussion.

Key Points:

- DivisionConnects is a multi-jurisdictional study to analyze the Division Street corridor, including implementation of bus rapid transit (BRT). The study area consists of the Division transportation corridor from its connection to downtown and north to its connection with the North Spokane Corridor.
- The first phase of the study concluded in Spring 2021 with identification of a locally preferred alternative (LPA) for BRT and other corridor improvements. The STA Board adopted the LPA by resolution at their April 2021 meeting. The SRTC Board accepted the LPA and Phase 1 study conclusions, as documented in the DivisionConnects Corridor Development Plan, at the June 2021 meeting.
- The second and final phase of the study kicked off in Summer 2021. Its focus points are active transportation connectivity and evaluation of land use opportunities in the Division corridor.
- Final reporting from the study, concluding this Spring, will include preliminary design information for recommended active transportation projects and profiles of land use opportunity around BRT station locations.

Board/Committee Discussions:

Emphasizing a regional approach to major transportation corridors was born out of the SRTC Board's strategic plan in late 2017. The SRTC funding portion for the Division Street Corridor Study was approved by the Board in March 2018, consisting of a \$400,000 STBG allocation as part of the 2018 SRTC Call for Projects. The Board took action to accept the preferred BRT alternative at the June 2021 meeting. The Board was last updated at their November 2021 meeting. The TAC was updated at their December 2021 meeting. The Division Street Corridor Study is identified in SRTC's 2-year Unified Planning Work Program (UPWP).

Public Involvement:

The study process involves extensive public engagement, and a project website is available (divisionconnects.org). Over the course of the study, information has been distributed through Neighborhood Councils, email lists, focus groups, one-on-one interviews, print media, direct mail, online questionnaires, agency newsletters, and social media. An online Land Use StoryMap &

Questionnaire opened on October 26 and closed on December 24. An online Active Transportation Map & Questionnaire launched on November 24 and closed on December 31.

Supporting Information/Implications

DivisionConnects is a coordinated planning effort with Spokane Transit Authority (STA) to engage the community and analyze opportunities in the Division Street corridor from a multimodal transportation and system perspective. Project partners are WSDOT, City of Spokane, and Spokane County. With identification of a preferred alternative for bus rapid transit and approval by the STA and SRTC Boards in Spring 2021 concluding the first phase of the study, the second and final phase is looking at land use opportunities that can leverage the future transit investment as well as supportive active transportation connections along and through the Division corridor.

The status of Phase 2 work is as follows:

- Active Transportation Planning – review of gaps, safety, and connectivity of facilities for people walking and rolling in the corridor. This process is working toward recommendations for up to 30 projects with cost estimates and preliminary design information. Projects may include street crossing improvements, sidewalks, and off-Division bike facilities.
- Land Use Planning – this task is evaluating existing assets and conditions (e.g. parks, transportation infrastructure, employment clusters, vacant land, zoning) to see what areas may have the greatest potential for land use development/redevelopment in alignment with BRT investment. This information will be profiled for a number of “nodes” along the corridor to help inform future focused planning work at the City and/or County.
- Public Engagement – to inform the two tasks above, the project team engaged the community with two online products: 1) A StoryMap with information about the land use nodes under evaluation, and 2) An interactive map and questionnaire to gather feedback on active transportation options. While the questionnaires closed at the end of December, links to these public engagement platforms are still accessible at divisionconnects.org.

The study will review feedback from public engagement, and combined with agency team workshops, use this information to make recommendations for land use and higher priority active transportation projects. Study guidance is provided through the project steering committee. DivisionConnects will conclude with its final recommendations in Spring 2022.

More Information:

- For additional information contact: Jason Lien at jlien@srtc.org or 509.343.6370

To: Board of Directors 02/03/2022
From: Mike Ulrich, AICP, Principal Transportation Planner
Topic: **Transportation Performance Management: Safety Targets**

Requested Action:

None. For information and discussion.

Key Points:

- The Federal Highway Administration (FHWA) defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
- Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to annually set five safety performance targets.
- MPOs must either agree to support the State DOT target or establish a numerical target specific to the MPO planning area.
- The five statewide safety performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries.
- On May 9, 2019, the SRTC Board approved a resolution agreeing to plan and program projects so that they contribute to the accomplishment of WSDOT statewide performance targets for safety.
- Target Zero is WSDOT's plan to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.
- In 2020 and 2021 the Executive Director wrote a letter to WSDOT citing the resolution and agreeing to continue to support the State established targets for safety.
- A decision is due to WSDOT no later than March 11, 2022.
- SRTC staff will be presenting the data that informs the five targets at the February Board meeting. That data is also made available as **Attachment One**.
- At the March meeting Staff will be asking the Board to again agree to plan and program projects so that they contribute to the accomplishment of WSDOT statewide performance targets for safety by adopting a resolution.

Board/Committee Discussions

In 2019 the Transportation Technical Committee (TTC) made a recommendation to support the statewide targets for safety. The TTC will receive a presentation at their February meeting where they will be asked to make a recommendation to the Board.

The Transportation Advisory Committee (TAC) has historically not been involved in performance target setting. They have received informational updates on the process in the past. They will receive a presentation at their February meeting and will be asked to make a recommendation to the Board.

Public Involvement

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from October 12 – November 13.

Supporting Information/Implications

- These safety performance measures are applicable to all public roads regardless of ownership or functional classification.
- MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets and there is no penalty to an MPO if the State does not achieve significant progress toward meeting its target.
- SRTC currently has \$5.5M in Highway Safety Improvement Program funded projects in the Transportation Improvement Program.

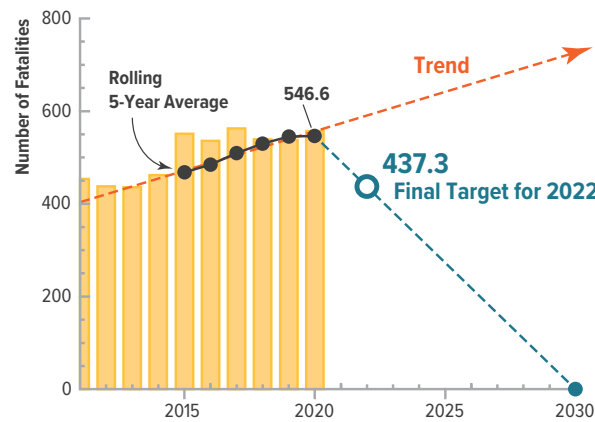
More Information:

- For additional information contact: Mike Ulrich at mulrich@src.org or 509.343.6370

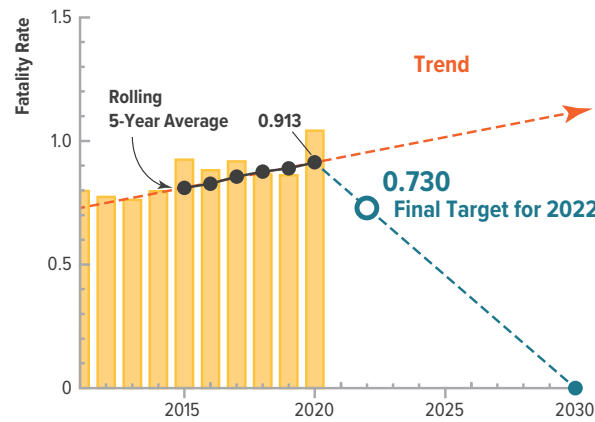
2022 MAP-21 Safety Performance Measures

Statewide Trends and Targets for MAP-21 Safety Performance Measures

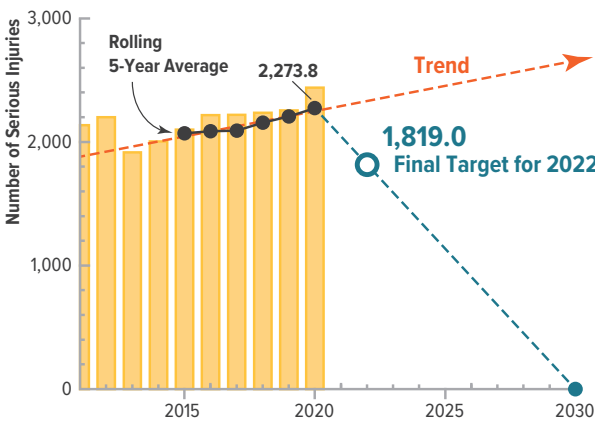
Measure #1: Fatalities



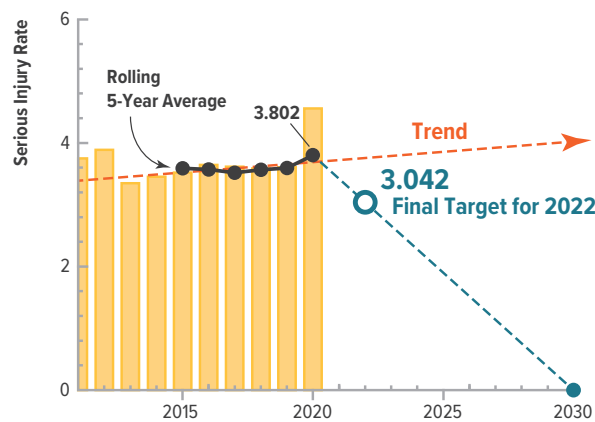
Measure #2: Fatality Rate per 100 million VMT



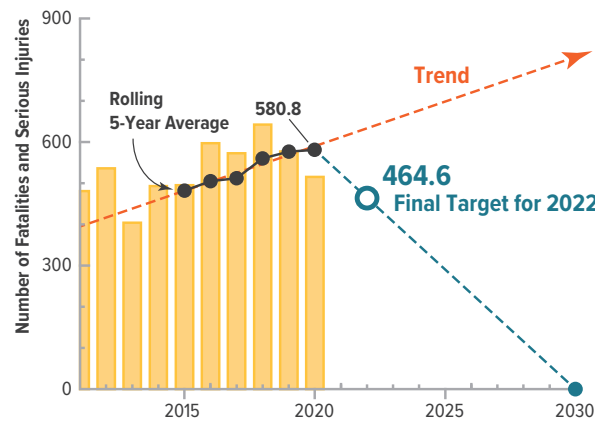
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT

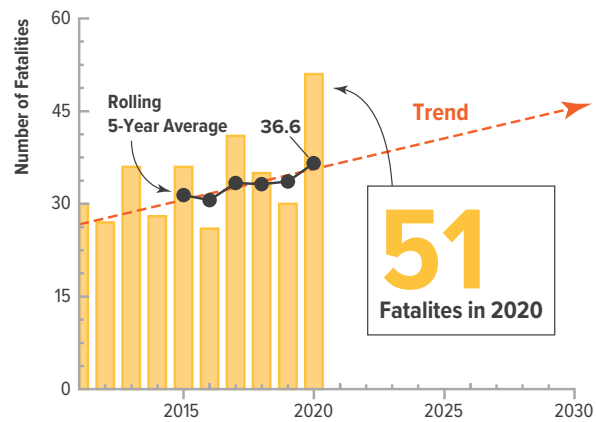


Measure #5: Non-Motorist Fatalities and Serious Injuries

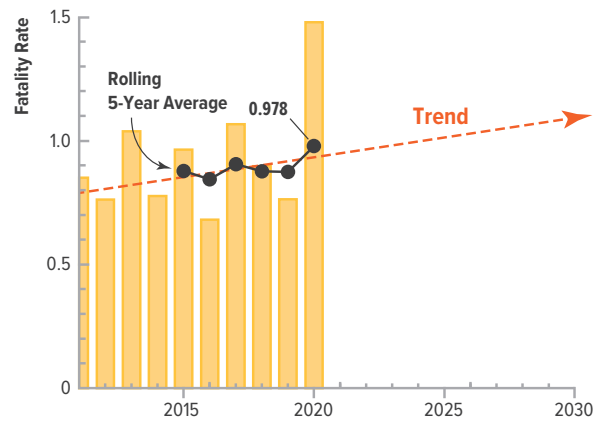


SRTC Metropolitan Planning Area Trends for MAP-21 Safety Performance Measures

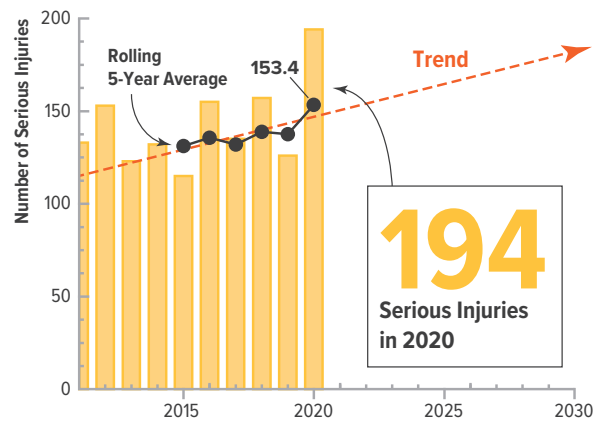
Measure #1: Fatalities



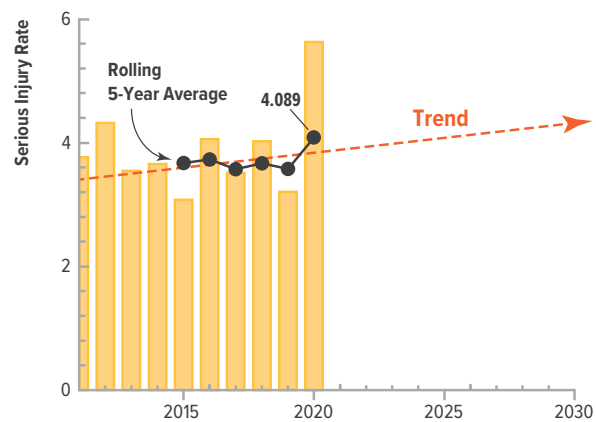
Measure #2: Fatality Rate per 100 million VMT



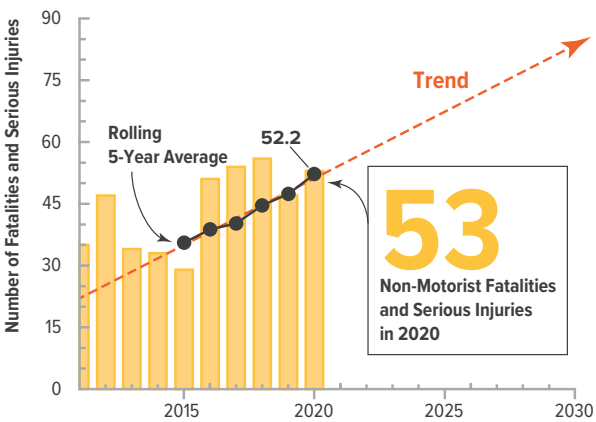
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT



Measure #5: Non-Motorist Fatalities and Serious Injuries



To: Board of Directors
From: David Fletcher, Principal Transportation Planner
Topic: **Critical Urban and Rural Freight Corridors Update**

02/03/2022

Requested Action:

None. For information and discussion.

Key Points:

- WSDOT's Rail, Freight, and Ports Division is updating the state's Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). They were last updated in 2016.
- CUFC/CRFC routes are part of the National Highway Freight Network, which was established to strategically direct Federal resources—including National Highway Freight Program (NHFP) and INFRA grant program funds—toward improved freight performance.
- To target limited miles towards regional priority routes, WSDOT is taking a "project-first" approach for the 2022 CUFC/CRFC update and has requested that MPOs submit a list regional priority freight projects for FFY 2022–2025 NHFP funding consideration. The deadline for SRTC to submit this list to WSDOT is March 16, 2022. Additional information on the FFY 2022–2025 NHFP Call for Projects can be found [HERE](#).
- SRTC has compiled a list of candidate projects from Horizon 2045 and the Unified List of Regional Transportation Priorities (see **Attachment**). Staff is evaluating the competitiveness of these projects, based on the criteria that will be applied by WSDOT to award NHFP funds. More information on WSDOT's project scoring criteria is available [HERE](#).
- The full CUFC/CRFC update process schedule is provided in the Supporting Information/Implications section of this document.

Board/Committee Discussions:

The 2022 CUFC/CRFC update was discussed at the November, December and January Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) meetings. The topic was presented to the Board in their December 2021 meeting. Staff will seek TTC and TAC input throughout this process, to ensure the development of a competitive and accurate list of regional priority freight projects for potential CUFC/CRFC designation and NHFP funding.

Public Involvement:

All Board and committee meetings are open to the public.

Supporting Information/Implications**CUFC/CRFC update schedule:**

	2021		2022							
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
1) WSDOT Coordinates with MPOs/RTPOs to Update Freight Project Prioritization Approach										
2) WSDOT Solicits Regional Priority Freight Projects from MPOs/RTPOs for the FFY 2022–2025 NHFP Program										
3) WSDOT Coordinates with MPOs/RTPOs to Prioritize and Select Regional Freight Projects and Develop Freight Investment Plan										
4) CUFC/CURC Designation of Selected Regional Freight Projects (required FHWA review and approval)										
5) Selected Regional Freight Projects Awarded NHFP Funds										

More Information:

- Attachment: Candidate Regional Priority Freight Projects List
- For detailed information contact: David Fletcher at dfletcher@srtc.org or 509.343.6370

Candidate Regional Priority Freight Projects

For National Highway Freight Program (NHFP) Funding Consideration

*Projects sorted alphabetically by sponsoring agency

			Statewide Competitiveness Criteria*									
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FGTS Class	Intermodal Connectivity	In Vulnerable Community	In Priority Habitat Area
18st/21st Ave Improvements - US 2 Congestion Relief Improve and extend roadway from US 2 to Flint Rd	Airway Heights	\$4,500,000									✓	✓
Freya St: Garland to Francis Reconstruct roadway	Spokane	\$18,800,000	✓								✓	
Inland Empire Way Connection Build new northbound only connection	Spokane	\$6,700,000										✓
Wellesley Ave: Freya to Havana Reconstruct roadway	Spokane	\$3,400,000	✓								✓	
Argonne Rd & Upriver Dr Intersection Construct dual lane roundabout	Spokane County	\$8,800,000	✓									
Bigelow Gulch/Forker Rd Connector - Project 2 Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓								✓	✓
Airport Dr & Spotted Rd Realignment & Interchange Realign roadway and construct grade-separated interchange	Spokane Int'l Airport	\$19,300,000	✓									✓
Argonne Rd/I-90 Interchange Bridge Widening - PE Only Widen roadway, add 10' breakdown lane, and add 6' wide sidewalk	Spokane Valley	\$1,500,000	✓								✓	
Pines Rd/BNSF Grade Separation Grade separation and multi-lane roundabout	Spokane Valley	\$19,300,000	✓								✓	
Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange - PE Only Reconstruct roadway with ITS improvements	Spokane Valley	\$2,950,000	✓									

*Statewide competitiveness criteria is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project scores higher in the NHFP selection process. More information on this criteria and process can be found [HERE](#).

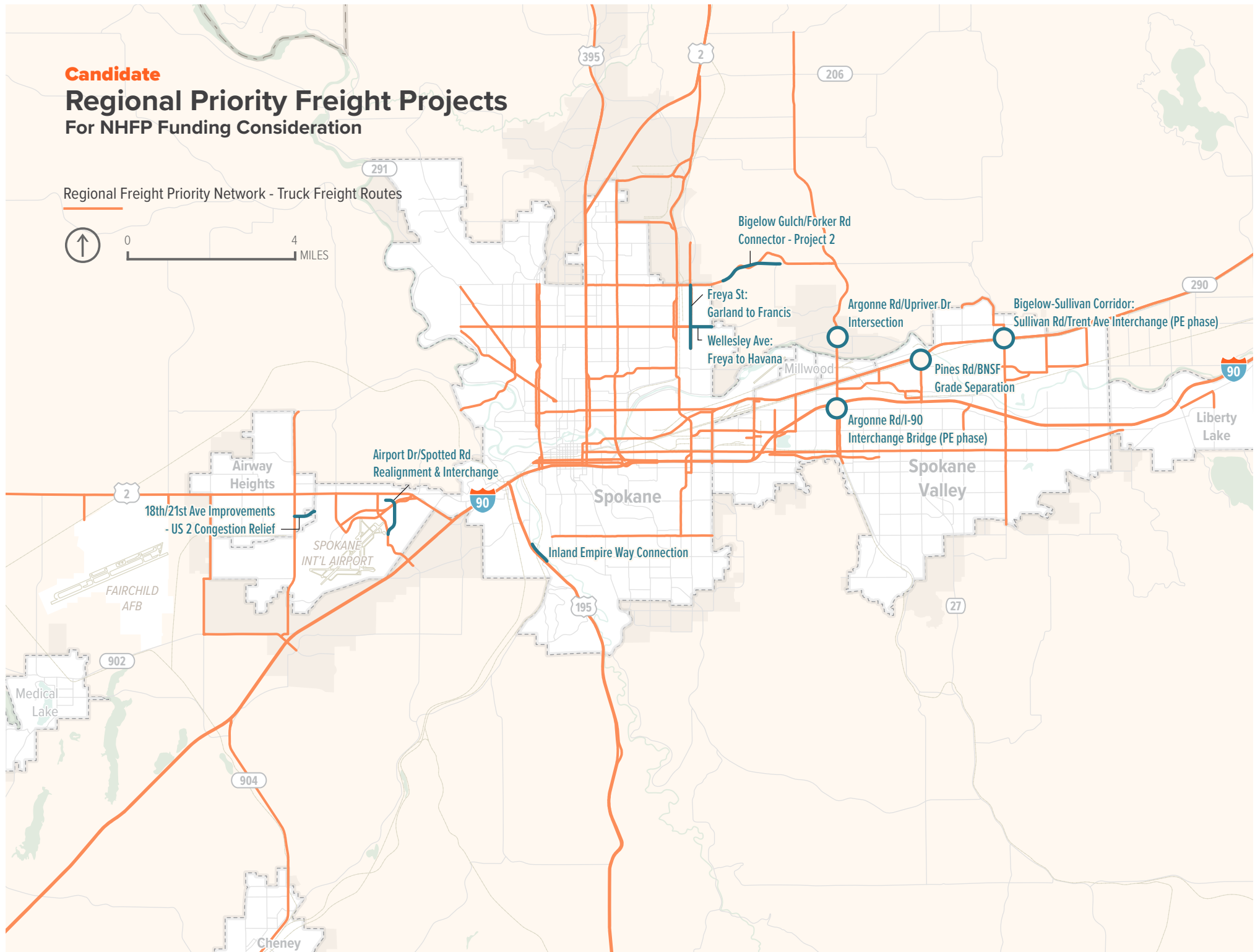
Candidate

Regional Priority Freight Projects For NHFP Funding Consideration

Regional Freight Priority Network - Truck Freight Routes



0 4 MILES



2022 Draft Board Agenda Items

MARCH

Critical Urban/Rural Freight Corridors	Transportation Discussion Series: Economic Vitality
Trasnporation Performance Measures- Safety Targets	Coordinated Public Transit-Human Services Transp. Plan update
	Discussion of Board Administrative Committee

APRIL

	DivisionConnects update
	Transportation Discussion Series: Safety
	Draft TTC Resolution & Bylaws
	2022 Q1 Budget Update

MAY

	Transportation Discussion Series: TBD

JUNE

Accepance of DivisionConnects Final Report	2024-2026 Call for Projects
	Transportation Discussion Series: TBD

Action Items

- **2022-2025 Transportation Improvement Program (TIP) January Amendment:** *The motion to recommend Board approval of the February amendment passed unanimously.*

Information & Discussion Items

- **2022 Transportation Planning Presentation Series:** Ms. Bollenback spoke about the roles and responsibilities of Metropolitan Planning Organizations; she said in the upcoming months the Board and Committees will be presented with an deep-dive into a different planning topic.
- **SRTC 2024-2026 Call for Projects Principles of Investment:** Ms. Jones outlined the different amounts of funding available in five categories, totaling ~\$43M and the proposed “Principles of Investment”. WSDOT staff and Ms. Bollenback shared information about the off-the-top requests from SRTMC and SRTC, respectively. Discussion included:
 - Advocating for a preservation call for projects as soon as possible
 - Stating a preference for not having a preservation call for projects this year
 - Asking about the method for determining the small towns set-aside figure
 - Request to find out number of small towns applications received in the 2018 call for projects
 - Amount of funds left over after the off-the-top requests, preservation set-aside and small town minimum
- **Critical Urban and Rural Freight Corridors Update:** Mr. Fletcher spoke about the corridor update being led by WSDOT and their project scoring criteria. The group was asked for input on the recommended number of project applications to submit. The group discussed and comments included:
 - Asking if the TTC will have an opportunity to review the project scoring analysis done by staff
 - Clarification on the methodology for crash analysis data, specifically on associated corridors
 - Concerns about being asked to recommend project applications when WSDOT hasn’t finalized the scoring weights yet
- **DATA Project Update:** Mr. Ulrich provided a history of the project, He shared details about the six key components of Phase II: (1) Household Travel Survey (2) Passive Data (3) Traffic Count Data (4) Land Use Allocation Tool (5) Travel Demand Model Updates and (6) Online Data Hub. There was discussion about the questions contained in the household travel survey; staff offered to share the list of questions with any interested TTC members.
- **SRTC 2022 Equity Planning Framework:** Mr. Redlinger described the reasons for launching this program, draft goals/timeline and next steps in the development process. He asked for volunteers for an Equity Planning Work group; two TTC members volunteered.

Action Items

- **Election of 2022 TAC Chair and Vice-Chair:** *The motion to select Rhonda Young as Chair passed unanimously. The motion to select Heidi Christensen as Vice-chair passed unanimously.*
- **2022-2025 Transportation Improvement Program (TIP) January Amendment:** The group discussed funding de-obligations. *The motion to recommend Board approval of the February amendment passed unanimously.*

Information & Discussion Items

- **2022 Transportation Planning Presentation Series:** Ms. Bollenback spoke about the roles and responsibilities of Metropolitan Planning Organizations; she said the Board and Committees will be presented an in-depth look at one planning topic each month. Comments included:
 - Questioning how the TAC will address the need for paratransit in northern Spokane County and how to change public perception about mass transit
 - Concerns about incorporating public safety or law enforcement into these discussions
- **SRTC 2024-2026 Call for Projects Principles of Investment:** Ms. Jones outlined the different amounts of funding available in five categories, totaling ~\$43M and the proposed "Principles of Investment". WSDOT staff and Ms. Bollenback shared information about the off-the-top funding requests from SRTMC and SRTC, respectively. The group discussed and comments included:
 - Clarifying the role of the TAC in the project prioritization process
 - Declines in state funding
 - Last year's participation by the TAC in the development of the SRTC public participation plan update
 - Discussion of the preservation set-aside minimum
- **Critical Urban and Rural Freight Corridors Update:** Mr. Fletcher spoke about the corridor update being led by WSDOT and their project scoring criteria. The group was asked for input on the recommended number of project applications to submit. The group discussed and comments included:
 - Partial funding of projects or funding one project phase only
 - Concern about the cost of the Pines Road project and the total amount expected to be available for award for the entire region
- **DATA Project Update:** Due to lack of time, this item was deferred to the February meeting.
- **SRTC 2022 Equity Planning Framework:** Mr. Redlinger described the reasons for launching this program, draft goals/timeline and next steps in the development process. He asked for volunteers for an Equity Planning Work group; six TAC members volunteered.