

Board of Directors Meeting

Thursday, February 9, 2023 at 1:00 PM

Hybrid In Person/Virtual Meeting

- In Person at SRTC, 421 W Riverside Ave, Suite 504, Spokane WA 99201
- Online on Zoom

<https://us02web.zoom.us/j/88995178182?pwd=SFRkSlRQSHE3UlpQ3ZFeHJvbWMxdz09>

Meeting ID: 889 9517 8182 | Passcode: 604873

By Phone 1-253-215-8782

Meeting ID: 889 9517 8182 | Passcode: 604873

Or find your local number: <https://us02web.zoom.us/j/88995178182?pwd=SFRkSlRQSHE3UlpQ3ZFeHJvbWMxdz09>

SRTC welcomes public comments at Board meetings.

The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email to contact.srtc@srtc.org
- By mail to 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone to 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, 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.

Time	Item #		Page #
1:00	1	Call to Order / Record of Attendance / Excused Absences	
1:02	2	Public Comments	

FOR ACTION

1:07	3	Consent Agenda	
		a) January Board of Directors Meeting Minutes	3
		b) January Vouchers	7
		c) 2023-2026 Transportation Improvement Program February Amendment	8
1:10	4	SRTC 2024-2026 Preservation Call for Projects (<i>Eve McMenamy</i>)	12
1:20	5	Transportation Performance Management: PM1 Safety (<i>Mike Ulrich</i>)	20

FOR INFORMATION AND DISCUSSION

1:30	6	Transportation Performance Management: PM2 Infrastructure (<i>Mike Ulrich</i>)	22
1:45	7	SFY 2024-2025 Unified Planning work Program Development Overview (<i>Ryan Stewart</i>)	23
1:55	8	Introduction to Carbon Reduction Program Funding (<i>Kylee Jones</i>)	25
2:05	9	Board Member Comments	n/a
2:10	10	Adjournment	

FOR INFORMATION: No Action or Discussion (Written reports only)

11	Executive Director's Report (<i>Lois Bollenback</i>)	29
	<ul style="list-style-type: none"> SRTC Receives SS4A Grant WTS Recognizes SRTC Accomplishments SRTC Feedback Survey 	
12	Response from Representative Jake Fey to SRTC Resolution 23-03	30
13	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	31
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Spokane Regional Transportation Council – Board of Directors

January 12, 2023 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane, WA and virtually via Zoom

1 Call to Order/Excused Absences

Chair Schmidt called the meeting to order at 1:01pm; attendance was taken.

Board Members:

Council Member Paul Schmidt, *City of Cheney*
 Council Member Betsy Wilkerson, *City of Spokane*
 Council Member Jennifer Morton, *City of Airway Heights*
 Mayor Cris Kaminskas, *City of Liberty Lake*
 Mayor Terri Cooper, *City of Medical Lake*
 Mayor Kevin Freeman, *City of Millwood*
 Council Member Zack Zappone, *City of Spokane*
 Mayor Pam Haley, *City of Spokane Valley*
 Council Member Rod Higgins, *City of Spokane Valley*
 Sev Jones, *Kalispel Tribe of Indians*
 Doug Yost, *Major Employer Representative*
 Council Member Micki Harnois, *Small Towns Representative*
 Commissioner Al French, *Spokane County*
 Susan Meyer, *Spokane Transit Authority*
 Kim Zentz, *Transportation Advisory Committee Chair*
 Charlene Kay, *Transportation Technical Committee Chair*
 Mike Frucci, *WSDOT-Eastern Region*

Board Alternates:

Commissioner Josh Kerns, *Spokane County*

Guests:

Kim Stoltz, *CommuteSmartNW*
 Ross Kelly
 Sonny Weathers, *City of Medical Lake*
 Charles Hansen, *Transportation Advisory Committee*
 Jami Hayes, *Spokane County*
 Paul Kropp
 Karl Otterstrom, *Spokane Transit Authority*
 Tom Sahlberg, *City of Liberty Lake*
 Madeline Arredondo, *Spokane Transit Authority*
 Sean Messner, *CivTech*
 Jerremy Clark, *City of Spokane Valley*
 Kevin Picanco, *City of Spokane*
 Gabriel Sedberry, *Jacobs*
 Larry Larson, *WSDOT-Eastern Region*
 Joe Tortorelli, *Spokane Good Roads Association*

Staff:

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

Chair Schmidt said Council Member Dee Cragun - City of Deer Park and Commissioner Kelly Fukai - Washington State Transportation Commission had requested excused absences from today's meeting. Mayor Terri Cooper, City of Medical Lake requested a retroactive excusal from last month's meeting; a technology error kept her request from being sent in time.

Commissioner French made a motion to approve the excused absences. Council Member Wilkerson seconded. Motion passed unanimously.

2 Public Comments

Ms. Stoltz shared information about the CommuteSmartNW program and 2022 Awards Ceremony on 02/09/23.

Mr. Kelly expressed concern about the possible delay in state funding for the North Spokane Corridor and relayed his appreciation to Spokane County for continuing the Bigelow Gulch project.

ACTION ITEMS

3 Election of 2023 Board Officers

Chair Schmidt explained that the 2021 Bylaws specify a rotation for Board Officer; for 2023 the City of Spokane is scheduled to hold the Chair position and Spokane County to hold the Vice Chair position. He noted that both City of Spokane representatives are eligible, and he opened the floor to nominations.

Council Member Zappone nominated Council Member Wilkerson for Chair. Commissioner French seconded. There were no other nominations. The motion for Council Member Wilkerson to serve as 2023 SRTC Board Chair passed unanimously.

Council Member Wilkerson took over as Chair. She recognized Council Member Schmidt's service at SRTC since he joined the group in 2018. She opened the floor for nominations for Vice Chair.

Mayor Haley nominated Commissioner French for Vice Chair. Council Member Higgins seconded. There were no other nominations. The motion for Commissioner French to serve as 2023 SRTC Vice Chair passed unanimously.

4 Consent Agenda

- a) December 2022 Board Meeting Minutes
- b) December 2022 Vouchers
- c) 2023-2026 Transportation Improvement Program January Amendment
- d) 2022 Quarter 4 Budget Update

Commissioner French made a motion to approve the Consent Agenda as presented. Mr. Ewers seconded. Motion passed unanimously.

5 WSDOT Consolidated Grant Rankings

Mr. Lien shared details about the WSDOT Consolidated Grant Program, which combines federal funding from Section 5310, Section 5311, Section 5399(a) and others with state funding programs such as the Paratransit/Special Needs grants and rural mobility grants, into a single grant program. The program funds capital and operating projects/programs for human services public transportation .

RTPO's, such as SRTC, are required by the state to submit rankings for project applications within their planning area. A scoring team of eight volunteers from the Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) reviewed and scored the four applications received through SRTC. Mr. Lien explained the ranking process and said the scoring team and SRTC committees made the following recommendations:

<u>Project Title</u>	<u>Ranking Grade</u>
Deer Park Dial-A-Ride & Community Shuttle	A
Neighbors on the Go	A
Replacement Buses to Sustain Deer Park Services	A
Spokane County Mobility Management	B

Mr. Lien said the approved project rankings will be submitted to the WSDOT for their review process. Successful applicants will receive award letters in May/June. There were no questions or discussion.

Ms. Meyer made a motion to approve Resolution R-23-02 adopting the 2023-2025 Consolidated Grant project rankings submitted through the Spokane County RTPO (Regional Transportation Planning Organization). Mr. Ewers seconded. Motion passed unanimously.

6 Resolution #23-03 Opposing Delays to the North Spokane Corridor Project

Ms. Bollenback reported that the draft state budget proposed by the Governor includes a funding delay in the North Spokane Corridor (NSC) construction schedule. She discussed this with the Chair and added this action item to ensure that the Board's position is clearly on record as being opposed to any sort of delay and if approved, the proposed resolution and a cover letter will be sent to regional legislators and legislators on transportation and appropriations committees.

Mr. Ewers reported that he testified to the House earlier today regarding the proposed delays and he also sent a memo to the Governor. He said the completion of the NSC will have many benefits for the freight system and there will be many environmental and safety concerns if it is delayed.

Ms. Meyer said that from STA's perspective, Bus Rapid Transit (BRT) on Division St is a companion project to the NSC and it depends on the NSC to proceed on schedule. She also commented that the Small Starts Grant received by STA requires a dedicated bus lane; if the modifications to Division St are delayed by construction delays to the NSC, it could be problematic. She said the future of the Division St projects depends on the NSC taking some of the traffic off Division.

Mr. Ewers made a motion to approve Resolution R-23-03 opposing state funding delays for the North Spokane Corridor. Member Schmidt seconded. Motion passed with unanimously (Mr. Frucci abstained).

INFORMATION & DISCUSSION ITEMS

6 SRTC 2024-2026 Preservation Call for Projects

Ms. McMenamy stated that SRTC holds a call for preservation projects every two to three years; the Board set aside \$9.2 M of funding from the 2021 Call for Projects to fund capital maintenance and preservation projects to be implemented in 2024-2026.

The TIP Working Group and the Transportation Technical Committee and Transportation Advisory Committee have discussed the following principles of investment for this call (which are very similar to those from the 2021 preservation call) as follows:

- Limit project applications to include grand and overlays, chip seals & other sealant projects;
- Limit project awards not to exceed \$1.5M; and
- Limit any one jurisdiction total awards not to exceed \$3M

She reviewed the project application, which is a slightly modified version of the previous application. She summarized application scoring areas, with pavement condition being the most critical scoring factor. Members of the TTC and TAC will make up the scoring team.

Mr. Frucci asked how it was decided to not include equity as a scoring area. Ms. McMenamy said TIP Working Group members discussed scoring equity as a criteria and some members said their jurisdictions do not have areas of disadvantage in their communities so would introduce some discrepancy in the scoring. She said also there has not been a clear recommendation made regarding equity scoring; however, since the Equity Framework was adopted by the Board in December, staff wanted to bring attention to equity by mapping projects as they fall into areas of disadvantage and to let that inform the process before adding specific weight. She said the proposed application scoring is still open to discussion.

Chair Wilkerson said seeing a map overlay that will be a telling point for discussion as to what the Board's recommendations will be for funding projects in areas of disparity.

Ms. Zentz said that from the perspective of the TAC, part of discussion was that since equity framework has not been fully defined by the Board, it would be premature to adopt equity scoring at this time. She said the TAC feels it will be important to seeing the project data overlay to provide to be a better understanding of where there are disparities.

Ms. McMenamy said the principles of investment and application will be brought to the TTC and TAC in January to discuss and make a recommendation and will be before the Board for action in February.

7 Transportation Performance Management: PM1 Safety

Mr. Ulrich provided a background of the development of transportation performance management at the federal level and provided details statistics in our region in the five safety performance measures:

1. Fatalities
2. Fatalities per 100M vehicle miles traveled
3. Serious injuries
4. Serious injuries per 100M vehicle miles traveled
5. Non-motorist fatalities and serious injuries

WSDOT requires that Metropolitan Planning Organizations (such as SRTC) in Washington establish safety targets on an annual basis. MPOs may choose to plan and program projects that support the targets outlined in Target Zero, WSDOT's transportation safety plan; or choose to develop quantifiable regional targets. In 2021 the Board approved a resolution to support the state targets in Target Zero.

Mr. Ulrich reported that SRTC recently applied for a Safe Streets and Roads for All planning grant, which, if awarded, will be used to explore developing a regional safety plan. Award announcements are expected to be released very soon. The TTC and TAC will be asked to make a recommendation for selecting safety targets at their January meetings and the Board will be asked to take action on setting safety targets at the February meeting.

The group discussed:

- Of the five measures, two are rates, adjusted for population growth, but other three are not.
- Safety measures are headed in the wrong direction both regionally and statewide.
- Target Zero type approaches have been successful in some areas in the nation, notably Hoboken, NJ.
- A larger percentage of fatalities and serious injury incidents are caused by drivers' impairment, which is very challenging to overcome with roadway design.
- The regional Target Zero Task Force, led by Spokane County, brings together law enforcement with transportation planners to help address the behavioral side of the safety issues.
- Improving transit access at night in the downtown core could help alleviate drunk driving.

8 Board Member Comments

Ms. Bollenback reminded the group about the short survey emailed to everyone recently regarding SRTC's communication effectiveness and future work plan items.

9 Adjournment

There being no further business, the meeting adjourned at 1:58 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF JANUARY 2023

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
1/13/23	V122023	Rehn & Associates	Q-1 2023 Agency H.S.A. contributions LB, GG, JL, MR, MU	2,500.00
	V122024	Visionary Communications, Inc.	Fiber Services, Jan 2023	929.63
	V122025	ESRI	ArcGIS annual renewal thru 1/19/24	18,997.62
	V122026	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-01	435.00
	V122027	WA State Dept of Retirement	Employee and Employer Contributions: December 2021	13,201.72
	V122028	Intermax Networks	VOIP telecom January 2023	252.89
	V122029	Association of WA Cities	2023 Membership dues and fees	1,135.45
	V122030	Rehn & Associates	Admin fee Dec '22	75.00
1/27/23	V122031	Spokesman Review	Adv Board/Cmte mtg dates	80.29
	V122032	Intrinium	Managed IT Services - Mnthly Jan; O365 software	2,518.60
	V122033	Rehn & Associates	Annual Service Fee for CY 2023	250.00
	V122034	Associated Industries	Q1 2023 membership dues	403.75
	V122035	Pacific Office Automation	Copier Lease/Usage December 2022	168.75
	V122036	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-02	435.00
	V122037	EMLVO P.C.	Dec legal svcs: Board mtg; ETS sub-recipient agreement work	3,629.00
	V122038	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for Feb 2023	6,865.64
	V122039	Kylee Jones	Tuition reimburse Winter Qtr'23	3,750.00
	V122040	AWC Employee Benefit Trust	February '23 Benefit Insurance Premiums	10,102.78
	V122041	Julie Meyers-Lehman	Reimburse JM-L for supply purchase	7.62
	V122042	SRTC Board Members (2)	Parking Reimbursement for Board Meeting 1/12/22 - Validated Prkg not working	16.72
Reimbursement(s)				-
Salaries/Benefits Pay Periods Ending: 1/07/23 & 1/21/23				75,318.77
				CORRECTED Salaries/Benefits 79,318.77
12/31/22	Spokane County Treasury Monthly SCIP fee - JANUARY 2023			19.05

TOTAL January 2022 ~~141,093.28~~

CORRECTED - TOTAL January 2022 145,009.49

Recap for January 2023:

Vouchers: V122023 - V122042	65,755.46
Salaries/Benefits Pay Periods Ending: 1/07/23 & 1/21/23	75,318.77
	CORRECTED Salaries/Benefits 79,318.77
Spokane County Treasury Monthly SCIP fee - JANUARY 2023	19.05
	145,009.49

As of 2/9/23, the Spokane Regional Transportation Council Board of Directors approves the payment of the January 2023 vouchers included in the list in the amount of:
\$145,009.49

Chair

To: Board of Directors 02/02/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FEBRUARY AMENDMENT

Requested Action:

Approve Resolution R-23-04 adopting the 2023-2026 Transportation Improvement Program February amendment.

Key Points:

The City of Spokane Valley has requested an amendment to the 2023-2026 TIP for the following project. See the **Attachment** for more details.

Agency

City of Spokane Valley

Project

Pines Rd Grade Separation

Board/Committee Discussions:

This is the first discussion of the 2023-2026 TIP February amendment by the Board. On 01/25/23 both the Transportation Technical Committee and Transportation Advisory Committee unanimously recommended Board approval of the February TIP Amendment.

Public Involvement:

The proposed amendment was published for a public review and comment period from 01/18/23 through 01/27/23. On 01/18/23 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms. No public comments were received.

Staff Contact: Kylee Jones, SRTC | kjones@srctc.org | 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-04

**APPROVING AN AMENDMENT TO THE CY 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) 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 is responsible for developing a 4-year Transportation Improvement Program (TIP)

WHEREAS, the CY 2023-2026 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), Spokane Transit Authority (STA), and with input from various groups and members of the general public; and

WHEREAS, the SRTC Board approved the CY 2023-2026 TIP on 10/13/2022; and

NOW THEREFORE, BE IT RESOLVED that the Board of the Spokane Regional Transportation Council adopts the proposed amendments to the CY 2023-2026 TIP to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: February 9, 2023

Betsy Wilkerson, Council Member, City of Spokane
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, SRTC
Clerk of the Board

2023-2026 Transportation Improvement Program

February Amendment (23-02)

Consent Agenda

AGENDA ITEM 3c

Attachment

02/09/2023 Board Meeting

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane Valley	Pines/BNSF Grade Separation Project Added \$21.7M RAISE (federal) and \$5M Move Ahead Washington (state) funding.	Federal	\$	28,093,821	✓
		State	\$	5,000,000	
		Local	\$	2,023,456	
		Total	\$	35,117,277	

Supporting Information**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FEBRUARY AMENDMENT**

- 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.
- 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 proposed February 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 03/17/2023.

To: Board of Directors

02/02/2023

From: Eve McMenamy, Deputy Executive Director

TOPIC: SRTC 2024-2026 PRESERVATION CALL FOR PROJECTS

Requested Action:

Approval of Resolution 23-05 approving the 2024-2026 Preservation Call for Projects Principles of Investment and application as reported in the **Attachment**.

Key Points:

- As outlined in the 2023 Transportation Improvement Program (TIP) Guidebook, SRTC is conducting a Preservation Call for Projects to assist with efficient project delivery and meeting annual obligation targets.
- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund capital maintenance and preservation projects to obligate in 2024, 2025, and 2026.
- Principle of investment decisions and approval of the application are needed from the Board of Directors to guide and prepare for the release of the Preservation Call for Projects on 02/10/23. Additional schedule details are found in the supplemental information attached to this memo.
- The SRTC Committees recommended at their 1/25/23 meeting the following principles of investment:
 - Limit project applications to include grind and overlays, chip seals and other sealant projects;
 - Limit project awards to a not to exceed level of \$1.5M; and
 - Limit total awards for any one jurisdiction to a not to exceed level of \$3M.
- The SRTC Committees recommended several minor updates to the Preservation Call for Projects application at their 1/25/23 meetings, see **Attachment**. Staff will cover the updates at the 2/9/23 SRTC Board meeting.
- Federal funding requirements ensure that rural and small cities are distributed a portion of the awards.

Board/Committee Discussions:

On 1/25/23 both Transportation Technical Committee and Transportation Advisory Committee unanimously recommended Board approval of the 2024-2026 Preservation Call for Projects Principles of Investment and application, see Attachment.

Public Involvement:

All meetings at which this topic was discussed by the Board and committees were open to the public.

Staff Contact: Eve McMenamy SRTC | evemc@srtc.org | 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-05

**APPROVING THE PRINCIPLES OF INVESTMENT AND PROJECT APPLICATION
FOR THE SRTC 2024-2026 PRESERVATION CALL FOR PROJECTS**

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) 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 the SRTC Board develops a 4-year Transportation Improvement Program (TIP) pursuant to 23 CFR 450.326 and approved the CY 2023-2026 TIP on 10/13/2022; and

WHEREAS, the SRTC Board of Directors is the governing body of SRTC and responsible for agency policy decisions establishing TIP regional funding priorities; and

WHEREAS, the SRTC Board of Directors developed the following principles of investment to guide the 2024-2026 Preservation Call for Projects;

- Limit project applications to include grind and overlays, chip seals and other sealant projects; and
- Limit project awards to a not to exceed level of \$1.5M; and
- Limit total awards for any one jurisdiction to a not to exceed level of \$3M.

WHEREAS, the SRTC Board of Directors approves the application as shown in the Attachment for use in the 2024-2026 Preservation Call for Projects; and

NOW THEREFORE, BE IT RESOLVED that the Board of the Spokane Regional Transportation Council approves the **2024-2026 PRESERVATION CALL FOR PROJECTS**

ADOPTED: February 9, 2023

Betsy Wilkerson, Council Member, City of Spokane
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, SRTC
Clerk of the Board

**SRTC ~~2021-2024-2026~~ Call for Preservation Projects Application
For Years ~~2022-2023~~2024, 2025 and 2026**

PROJECT TITLE:

AGENCY RANKING (1 = highest priority 4 = lowest):

REQUESTED SRTC REGIONAL FUNDS (STBG)- REQUEST LIMITED TO \$~~1-1.5~~ Million OR LESS: \$

GENERAL PROJECT INFORMATION

Agency or Organization _____

Phone Number _____

Contact Person _____

Email Address _____

Project Information

Project Location

☐ Urbanized Area ☐ Urban Small ☐ Rural

Federal Functional Classification

Project Description

Project scope (include termini and length)

Existing and proposed conditions

Project purpose and outcomes

☐ The project sponsor must indicate that the project, once completed, will be maintained for the life of the project.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

Project Delivery Tools

☐ The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

- ☐ Vicinity map
- ☐ Typical Cross Sections
- ☐ Cost Estimate
- ☐ Project Endorsement form
- ☐ If possible, please include project GIS shapefile(s)

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional if additional information is needed)

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.

Note: matching funds must be available at the time of fund obligation. The small towns of Fairfield, Latah, Rockford, Spangle and Waverly may utilize toll credits in lieu of local match.

Please indicate if there are any circumstances that could delay the obligation of funds.

1. ECONOMIC VITALITY – 15 POINTS

Employment and Destination Accessibility

1a (5). To be scored internally by SRTC staff with the maps ~~referenced in the table below~~ in Horizon 2045 in Figure 2.19 ~~x~~ (See respective layers in online [map](#))

Project Score	Category	Criteria and Requirements
5	Provides a <u>Project location is a</u> critical connection within or <u>directly connecting to a regional activity center between two or more core areas (see employment core map)</u>	Increasing the efficiency of one or more modes to an employment core.
3	Serves a regionally significant employment transportation center (see employment center map e.g. park and rides, airport, transit centers)	Improving or enhancing the movement of workers, freight, and/or services to/from an employment center. <u>access to terminals (air, transit, or multimodal).</u>
1	Serves a regional transportation center (see transportation center map) <u>Project location is a critical connection to a local activity center.</u>	<u>Increasing the efficiency of one or more modes.</u> improving access to terminals (air, transit, or multimodal).

1b (5). Does the project have another connection to economic vitality that is not captured by 1a, or in addition to 1a? Please explain. Examples include ~~--~~ access to other activity centers, access to jobs, tourism, regional trailheads, sports complex, ~~--~~. (Score High, Medium, Low)

Freight Network (Internal Use Only)

1c (5). Is this project located on a FGTS classified T1 to T4 route, or on WSDOT's Truck Freight Economic Corridor?
To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor (TFEC) Data.

- T1 – 5 points
- T2 – 4 points
- T3 or TFEC connector route – 3 points
- T4 – 1 point

2. COOPERATION AND LEADERSHIP – 15 POINTS

Local Planning Alignment

2a (5) Is this project consistent with your Comprehensive plan or other internal local planning objectives? Example – ADA improvements (Score High, Medium, Low)

Agency Coordination

2b (5) Is this project consistent with other external local planning objectives? Example - coordination with STA and transit enhancements due to this project (Score High, Medium, Low)
Explain

2c (5) Is this project on a CMP Corridor? (Horizon ~~2040~~2045-page 2-51 Chapter 2, page 78)
Scored internally by SRTC staff.

Tier 1 CMP Corridor (5 points)

Tier 2 CMP Corridor (3 points)

3. STEWARDSHIP – 15 POINTS

Cost Effectiveness

3a (5). The cost effectiveness of the proposed project will be calculated using the following elements: total project cost, miles of thru-traffic lanes preserved and, estimated treatment life or treatment type. A range of cost effectiveness values and their associated points will be determined based upon the calculated values from all submitted applications. (Standard deviation approach)

Cost Effectiveness Formula=
$$\frac{\text{Total Project Cost}}{(\text{Thru-Traffic lanes Miles}) \times (\text{Estimated Treatment Life})}$$

Thru-Traffic Lane Miles

How many thru-traffic lane miles are being treated in this project? For example, if you are improving the surface of a 1-mile segment with four travel lanes, that would be 4 miles of thru-traffic lane miles. Second example, if you are improving the surface of a 1-mile segment with two lanes and a center turn lane for the entire length, that would be 2 miles of thru-traffic lane miles. The center turn lane is not a thru-traffic lane.

Estimated Treatment Life

☐ Chip Seal (all chip seals will use a 6-year lifespan) ☐ Grind and Overlay (all grind and overlays will use a 14-year lifespan)*

*Treatment Life Values were derived from the WSDOT ~~TAMP~~TAMP Page 29-30, Exhibit 4-4

Roadway Usage

3b (5). What is the ADT and source of ADT?

Urban ☐ 0-4,999 (1) ☐ 5,000-9,999 (2) ☐ 10,000-14,999 (3) ☐ 15,000-19,999 (4) ☐ >19,999 (5) or
Rural ☐ 0-499 (1) ☐ 500-999 (2) ☐ 1,000-1,499 (3) ☐ 1,500-1,999 (4) ☐ >1,999 (5)

Funding

3c (5). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:

☐ 6.5% over required local/state match (total 20% match or more) (3)

☐ 11.5% over required local/state match (total 25% match or more) (5)

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 40 POINTS

Condition

4a (30). Structural Condition Preservation -30 points

What is the pavement OCI and what year was the last measurement?

- ☐ OCI 41-55 (10 points)
- ☐ OCI 56-65 (20 points)
- ☐ OCI 66-85 (30 points)

National Highway System

4b (10) Is the project on:

Scored internally by SRTC staff.

- ☐ The National Highway System (NHS) (10 points)? (Horizon ~~2040~~2045, page 2-22 figure 2.28)
- ☐ A Minor Arterial or Major Collector (~~5-8~~ points)? (This change supports need for other arterials and improves scoring for roads from smaller cities/towns)

5. QUALITY OF LIFE AND MOBILITY – 15 POINTS

Bicycle and Pedestrian Improvements

5a (5) Does this project benefit pedestrian transportation and/or mobility? Example – Crosswalk enhancements. If the project does not require ADA upgrades but the project includes ADA upgrades please include here.

Explain

5b (5) Is this project on the SRTC Regional Bike Priority Network and will it improve pavement condition in the bike lane/shoulder/travel way? (Horizon ~~2040~~2045, ~~Page 4-4~~ Figure 4.5)

Explain

If not on the SRTC Regional Bike Priority Network, does this project benefit bicycle transportation?

Explain (3)

Population

5c (5). The project is located within an area of significant existing population.

Scored internally by SRTC staff by population density based on US Census blocks:

- High – 5 points
- Medium – 3 points

Low – 1 point

6.0 Equity (Not scored) SRTC will provide a map of the project over the Washington Environmental Health Disparities Map (Score ≥ 7) -and Areas of Potential Disadvantage from Horizon 2045, Figure 2.10.

Supporting Information

TOPIC: SRTC 2024-2026 PRESERVATION CALL FOR PROJECTS

SRTC 2024-2026 Preservation Call for Projects Schedule

2022

- 11/08 TIP Working Group meeting – Preservation Call for Projects – Principles of Investment & Application Review
- 12/13 TIP Working Group meeting – Preservation Call for Projects – Principles of Investment & Application Review
- 12/22 TTC & TAC meeting - Preservation Call for Projects – Principles of Investment & Application (Informational)

2023

- 01/12 SRTC Board meeting - Preservation Call for Projects – Principles of Investment & Application Review (Informational)
- 01/25 TTC & TAC meetings - Preservation Call for Projects – Principles of Investment & Application (Action) – Request volunteers for scoring
- 02/09 SRTC Board meeting - Preservation Call for Projects – Principles of Investment & Application (Action)
- 02/10 CALL FOR PROJECTS RELEASED**
- 04/14 APPLICATION PACKAGE DUE BY 3:00 PM**
- 04/17 - 04/21 SRTC Staff Review
- 04/24 - 05/05 Pavement committee fieldwork verification
- 04/24 - 05/12 TTC & TAC (multi-agency) project scoring
 - 05/24 TTC & TAC meeting – Review preliminary results (informational)
 - 06/08 SRTC Board – Review preliminary results (informational)
 - 06/28 TTC & TAC meeting – Recommend preservation funding (Action)
 - 07/13 SRTC Board – Approve awards for preservation projects (Action)
- Aug-Oct 2024-2027 TIP development process which includes a 30-day public comment period on the draft TIP

To: Board of Directors

02/02/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM1 - SAFETY

Requested Action:

Approval of Resolution R-23-06 (**Attachment**) establishing annual performance targets for safety.

Key Points:

- At the November SRTC Board meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the January meeting focused on safety where staff presented background information, historical data, target setting options, and discussed upcoming long-range planning efforts.
- The following five statewide safety performance measures are set annually and use a five-year rolling average:
 1. Number of fatalities
 2. Rate of fatalities per 100 million VMT (vehicle miles traveled)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of non-motorized fatalities and non-motorized serious injuries.
- In March 2021 the SRTC Board approved a resolution agreeing to plan and program projects which 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.
- MPOs must set a target no less than 180 days from when the state target is set. A decision is due to WSDOT no later than 2/27/23.

Board/Committee Discussions:

On 1/25/23 both the Transportation Technical Committee and Transportation Advisory Committee unanimously recommend Board approval of supporting State targets.

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, 2020.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-06

**ESTABLISHING PERFORMANCE TARGETS FOR SAFETY
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

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, the SRTC Board of Directors is the governing body of SRTC and responsible for agency policy decisions; and

WHEREAS, the 2012 federal transportation law, Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) establishes performance management requirements for State Departments of Transportation, such as Washington State Department of Transportation (WSDOT); and metropolitan planning organizations, such as Spokane Regional Transportation Council (SRTC); and

WHEREAS, per 23 CFR 450.206(c)(2), State Departments of Transportation are required by the federal Highway Safety Improvement Program (HSIP) to report targets and safety performance; and

WHEREAS, per 23 CFR 490.209(c)(4), SRTC must establish performance targets for each of the measures identified in 23 CFR 490.207(a); and

WHEREAS, in establishing regional safety targets, SRTC has the option of either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board: agrees to plan and program projects so that they contribute toward the accomplishment of the WSDOT safety target for each of the required performance measures.

ADOPTED: February 9, 2023

Betsy Wilkerson, Council Member, City of Spokane
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, SRTC
Clerk of the Board

To: Board of Directors

02/09/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM2 - INFRASTRUCTURE

Requested Action:

None. For information and discussion.

Key Points:

- At the November SRTC Board meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the February meeting will focus on infrastructure; staff will present background information, historical data, and target setting options.
- Targets for the following six statewide performance measures are set by MPOs every four years:
 1. Percentage of pavements of the Interstate System in Good condition
 2. Percentage of pavements of the Interstate System in Poor condition
 3. Percentage of pavements of the non-Interstate NHS in Good condition
 4. Percentage of pavements of the non-Interstate NHS in Poor condition
 5. Percentage of NHS bridges classified as in Good condition
 6. Percentage of NHS bridges classified as in Poor condition
- Last cycle, in November 2019, the SRTC Board set targets by agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for infrastructure.
- The Board will be asked to take action on infrastructure targets on 04/13/2023.

Board/Committee Discussions:

The Transportation Technical Committee and Transportation Advisory Committee will discuss this topic on 2/22/2023 and will be asked to make a recommendation to the Board on 03/22/2023.

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, 2020.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

To: Board of Directors

02/02/2023

From: Ryan Stewart, Principal Transportation Planner

TOPIC: SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT OVERVIEW

Requested Action:

None. For information and discussion.

Key Points:

- The Unified Planning Work Program (UPWP) is the foundational document outlining the core functions, planning studies, technical support and other ongoing planning activities conducted by SRTC.
- The state fiscal years (SFY) 2024-2025 UPWP covers a two-year period from 07/01/2023 to 06/30/2025.
- Staff is currently working on the preliminary draft of the UPWP. The UPWP development schedule is included in the following Supporting Information.
- Washington State Department of Transportation (WSDOT) has released guidance for developing the UPWP. The guidance includes Federal and State emphasis areas.
- The Federal emphasis areas focus on: climate change; equity and Justice 40; complete streets; public involvement; Strategic Highway Network coordination; Federal land management agency coordination; planning and environmental linkages; and, data in transportation planning.
- The State emphasis areas include: updating Regional Transportation Planning Organizations (RTPO) duties; making public documents accessible; enhancing diversity, equity, and inclusion efforts; developing and implementing several statewide plans; updating functional classifications as a result of urban area boundary revisions; and, financial accounting.
- In response to the emphasis areas, SRTC is considering how to address these in the UPWP. We encourage Board members to share their perspectives on how SRTC might better engage in this work.
- The UPWP also includes major planning activities identified by Spokane Transit Authority (STA) and WSDOT Eastern Region in the document's appendices.

Board/Committee Discussions:

The SFY 2024-2025 UPWP development process was presented to the Transportation Technical Committee and Transportation Advisory Committee in January for information and discussion.

Public Involvement:

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

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370

Supporting Information

TOPIC: SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT OVERVIEW

The following is the tentative SFY 2024-2025 UPWP development schedule.

SRTC SFY 2024-2025 UPWP Development Schedule	
Key Due Dates	Key Action
25-Jan-23	SFY 2024-2025 UPWP Overview provided to TAC and TTC
9-Feb-23	SFY 2024-2025 UPWP Overview provided to the Board
15-Feb-23	Staff finish review and edits to assigned tasks
22-Feb-23	SFY 2024-2025 UPWP Preliminary Draft provided to TAC and TTC (if ready, if not present in March)
15-Mar-23	STA and WSDOT submit their sections
Mar-23 TBD	1st Draft UPWP complete
TBD	Preliminary draft to WSDOT TRIP (3 weeks in advance of on-site meeting)
26-Apr-23	Draft SFY 2024-2025 UPWP presented to TAC and TTC (1 st touch)
TBD	Review meeting (onsite and/or remote) with WSDOT TRIP, Public Transportation Division, WSDOT, FHWA, and FTA
TBD	UPWP out for public comment
11-May-23	Draft SFY 2024-2025 UPWP presented to Board (1st touch)
TBD	Comments due from TAC and TTC and public comment period
24-May-23	TAC and TTC recommendation of Board approval of draft SFY 2024-2025 UPWP (2 nd touch)
8-Jun-23	Board approval of SFY 2024-2025 UPWP (2nd touch)
15-Jun-23	Approved SFY 2024-25 UPWP submitted to WSDOT TRIP
22-Jun-23	WSDOT TRIP submits approved SFY 2024-2025 UPWP to FHWA/FTA
30-Jun-23	FHWA/FTA UPWP approval date
1-Jul-23	SFY 2024-2025 UPWP takes effect

To: Board of Directors

02/02/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: CARBON REDUCTION PROGRAM (CRP) FUNDING

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is responsible for distributing federal funds that are specifically allocated to the Spokane region. These funds come from the following programs: Surface Transportation Block Grant (STBG) program, Congestion Mitigation and Air Quality (CMAQ) program, Highway Improvement Program (HIP), HIP Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA) the STBG Set-Aside (formerly Transportation Alternative Program (TAP)).
- A new federal funding program, the Carbon Reduction Program (CRP), was recently established through the Infrastructure Investment and Jobs Act (IIJA), providing funds for transportation projects designed to reduce transportation emissions. Please see the [CRP Fact Sheet](#).
- The CRP brings an additional ~\$4.9 million to the region through 2022-2026.
- SRTC will use the Contingency List Process outlined in the SRTC TIP Guidebook (**Attachment**), to award funds to CRP eligible projects. See **Supporting Information** for policies.
- CRP funds will be added to the annual obligation target.
- Draft Carbon Reduction Program allocations detailed below:

Draft Carbon Reduction Program (CRP) Allocations	2022	2023	2024	2025	2026	Total
Urbanized >= 200,001	\$710,207	\$710,207	\$710,207	\$710,207	\$710,207	\$3,551,035
Urban Small >5,000 and < 49,999	\$49,460	\$49,460	\$49,460	\$49,460	\$49,460	\$247,300
Rural<=4,999	\$221,928	\$221,928	\$221,928	\$221,928	\$221,928	\$1,109,640
Total						\$4,907,975

Board/Committee Discussions:

This item has been discussed at the Transportation Advisory Committee (TAC) and the Transportation Technical Committee (TTC) meetings on January 25, 2023. It is the first time this item has been discussed before the Board.

Public Involvement:

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

Staff Contact: Kylee Jones, SRTC | kjones@srtc.org | 509.343.6370

2024-2026 SRTC Contingency List (Updated Aug 2022)							STBG		CMAQ	STBG Set-Aside		HIP	HIP-CRRSSA	AWARD 2024 2026
							Urban	Rural	Inside AQ Boundaries	Urban	Rural	Urban Large Only	Urban Large Only	
Priority Ranking	Agency	Project Name	Match	Final Score as %	Requested	Project Phase	\$13,734,000	\$1,767,000	\$11,650,000	\$4,238,000	\$511,000	\$341,772	\$2,440,778	\$34,682,550
1	SV	Pines Rd/BNSF Grade Separation	33.5%	86.0%	\$23,130,199	CN	\$1,525,600		\$4,879,000					\$6,404,600
2	STA	Division St BRT Project Development	33.5%	80.8%	\$1,000,000	PE			\$1,000,000					\$1,000,000
3	CoS	Sunset Highway Pathway - Royal St to Spotted Rd	33.5%	79.8%	\$4,437,000	PE, RW, CN	\$4,437,000							\$4,437,000
4	SV	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	33.5%	77.7%	\$2,212,500	PE							\$1,367,500	\$1,367,500
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (with 2 Roundabouts)	13.5%	74.2%	\$876,991	PE	\$876,991							\$876,991
6	STA	I90/Valley HPT Line Park & Ride Construction	33.5%	74.0%	\$1,200,000	RW, CN			\$1,200,000					\$1,200,000
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE						\$224,222	\$1,073,278	\$1,297,500
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$3,496,000	PE, RW, CN			\$370,000	\$3,126,000				\$3,496,000
9	SV	Barker Corridor: Appleway to Sprague	33.5%	69.7%	\$2,095,072	PE, RW, CN	\$1,083,400							\$1,083,400
10	CoS	US 195/Meadowlane J-Turn	33.5%	69.4%	\$2,417,000	PE, CN	\$1,607,204							\$1,607,204
11	SC	Bigelow-Gulch Road Project 2	33.5%	68.6%	\$6,000,000	CN								\$0
12	CoS	Fish Lake Trail Connection Phases 1 (Phases 1-3: \$19,477,771)	23.5%	64.6%	\$4,931,719	PE, RW, CN				\$787,984				\$787,984
12	CoS	Fish Lake Trail Connection Phases 2	23.5%	64.6%	\$7,653,201	PE, RW, CN								\$0
12	CoS	Fish Lake Trail Connection Phases 3	23.5%	64.6%	\$6,892,851	PE, RW, CN								\$0
13	CoS	Spokane Falls Blvd Reconstruction - Post St to Division St	33.5%	63.8%	\$9,074,000	RW, CN								\$0
14	SC	Commute Trip Reduction Program	33.5%	63.0%	\$991,924	Program			\$991,924					\$991,924
15	CoS	Broadway Ave Reconstruction - Ash St to Lincoln St	33.5%	63.0%	\$7,589,000	PE, RW, CN								\$0
16	CoS	Millwood Trail - Children of the Sun Trail to Fancher	33.5%	62.7%	\$6,406,000	PE, RW, CN								\$0
17	CoS	Palouse/Freya Roundabout	23.5%	62.3%	\$4,900,000	PE, RW, CN								\$0
18	CoS	Riverside Ave - Monroe to Wall Reconstruction	33.5%	61.8%	\$5,343,000	CN								\$0
19	CoS	Cook St Greenway	33.5%	61.7%	\$1,682,000	CN								\$0
20	SC	Harvard Rd Phase 2	13.5%	60.0%	\$5,481,000	PE, RW, CN	\$2,271,000		\$3,210,000					\$5,481,000
21	SC	Cascade Way Reconstruction & Stormwater Project	23.5%	59.7%	\$1,123,000	PE, CN	\$1,123,000							\$1,123,000
22	SC	Nevada Rd Reconstruction: Hawthorne to US 2	23.5%	59.3%	\$1,234,000	PE, CN								\$0
23	CoS	Signals - Maple & Rowan and Ash & Rowan	33.5%	57.7%	\$1,966,000	PE, RW, CN								\$0
24	CoS	Wellesley Ave, Freya to Havana	33.5%	57.4%	\$379,000	PE, RW, CN								\$0
25	SC	Argonne Rd & Upriver Driver Intersection	13.5%	57.3%	\$260,000	PE								\$0
26	SV	Barker Corridor: 4th Ave Roundabout	33.5%	56.6%	\$2,272,157	PE, RW, CN								\$0
27	SV	Barker Corridor: Sprague to 4th	33.5%	56.2%	\$1,735,025	PE, RW, CN								\$0
28	SV	Barker Corridor: 8th Ave Roundabout	33.5%	55.3%	\$1,967,633	PE, RW, CN								\$0
29	SC	Centennial Trail-Argonne Gap Alternatives Study	13.5%	53.7%	\$160,000	Study								\$0
30	SV	Barker Corridor: 4th to 8th	33.5%	53.7%	\$1,849,290	PE, RW, CN								\$0
31	CoS	Signal Controller Upgrades	33.5%	53.6%	\$258,000	PE, CN								\$0
32	STA	Sunset HPT - Preliminary Engineering	13.5%	53.5%	\$600,000	PE								\$0
33	CoS	Nevada/Lincoln Intersection	23.5%	52.2%	\$1,160,000	PE, RW, CN								\$0
34	SV	Appleway Trail & Stormwater Improvements	13.5%	51.1%	\$1,110,059	PE, CN								\$0
35	SC	Magnesium Rd Preservation: Crestline to Market	13.5%	50.0%	\$616,000	PE, CN								\$0
36	SV	Broadway Ave Reconstruction (Havana to Fancher)	33.5%	48.9%	\$2,618,547	PE, RW, CN								\$0
37	SC	Wall St & Country Homes Blvd Intersection	13.5%	48.5%	\$2,493,000	PE, RW, CN								\$0
38	STA	Wellesley HPT - Preliminary Engineering	13.5%	47.6%	\$400,000	PE								\$0
39	SV	Spokane Valley River Loop Trail	33.5%	46.9%	\$2,021,033	PE, RW, CN								\$0
40	CoS	Mallon Ave - Monroe to Howard Reconstruction	33.5%	46.2%	\$2,521,000	PE, RW, CN								\$0
41	DP	N Colville Reconstruction, Third St to North City Limits	13.5%	45.1%	\$3,239,717	PE, RW, CN		\$1,767,000						\$1,767,000
42	SC	Deno Rd Reconstruction - Rambo Rd to Craig Rd	13.5%	44.2%	\$2,374,400	PE, RW, CN								\$0
43	CoS	Arthur St Sidewalk & Greenway	33.5%	43.2%	\$1,224,000	PE, RW, CN								\$0
44	FF	Railroad Ave Rehabilitation	13.5%	41.8%	\$320,232	PE, CN								\$0
45	CoS	Driscoll Sidewalk - Garland to Wellesley	33.5%	41.3%	\$1,741,000	PE, CN								\$0
46	SC	Craig Rd Project 1	13.5%	40.4%	\$2,424,000	PE, RW, CN								\$0
47	CoS	King Cole Way - Wood Bridge in Riverfront Park	13.5%	38.7%	\$869,000	PE, CN								\$0
48	SC	Starr Rd Preservation	13.5%	36.1%	\$1,359,000	PE, RW, CN								\$0
49	ML	Lake St ADA Upgrades	13.5%	32.9%	\$442,015	PE, CN					\$511,000			\$511,000
50	SG	Patching and Chip Seal Various Locations	13.5%	29.9%	\$311,212	PE, CN								\$0
51	SG	Old Hwy 195 Rehabilitation	33.5%	19.2%	\$500,277	PE, CN								\$0

Legend:

	Fully funded
Strike	Funded through other grant process
	Partially funded

Supporting Information**TOPIC: CARBON REDUCTION PROGRAM (CRP) FUNDING**

TIP Guidebook policies relevant for allocating CRP funding through the Contingency List Process:

Policy 4.7

SRTC will maintain a Contingency List selected through a regional process and approved by the SRTC Board of Directors. Projects on the Contingency List may be selected for future funds available through the contingency funding process (see Policy 6.8). The most recently approved Contingency List replaces and supersedes any previously approved priority list.

Policy 4.8

SRTC will consider the following strategies to meet an **obligation target** when shortfalls are anticipated:

- Advancing projects from future years.
- Exchange federal funds for local funds between phases or stages of a single project or between projects in the same agency.
- Advancing contingency list projects.
- Increase the federal share of awarded projects (no more than maximum federal share can be awarded).

Policy 6.2

Although **cost overruns** are the responsibility of the project sponsor, for eligible cost overruns (see Policy 6.3) on projects awarded on regional allocations of federal funds, the project sponsor may request additional funds through the SRTC Executive Director or the SRTC Board.

Policy 6.8

Contingency funds become available if previously selected projects from that fund source are removed from the TIP by Board action, funds are voluntarily returned by the sponsoring agency, or additional funds become available for some other reason (for example: annual allocations higher than anticipated). The SRTC is responsible to reassign those funds. As stated in Policy 4.7 SRTC maintains a Contingency List which will be used as the basis for this contingency funding process for available STBG, STBG-SA, CMAQ or other SRTC-awarded funds. The following criteria guides the contingency funding process:

- Evaluate the eligibility of Contingency List projects that meet the technical requirements of the available funding sources;
- Review project readiness from the above identified projects to maximize project delivery;
- Review the capability of available funding to complete a project or phase;
- Analyze obligation authority targets and schedules to ensure the programming of SRTC-managed federal funds meet project obligations targets; and

- Provide a recommendation for the use of contingency funds.

In collaboration with the TIP Working Group, SRTC staff will bring a draft recommendation to the TTC for consideration to recommend Board approval of funding based on the criteria above. The TTC and the SRTC staff will make separate or joint recommendations to the SRTC Board of Directors for funding consideration.

To: Board of Directors

From: Lois Bollenback, Executive Director

TOPIC: EXECUTIVE DIRECTOR'S REPORT

02/02/2023

Requested Action:

None. For information.

Key Points:

- **SRTC Receives SS4A Grant**

SRTC recently received notice of a Safe Streets for All (SS4A) planning grant award totaling \$400,000. The grant application was submitted by SRTC for the development of a Regional Safety Plan that would cover the entirety of Spokane County with match funding provided jointly by SRTC, the City of Spokane, City of Spokane Valley, and Spokane County. Completion of the plan will satisfy requirements needed to access both state and federal safety programs.

- **WTS Recognizes SRTC Accomplishments**

During the recent Spokane Coeur d'Alene Chapter of WTS International Annual Recognition Awards event, SRTC was recognized as Employer of the Year, for 2022. The award recognizes employers for their support of expanding opportunities for women in the transportation industry through professional development, mentoring, and the strategic positioning of women in leadership positions. SRTC's Deputy Executive Director Eve McMenamy was also presented with the Rosa Parks Diversity Leadership Award which celebrates an individual that makes significant contributions to promoting diversity, inclusion, and multicultural awareness.

- **SRTC Feedback Survey**

SRTC Leadership extends our appreciation to members for providing feedback regarding our performance through the calendar year 2022 survey. Responses included a score of 81 out of 100 for our written and verbal communications and a 76 for our overall accomplishments in 2022. Suggestions for ongoing activities included grant and project development support, data collection and distribution, continued transportation education and events, and completion of an overall needs assessment.

Staff Contact: Lois Bollenback, SRTC | lbollenback@srtc.org | 509.435.3823

From: [Langer, Angela](#) on behalf of [Fey, Rep. Jake](#)
To: [Julie Meyers-Lehman](#)
Subject: RE: Spokane Regional Transportation Council's statement regarding North Spokane Corridor funding delays
Date: Monday, January 30, 2023 4:46:13 PM
Attachments: [image001.png](#)

Dear Julie Meyers-Lehman,

Thank you for writing and sharing concerns on behalf of the Spokane Regional Transportation Council, regarding the Governor's proposed funding for the North Spokane Corridor project.

First, the complete lack of funds for the 2023-2025 biennium in the Governor's original proposal was an unintentional error. The Office of Financial Management has recently submitted an updated proposal, which includes \$100,000 of funding for the biennium. This shows the Governor's intention to at least keep the project moving.

Second, the Legislature prepares the Transportation Budget that will eventually become law. As we create the Budget, we will give priority to projects in the Connecting Washington package, which include the North Spokane Corridor.

Thank you again for taking the time to reach out to me. If you have any questions or thoughts regarding this or any other legislation, please do not hesitate to reach out.



Jake Fey, State Representative

Washington State House of Representatives | 27th LD
Chair, House Transportation Committee
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From: Julie Meyers-Lehman <julieml@srtc.org>
Sent: Wednesday, January 18, 2023 4:05 PM
Subject: Spokane Regional Transportation Council's statement regarding North Spokane Corridor funding delays

Attached please find correspondence from Lois Bollenback, Executive Director of Spokane Regional Transportation Council.

Thank you,

Julie Meyers-Lehman, Administrative-Executive Coordinator

Spokane Regional Transportation Council

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ACTION ITEMS

2023-2026 Transportation Improvement Program February Amendment – City of Spokane Valley requested an amendment to the TIP to add RAISE funding for the Pines Rd Grade Separation. A motion to recommend Board approval of the February TIP amendment passed unanimously.

SRTC 2024-2026 Preservation Call for Projects – Staff explained the purpose of setting principles of investment and outlined the draft project application recommendations. Volunteers from the TTC and TAC will assist with the project application scoring.

A motion to recommend Board approval of the 2024-2026 Preservation Call for Projects principles of investment and application as reported in the Attachment passed unanimously.

Transportation Performance Measures: PM1 Safety – Staff spoke about the requirement for MPOs to set safety targets on an annual basis and the choice to support state targets or set regional specific quantifiable targets. With direction from the Board, SRTC applied for a Safe Streets & Roads for All planning grant. If SRTC receives the award, it will be used to research the development of a regional safety plan.

Members discussed and comments included:

- It does not look like Target Zero is working; regional and local level planning may be more effective.
- The SS4A grant, if awarded, will be used to develop a regionwide safety plan and approach. SRTC is also collaborating with WSDOT-Eastern Region on a safety pilot program.
- Following Target Zero appears to be the easy route to setting a target, but also seems unrealistic.
- Roadways have not changed and become unsafe; its human behavior that has changed.
- There no magic bullet to get fatalities and serious injuries to zero.
- What is important is what action is being taken, which may or may not be driven by a stated target.

A motion was to recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT HSIP targets passed unanimously.

INFORMATION & DISCUSSION ITEMS

SFY 2024-2025 Unified Planning Work Program (UPWP) Development Review – Staff shared information about the UPWP, its update every two years, state/federal emphasis areas and the major planning activities outlined in the plan.

Bicycle Level of Stress – SRTC will be conducting a LTS analysis this spring which will provide data to understand the function of the Regional Bicycle Priority Network and barriers encountered by users.

Guest Presentation: WSDOT Complete Streets – Shea Suski, WSDOT Principal Multimodal Planner, provided an overview of the WSDOT Complete Streets program for State transportation projects.

Introduction to Carbon Reduction Program Funding – Staff reported a new federal funding program has been created as part of the IJA; it is expected to bring about \$5M to the region through 2026 for projects that help reduce vehicle emissions.

ACTION ITEMS

2023-2026 Transportation Improvement Program February Amendment – Staff shared information about the one project in the proposed amendment. A motion to recommend Board approval of the February TIP amendment passed unanimously.

SRTC 2024-2026 Preservation Call for Projects – Staff provided a background, reviewed the proposed principles of investment and shared highlights of changes to the project application form. The call is expected to be released on 2/10/23 and volunteers from the TAC and TTC will help with the project application scoring process.

A motion to recommend Board approval of the 2024-2026 Preservation Call for Projects principles of investment and application as reported in the Attachment passed unanimously.

Transportation Performance Measures: PM1 Safety – Staff spoke about the requirement for MPOs to set safety targets on an annual basis and the choice to support state targets or set regional specific quantifiable targets. With direction from the Board, SRTC applied for a Safe Streets & Roads for All planning grant. If SRTC receives the award, it will be used to research the development of a regional safety plan. There was a lengthy discussion. Comments included:

- Target Zero seems unattainable; perhaps setting more realistic targets would be a better strategy.
- Collisions, fatalities, and serious injuries are continuing to rise, both statewide and regionwide; supporting state safety targets do not seem to be making a difference.
- Behavioral issues are a big part of the problem; these are very difficult to counteract with roadway design.
- The region needs to get serious about safety and make tough engineering decisions, even if they are not the popular decisions.
- While setting a target is a requirement, but the real issue is what is being done to move the needle in the right direction.
- Emphasis of the TAC's desire to move to more robust regional safety targets and improved safety could also be addressed as part of the 2024-2025 UPWP development.

A motion was made "To recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT HSIP targets. It is the desire of the TAC that SRTC move to a regional quantifiable target and identify specific strategies to reduce fatalities and serious injuries in the near future." All votes were in favor (1 abstention).

INFORMATION & DISCUSSION ITEMS

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2023 Draft Board Agenda Items

FOR ACTION

MAR

- Carbon Reduction Program Funding (tentative)
- Consent Agenda: Minutes, Vouchers, TIP Amendment

APR

- Transportation Performance Management: PM2 Infrastructure
- Consent Agenda: Minutes, Vouchers, TIP Amendment, 2023 Q1 Budget Update

MAY

- Transportation Performance Management: PM3 System Performance
- Consent Agenda: Minutes, Vouchers, TIP Amendment

JUN

- SFY 2024-2025 Unified Planning Work Program
- Congestion Management Process Network and Criteria

FOR INFORMATION & DISCUSSION

- Congestion Management Process Introduction (tentative)
- Guest Presentation: All Aboard Washington - Passenger Rail

- 2022 Transportation Improvement Program Obligation Report
- Transportation Performance Management: PM3 System Performance

- TIP Obligation Target Update
- Draft SFY 2024-2025 Unified Planning Work Program
- Congestion Management Process Network and Criteria

- Preservation Call for Projects: Preliminary Results