

Transportation Advisory Committee Meeting

Wednesday, February 22, 2023 | 3:00 PM

Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:

<https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

Meeting ID: 821 2621 4518 | Passcode: 706620

By Phone at: 1-253-215-8782

Meeting ID: 821 2621 4518 | Passcode: 706620

Or find your local number: <https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 12:00pm 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.

Transportation Advisory Committee Meeting Agenda

Wednesday, February 22, 2023 | 3:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
3:00	1 Call to Order / Record of Attendance	
3:02	2 Approval of January 2023 TAC Meeting Minutes	3
3:03	3 Public Comments	
3:05	4 TAC Member Comments	
3:10	5 Chair Report on SRTC Board of Directors Meeting	
<u>ACTION ITEMS</u>		
3:15	6 TAC Correspondence Regarding Proposed North Spokane Corridor Delays	6
3:20	7 2023-2026 Transportation Improvement Program March Amendment (<i>Kylee Jones</i>)	9
3:30	8 Carbon Reduction Program (CRP) Urban Funding Allocations (<i>Kylee Jones</i>)	12
<u>INFORMATION AND DISCUSSION ITEMS</u>		
3:40	9 Congestion Management Process Introduction (<i>David Fletcher</i>)	18
3:50	10 Transportation Performance Management: PM2 Infrastructure (<i>Mike Ulrich</i>)	20
4:05	11 Agency Update (<i>Jason Lien</i>)	n/a
4:10	12 Adjournment	

Spokane Regional Transportation Council – Transportation Advisory Committee

01.25.2023 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane WA 99201 and virtually on Zoom

1 Call to Order/Record of Attendance

Chair Zentz called the meeting to order at 3:01 and attendance was taken.

In Attendance

TCC Members

Raychel Callary
Charles Hansen
Carlie Hoffman
Caleb Newbill
Paul Vose
Bill White

Todd Williams
Charlie Wolff
Rhonda Young
Claudine Zender
Kim Zentz

Guests

Shea Suski, WSDOT-Eastern Region
Steven Polunsky, WA Dept. of Commerce
Jennifer Simmons
Tom Sahlberg
Krista Anderson

SRTC Staff

Ryan Stewart, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Lois Bollenback, *Executive Director*
Eve McMenemy, *Deputy Executive Director*
Julie Meyers-Lehman, *Admin-Exec Coordinator*

2 Approval of December 2022 TAC Meeting minutes

Mr. Newbill made a motion to approve the minutes as presented. Ms. Young seconded. Motion passed unanimously.

3 Public Comments

There were no comments.

4 TAC Member Comments

Chair Zentz asked the group for their input in the chat on what they would like to see the TAC be “more or less of” in the coming year, using a one- or two-word answers. This topic will be discussed at the next meeting.

5 Chair Report on SRTC Board of Directors Meeting

Chair Zentz provided an overview of the January SRTC Board of Directors meeting. Mr. White asked if there would be any value in the TAC developing a letter of endorsement to the Board’s opposition to any delay of funding for the North Spokane Corridor (NSC). There was no opposition to this suggestion. The group discussed the importance of NSC completion to the region. Mr. White will develop a draft letter and bring to the next meeting for further discussion.

ACTION ITEMS

6 2023-2026 Transportation Improvement Program February Amendment

Ms. Jones shared information about the proposed amendment to the TIP from City of Spokane Valley to add RAISE funding to the Pines Rd Grade Separation project. There were no questions or discussion.

Mr. Vose made a motion to recommend Board approval of the February TIP Amendment. Mr. Krieger seconded. Motion passed unanimously.

7 SRTC 2024-2026 Preservation Call for Projects

Ms. McMenemy provided background information for the call for projects and explained that Principles of Investment provide guidance to the award process. She described the proposed principles, shared the draft project application, and summarized the draft scoring. The call is scheduled to be released on 2/10/23 and applications due 4/14/23. Project application scoring will be done with the assistance from volunteers from the TAC and TTC.

Ms. Callary made a motion to recommend Board approval of the 2024-2026 Preservation Call for Projects principles of investment and application as reported in the Attachment. Mr. Newbill seconded. Motion passed unanimously.

Mr. Vote, Ms. Young and Mr. Newbill volunteered to assist with the application scoring.

8 Transportation Performance Measures: PM1 Safety

Ms. McMenemy 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.
- The group discussed adding additional language to the motion in order to emphasize the importance of addressing safety as soon as possible.

Mr. Wolff made a motion 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. Ms. Young seconded. Motion passed with all votes in favor (1 abstention).

9 SFY 2024-2025 Unified Planning Work Program (UPWP) Development Review

Mr. Stewart explained the purpose and requirements of a UPWP. He outlined federal planning factors/emphasis areas and state emphasis areas that go into the plan development. There are eight major SRTC planning activities contained in the plan. He shared the development schedule for the UPWP update process; the 2024-2025 plan will go into effect 7/1/23.

10 Bicycle Level of Traffic Stress (LTS)

Mr. Lien spoke about the upcoming LTS analysis being conducted through this spring. This will compile data about the functionality and barriers to facilities on the Regional Bicycle Priority Network from the perspective of the cyclist. Data to be analyzed include through lanes, posted speed, traffic volume, parking, and bike facility/shoulder width. He described the LTS 1-4 grading system, with 1 being the lowest stress route and 4 being the highest. He said the TAC will be asked to provide input on the approach.

11 Guest Presentation: WSDOT Complete Streets

Shea Suski, WSDOT Principal Multimodal Planner, provided a history and overview of the WSDOT Complete Streets program for State transportation projects.

12 Introduction to Carbon Reduction Program Funding

Ms. Jones reported a new federal funding program has been created through the recent Infrastructure Investment & Jobs Act. The Carbon Reduction Program (CRP) is expected to bring about \$5M to the region through 2026 for projects that help reduce vehicle emissions. Using the Contingency List Process from the SRTC TIP Guidebook, staff will identify projects eligible to receive CRP funds and the CRP funds will be included in the annual federal obligation target.

13 Agency Update

Mr. Lien asked anyone who had not taken the brief SRTC end of year online survey to please consider doing so.

13 Adjournment

There being no further business, the meeting adjourned at 4:44pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Advisory Committee

02/15/2023

From: Jason Lien, Principal Transportation Planner

TOPIC: TAC CORRESPONDENCE REGARDING PROPOSED NORTH SPOKANE CORRIDOR DELAYS

Requested Action:

Approval of statement to be forwarded to SRTC Board Chair (see Attachment 2).

Key Points:

- On 01/12/2023 the SRTC Board approved Resolution R-23-03 stating their opposition to a proposed funding delay for the North Spokane Corridor (NSC) (see Attachment 1).
- The Resolution was distributed to state legislators representing eastern Washington and other state legislators who participate on budget and transportation committees.
- On 01/25/23 TAC members discussed the regional importance of the NSC's completion. The group agreed that support of the Board's position should be expressed in writing.
- Chair Kim Zentz and Vice-Chair Charlie Wolff have drafted a proposed statement that supports the timely completion of the NSC for its regional importance, cost efficiency benefits, and ties to companion multimodal improvements on the Division Street corridor.

Board/Committee Discussions:

The TAC discussed this topic at their 01/25/23 meeting.

Public Involvement:

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

Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-03

OPPOSING DELAYS TO THE NORTH SPOKANE CORRIDOR

WHEREAS, the Spokane Regional Transportation Council (SRTC) 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 designated agency to lead a continuing, coordinated and cooperative (3-C) planning process in the Spokane region; and

WHEREAS, completion of the North Spokane Corridor (NSC) has consistently been a top transportation investment priority for the region to support mobility and economic vitality; and

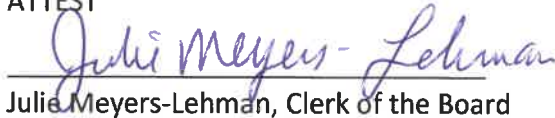
WHEREAS, delays in the construction of this project will increase overall costs and have detrimental impacts on other projects and community initiatives being pursued in coordination with construction of the NSC.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the Spokane Regional Transportation Council oppose proposed delays to completion of the North Spokane Corridor.

ADOPTED: January 12, 2023


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

ATTEST


Julie Meyers-Lehman, Clerk of the Board

TO: SRTC Board Chair [date]

FROM: The Transportation Advisory Committee of Spokane Regional Transportation Council [or individual]

TOPIC: SRTC TAC OPPOSES DELAYS TO THE NORTH SPOKANE CORRIDOR

Dear Chairwoman Wilkerson,

The Transportation Advisory Committee (TAC), a volunteer citizen advisory committee to the Spokane Regional Transportation Council (SRTC), expresses its unanimous and urgent amplification of the previously submitted SRTC Resolution R-23-03 (January 18, 2023) Opposing Delays to the North Spokane Corridor (NSC). The purpose of the TAC includes representing users of the transportation system and community/industry areas providing context to regional transportation planning based on SRTC's mission, vision, values, and guiding principles.

The region and its citizens have worked with State leadership for decades supporting priority funding for this regionally significant project. The realization of the NSC will improve safety, equitable multimodal mobility and improved domestic and international commercial vitality for this region. The region has waited long enough. With more than 50% of the project now complete, delivery risks associated with workforce and supply chain are arguably lower than alternative projects at earlier stages of development. The Washington State Department of Transportation (WSDOT), along with private sector contractors, have already demonstrated mastery in managing workforce issues, supply chain challenges and budget constraints to ensure the timely delivery of this major infrastructure project. Delays introduced for other reasons serve to undermine those efforts and drive project costs up overall.

Moreover, other related system improvement initiatives depend on the timely completion of the NSC. Land-use and affordable housing strategies associated with the re-imagining of the nearby Division Street corridor as well as the Section 5309 Small Starts Grant funding for Bus Rapid Transit (BRT) are tied to the completion schedule of the NSC. This could be jeopardized as well as continued denial of safety, pedestrian and equitable mobility benefits to neighborhoods and communities along this parallel corridor.

As citizen advisors to the SRTC Board, the TAC understands the multiple challenges facing Washington's transportation leaders including transitioning to clean energy sources, addressing transportation safety, reducing the demand for single occupancy vehicle travel, reducing congestion, and replacing the forecasted loss in revenue due to declining fuel tax proceeds. We support and are sympathetic to the tough choices that must be made. In this case, we assert that regional program funding stability and predictability will strategically unlock compounding benefits at the least feasible cost for hundreds of thousands of stakeholders consistent with the challenges faced by transportation leaders statewide.

We appreciate your leadership and we encourage you to keep the NSC on schedule as the most effective means of serving the needs of Washington residents.

Respectfully,

[the name/s here to be discussed]

To: Transportation Advisory Committee

02/15/2023

From: Kylee Jones, Associate Transportation Planner III

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

Requested Action:

Recommend Board approval of the 2023-2026 Transportation Improvement Program March amendment.

Key Points:

One member agency has requested an amendment to the 2023-2026 TIP for the following project. See the **Attachment** for more details.

Agency

Project

City of Spokane

- Arterial Pedestrian Hybrid Beacons

Board/Committee Discussions:

This is the first discussion of the 2023-2026 TIP March amendment by the TAC.

Public Involvement:

The proposed amendment was published for a public review and comment period from 02/15/23 through 02/24/23. On 02/15/23 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms. All public comments received will be presented to the Board prior to any action taken.

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

2023-2026 Transportation Improvement Program

March Amendment (23-03)

For Action

AGENDA ITEM 7

Attachment

02/22/2023 TAC Meeting

Agency	Project Title	Funding Adjustment		Amendment	
	Amendment Description			New Project	Existing Project
Spokane	Arterial Pedestrian Hybrid Beacons	Federal (HSIP)	1,929,000	✓	
	New project that will install Pedestrian Hybrid Beacons and associated sidewalk and crosswalk improvements at various locations across the City of Spokane.	Total			

Supporting Information**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MARCH 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 March amendment will be incorporated into the STIP on or around 04/21/2023.

To: Transportation Advisory Committee

02/15/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: CARBON REDUCTION PROGRAM (CRP) URBAN FUNDING ALLOCATIONS

Requested Action:

Recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026, see **Attachment 1**.

Key Points:

- SRTC is responsible for distributing federal funds that are specifically assigned to the Spokane region. These funds include Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA), and Congestion Reduction Program (CRP) funds.
- The CRP is a new five year (2022-2026) federal funding program recently established through the Infrastructure Investment and Jobs Act (IIJA) for transportation projects designed to reduce transportation emissions. Please see the [CRP Fact Sheet](#).
- The CRP allocations are divided into four proportionate suballocations based on their relative share of the population: Urban ($\geq 200,001$), Urban Large ($> 50,000$ and $< 199,999$), Urban Small ($< 5,000$ and $< 49,999$), and Rural ($\leq 4,999$). This process will address the Urban portion of the CRP funding. The Urban Small and Rural allocations will be addressed in a future process.
- CRP and CMAQ funds have similar eligibility requirements. CRP eligible projects are: 1) projects previously awarded CMAQ funding through an SRTC Call for Projects, and/or 2) CMAQ eligible projects as shown on the 2024-2026 Contingency List.
- The 2023 SRTC TIP Guidebook, approved by the SRTC Board on 12/08/2022, defines Policy 6.8: Contingency Funding Process that directs the procedure to allocate CRP funding. See relevant TIP Guidebook policies in **Supporting Information**.
- CRP allocations for 2022 and 2023 must be programmed and obligated in FFY 2023 to meet the federal annual obligation target. CRP funding will be added to projects through SRTC Board approval of an amendment to the Statewide Transportation Improvement Program (STIP). Due to the lengthy amendment process, local jurisdictions will have approximately 2-3 weeks to obligate projects and meet internal project obligation deadline of 06.01.2023.
- Urban CRP allocations for 2022-2026 shown below:

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
	2022	2023	2024	2025	2026	
Urban ($> 200,000$)	\$ 710,207	\$ 617,292	\$ 617,292	\$ 617,292	\$ 617,292	\$ 3,179,375

- SRTC uses the Contingency Funding Process outlined in the SRTC 2023 TIP Guidebook as directed by the Board. In this instance the newly allocated CRP funds are applied in a top-down approach to fund the first three CRP eligible projects, while ensuring project readiness, sponsor concurrence, and programming constraints, **Attachment 1**. Detailed financial information can be found on **Attachment 2**.
- The TIP Working Group discussed other options outside of the policy guidance, however no consensus was reached.

Board/Committee Discussions:

This item was discussed at the Transportation Advisory Committee (TAC) and the Transportation Technical Committee (TTC) meetings on 01/25/23 and by the Board on 02/09/23.

Public Involvement:

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

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

Contingency Funding Process - Urban CRP Allocations

For Action
AGENDA ITEM 8
Attachment 1
02/22/2023 TAC Meeting

2024-2026 SRTC Contingency List							STBG		CRP	CMAQ	STBG Set-Aside		HIP	HIP-CRRSSA	AWARD 2024-2026
							Urban	Rural	Urban	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	\$3,179,375	\$11,650,000	\$4,238,000	\$511,000	\$341,772	\$2,440,778	\$37,861,925
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
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (w/ 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
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE									\$1,297,500
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$3,496,000	PE, RW, CN									\$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			\$2,291,720						\$787,984
12	CoS	Fish Lake Trail Connection Phases 2	23.5%	64.6%	\$7,653,201	PE, RW, CN			\$650,250						\$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
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			\$237,405						\$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 or request fulfilled
Strike	Funded through other grant process
	Partially funded

FLT Phase 1 - CN phase
Can obligate funds by 2026
\$2,291,720

FLT Phase 2 - PE phase
Can obligate funds in 2023
\$650,250

FLT Phase 3 - PE,RW, or CN
is not ready to receive funding
at this time

Millwood Trail - PE Phase
Can obligate funds by 2023
\$237,405

Detailed Financial Information - Urban CRP Allocations

Option 1 - Contingency Funding Process										
Agency	Contingency List #	STIP ID	Project Title	Delivery in 2023	Phase	Req Amount	Match %	Draft Funding Recommendation	Obligate Year	Notes
Cos	12	WA-14713	Fish Lake Trail Phase 1	No	CN	\$ 3,772,651	23.50%	\$ 2,291,720	CRP 2025-2026	Received \$334,000 for CN through C4P. Can deliver by 2026.
CoS	12	Not in STIP	Fish Lake Trail Phase 2	Yes	PE	\$ 650,250	23.50%	\$ 650,250	CRP 2022	Not in STIP. Deliver FLT Phase 1 & 2 PE together
CoS	16	WA-08404	Millwood Trail - CoST Trail to Fancher	Yes	PE	\$ 237,405	33.50%	\$ 237,405	CRP 2023	Did not receive funding in last call. Has prior federal funding
Total								\$ 3,179,375		
		2022-2023 CRP allocations that must obligate in 2023								
		2024-2026 CRP allocation that must obligate by 2026								

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: Transportation Advisory Committee

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS UPDATE

02/15/2023

Requested Action:

None. For information and discussion.

Key Points:

- The congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate and up-to-date information on the transportation system's performance. It involves developing regional objectives, identifying the region's most congested corridors, analyzing system needs, identifying strategies for managing congestion, and tracking the progress of these efforts.
- A CMP is federally required in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). As part of the metropolitan transportation planning process, SRTC is required to continuously monitor and improve the CMP.
- SRTC is updating the CMP this year to incorporate recent SRTC planning efforts, apply new data source and analytics, and refresh existing CMP strategies. The 2023 CMP update schedule is included as an **Attachment**.
- SRTC is seeking interested volunteers from the TTC/TAC to participate in a multi-jurisdictional CMP work group to support this effort. We anticipate the group will meet five to six times, between March and November 2023, to review and inform the CMP update tasks.

Board/Committee Discussions:

This is the first discussion of this topic by the TAC.






Public Involvement:

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

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

2023 CMP Update Schedule **DRAFT**

	FEB				MAR				APR				MAY				JUN				JUL				AUG				SEP				OCT				NOV				DEC					
Project Tasks	06	13	20	27	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03	10	07	24	31	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04	11	
T0. Project Development Convene workgroup, review data source + needs, review cmp criteria, goals + objectives	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
T1. CMP Network Identification Review current CMP network, identify key corridors + destinations, develop 2023 CMP corridors map	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
T2. CMP Performance Criteria Development Review + update CMP performance criteria, acquire updated data to support performance criteria	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
T3. CMP Network Analysis Evaluate CMP network using updated performance criteria data	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
T4. CMP Strategies Development Review + update CMP strategies based on existing needs	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
Key Deliverables	06	13	20	27	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03	10	07	24	31	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04	11	
CMP Network Map	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
CMP Performance Criteria	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
CMP Strategies Toolkit	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
CMP Report + Corridor Profiles	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	
CMP Dashboard	<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>				<div></div>	

-  TTC/TAC
-  SRTC Board
-  CMP Workgroup Meeting
-  Deliverable *INITIAL DRAFT*
-  Deliverable *FINAL DRAFT*

To: Transportation Advisory Committee

02/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM2 - INFRASTRUCTURE

Requested Action:

None. For information and discussion.

Key Points:

- At the October Committee 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:

This is the first discussion of this topic by the Transportation Technical Committee and the TAC; both groups 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 10/12/2020 – 11/13/2020.

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