



Board of Directors Meeting

Thursday, March 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) February Board of Directors Meeting Minutes	3
		b) February 2022 Vouchers	7
		c) 2023-2026 Transportation Improvement Program March Amendment	8
1:10	4	Carbon Reduction Program (CRP): Urban Funding Allocations (<i>Kylee Jones</i>)	12

FOR INFORMATION AND DISCUSSION

1:20	5	Congestion Management Process Introduction (<i>David Fletcher</i>)	19
1:30	6	Bicycle Level of Traffic Stress (<i>Jason Lien</i>)	26
1:40	7	Passenger Rail Update (<i>Lois Bollenback and Gary Wirt, All Aboard Washington</i>)	27
2:00	8	Board Member Comments	n/a
2:05	9	Adjournment	

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

10	Executive Director's Report (<i>Lois Bollenback</i>)	28
	<ul style="list-style-type: none"> 1st Annual Investment Strategies Workshop Transportation Funding 	
11	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	33
12	Future Board Agendas	35

Spokane Regional Transportation Council – Board of Directors

February 9, 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 Wilkerson called the meeting to order at 1:03pm and attendance was taken. In attendance were:

Board Members:

Council Member Betsy Wilkerson, *City of Spokane, Chair*
 Commissioner Al French, *Spokane County, Vice Chair*
 Council Member Jennifer Morton, *City of Airway Heights*
 Mayor Terri Cooper, *City of Medical Lake*
 Mayor Cris Kaminskas, *City of Liberty Lake*
 Mayor Pam Haley, *City of Spokane Valley*
 Council Member Rod Higgins, *City of Spokane Valley*
 Sev Jones, *Kalispel Tribe of Indians*
 Matt Ewers, *Rail/Freight Representative*
 Council Member Micki Harnois, *Small Towns Representative*
 Commissioner Mary Kuney, *Spokane County*
 Susan Meyer, *Spokane Transit Authority*
 Kim Zentz, *Transportation Advisory Committee Chair*
 Charlene Kay, *Transportation Technical Committee Chair*
 Mike Frucci, *WSDOT-Eastern Region*
 Kelly Fukai, *WA State Transportation Commission*

Board Alternates:

n/a

Guests:

Jameyn Allen, *Cowles Co.*
 Charles Hansen, *Transportation Advisory Committee*
 Steven Polunsky, *Dept of Commerce*
 Tom Sahlberg, *City of Liberty Lake*
 Paul Kropp, *Citizen*
 Karl Otterstrom, *Spokane Transit Authority*
 Kevin Picanco, *City of Spokane*
 Francis SiJohn, *Spokane Tribe of Indians*
 Adam Jackson, *City of Spokane Valley*
 Joe Tortorelli, *Spokane Good Roads Association*

Staff:

Lois Bollenback, *Executive Director*
 Eve McMenemy, *Deputy Executive Director*
 Ryan Stewart, *Principal Transportation Planner*
 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 Wilkerson stated that Council Member Paul Schmidt and Mr. Doug Yost had requested excused absences.

Council Member Higgins made a motion to approve the excused absences. Mr. Ewers seconded. Motion passed unanimously.**# 2 Public Comments**

There were no comments.

ACTION ITEMS**# 3 Consent Agenda**

- a) January 2023 Board Meeting Minutes
- b) January 2023 Vouchers
- c) 2023-2026 Transportation Improvement Program February Amendment (Resolution R-23-04)

Mr. Ewers made a motion to approve the Consent Agenda as presented. Council Member Higgins seconded. Motion passed unanimously.

4 SRTC 2024-2026 Preservation Call for Projects

Ms. McMenamy provided a background of the preservation call for projects, which will assist in reaching the federal funding target and addresses the high need for pavement preservation. \$9.2M of funding was set aside by the Board in 2021 to fund capital maintenance and preservation projects implemented in 2024-2026.

She explained how Principles of Investment guide the call for project awards. The proposed principles are:

- 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 shared highlights of the project application and summarized application scoring areas, with pavement condition having the highest number of points. Suggested revisions include:

- Providing a map overlaying project locations to areas of potential disadvantage and areas on the WA Environmental Health Disparities map.
- Adding an option for small towns to use toll credits for local match dollars.
- Various language updates for consistency with Horizon 2045.

Ms. McMenamy reviewed the application deadline (4/14/23) and scoring schedule; volunteers from the TTC, TAC and SRTC Staff will assist with the application scoring. Both the TTC and TAC unanimously recommended Board approval of the Principles of Investment and draft application. There were no questions or discussion.

Mr. Ewers made a motion to approve Resolution R-23-05 approving the 2024-2026 Preservation Call for Project Principles of Investment and application as reported in the Attachment. Ms. Fukai seconded. Motion passed unanimously.

5 Transportation Performance Management: PM1 Safety

Mr. Ulrich reviewed the development of transportation performance management at the federal level and shared 5-year rolling average data in the Spokane region for 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

Metropolitan Planning Organizations (such as SRTC) are required set safety targets each year in one of two ways; by agreeing to plan and program projects that support the targets outlined in Target Zero (WSDOT's transportation safety plan) or developing their own quantifiable regional targets. In 2021 and 2022 the Board approved the support of the state targets.

SRTC applied for and received a \$400,000 grant from USDOT's Safe Streets and Roads for All (SS4A) program, which will be used to develop a regional safety plan. Plan development will include stakeholder engagement, in-depth crash data analysis, project identification and prioritization. When it is time to set safety targets in 2023, the SS4A process will be complete and discussions about potentially setting region specific safety targets will be more applicable. He shared input and comments from the TTC and TAC discussions of this topic.

The group discussed and comments included:

- Zero fatalities and serious injuries is an admirable goal, but to really change the trends we will have to focus on the root cause of accidents, which is not road design, but distractions.

- The SS4A grant will give SRTC the opportunity to more thoroughly analyze the state patrol's collisions dataset.
- 80% of freight accidents on highways are caused by other drivers.
- Planning for zero fatalities and serious injuries is really all that should be acceptable, even if it is aspirational.
- The target number itself is less impactful than what is actively being done to address safety issues.
- Ms. Zentz said the TAC conversation focused on the need for the region to have a greater focus on safety and to measure the right things, so that progress can accurately be determined.

Council Member Higgins made a motion to approve Resolution R-23-06 establishing annual performance targets for safety. Mayor Haley seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

6 Transportation Performance Management: PM2 Infrastructure

Mr. Ulrich reported that, similar to the previously discussed safety performance measures, MPOs are required to set infrastructure performance measures set by MPOs for pavement and bridge condition every four years for those facilities in the region that are part of the National Highway System (NHS). He shared information about the condition rating of the 305 bridges in Spokane County, focusing on those on the NHS and statewide bridge condition targets.

He reviewed four pavement condition measurements and presented data showing how pavement condition on regional NHS roads has changed from 2016-2021. To address the need for pavement preservation, SRTC is currently holding the Preservation Call for Projects and highlighted the need for additional maintenance and preservation funding to the 2023 Legislative Priority Statements. The Board will be asked to take action on this topic in April.

The group discussed:

- New state fish barrier passage regulations increase the cost of building or repairing bridges; there may be a possible lower cost difference for bridges that do not cross water.
- New technologies for measuring for pavement condition.
- There is no regional pavement condition measurement program; each individual jurisdiction is responsible for measuring and reporting conditions in their area.

6 SFY 2024-2025 Unified Planning Work Program Development Overview

Mr. Stewart said the Unified Planning Work Program (UPWP) outlines all transportation planning activities to be undertaken by SRTC in the upcoming two state fiscal years; it defines both the activities and the dollar amounts associated with their completion. He summarized federal planning factors/emphasis areas and state transportation system policy goals/emphasis areas.

A draft UPWP will be presented to the Board in a few months. He shared details about the eight major SRTC work tasks within the UPWP:

- | | |
|--|--|
| 1. Program Administration & Coordination | 2. Public & Stakeholder Participation & Coordination |
| 3. Data Management & Systems Analysis | 4. MTP & General Long Range Transportation Planning |
| 5. Transportation Improvement Program | 6. Congestion Management Process |
| 7. Planning Coordination & Studies | 8. Regional Transportation Planning Organization Functions |

SRTC's UPWP coordinates with the work plans from Spokane Transit Authority and WSDOT-Eastern Region. The

UPWP development will continue until June, including obtaining input from both committees and the Board. The Board will be asked to approve the UPWP in June. If approved, the UPWP goes to the Federal Highway Administration and Federal Transit Administration for approval and will be effective 7/1/23.

7 Carbon Reduction Program Funding

Ms. Jones reported that a new 5-year federal funding program has been created through the recent Bipartisan Infrastructure Law. The Carbon Reduction Program (CRP) is for projects that help reduce vehicle emissions from on-road highway sources. Allocation of funds are based on population and funds will be added to the region's federal annual obligation target.

She described the types of eligible projects and noted about \$4.4M will be available in the region over the next few years with allocations divided into urban, urban small and rural categories. By utilizing the SRTC TIP Guidebook's Contingency List Process and working with member agencies, staff will identify projects eligible to receive CRP funds. Mr. Jones described the next steps; the Board will be asked to take action on the CRP allocations in March.

8 Board Member Comments

There were no comments.

9 Adjournment

There being no further business, the meeting adjourned at 2:20 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF FEBRUARY 2023

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
2/10/23	V122043	Washington Trust Bank	Sftwr subscptns; Office splys/eqpt; Admin phone; Trng Reg's	2,525.18
	V122044	Visionary Communications, Inc.	Fiber Services, Feb 2023	1,012.54
	V122045	Pacific Office Automation	Copier Lease/Usage December 2022	161.58
	V122046	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-03	435.00
	V122047	WA State Dept of Retirement	Employee and Employer Contributions: January 2023	14,291.03
	V122048	Intermax Networks	VOIP telecom January 2023	252.89
	V122049	Lois Bollenback	LB reimbursement for transportation budget Oly, WA	683.87
	V122050	Rehn & Associates	Admin fee Jan '23	75.00
2/24/23	V122051	Spokesman Review	Adv Board/Cmte mtg dates	165.93
	V122052	Intrinium	Managed IT Services - Mnthly Jan; O365 software	2,518.57
	V122053	Vision Municipal Solutions	Finiancials and Payroll software; installment 5/5	2,180.00
	V122054	Standard Printworks	Board 2023 Member photo for office	26.16
	V122055	Mike Ulrich	MU perdiem GSI Fly-In; Mileage reimburse 1/1/23 to 2/15/23	93.41
	V122056	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-04	435.00
	V122057	EMLVO P.C.	Feb legal svcs: Board mtg; ETS sub-recipient work; procedures	2,654.00
	V122058	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for Feb 2023	6,865.64
	V122059	Betsy Wilkerson	BW airfare for WA Transportation Investment Strategy Forum	471.74
	V122060	AWC Employee Benefit Trust	March '23 Benefit Insurance Premiums	10,102.78
		Reimbursement(s)		-
		Salaries/Benefits	Pay Periods Ending: 2/04/23 & 2/18/23	81,148.90
1/31/23		Spokane County Treasury	Monthly SCIP fee - JANUARY 2023	19.19
TOTAL February 2023				126,118.41

Recap for February 2023:

Vouchers: V122043 - V122060	44,950.32
Salaries/Benefits Pay Periods Ending: 2/04/23 & 2/18/23	81,148.90
Spokane County Treasury Monthly SCIP fee - JANUARY 2023	19.19
	126,118.41

As of 3/9/23, the Spokane Regional Transportation Council Board of Directors approves the payment of the February 2023 vouchers included in the list in the amount of: **\$126,118.41**

To: Board of Directors

02/15/2023

From: Kylee Jones, Associate Transportation Planner III

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

Requested Action:

Approval of Resolution R-23-07 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:

On 2/22/2023 both the Transportation Technical Committee and Transportation Advisory Committee unanimously recommended Board approval of the March TIP amendment.

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. SRTC received one public comment (see **Supporting Information**).

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

RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-07

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

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 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, the Washington State Department of Transportation (WSDOT), Spokane Transit Authority, 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.

NOW, THEREFORE BE IT RESOLVED, that SRTC Board of the Spokane Regional Transportation Council adopts the proposed amendment 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: March 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

March Amendment (23-03)

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	1,929,000		

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 March 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.

Public Comments Received

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

Name: Peter Taves

Received: 02/15/23

Method: Email

Comment: If this is what I think it is, I would like to see an improvement to the crosswalk on N Haven St near E Everett Ave. Traffic speeds through this area, and for pedestrians trying to use the crosswalk, it's like playing a game of chicken with drivers, nearly all of whom don't even slow down, let alone stop, for pedestrians. Someone is going to get hurt or killed.

To: Board of Directors

03/02/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: CARBON REDUCTION PROGRAM (CRP): URBAN FUNDING ALLOCATIONS

Requested Action:

Board approval of Resolution R-23-08 adopting the set of projects to receive Urban CRP allocations for 2022-2026, as shown in 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 two to three 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, see **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 Technical Committee (TTC) and the Transportation Advisory Committee (TAC) meetings on 01/25/23 and by the Board on 02/09/23.

At their 2/22/23 meetings, the TTC passed a motion (9 votes in favor, 7 votes against, 1 abstention) recommending Board approval of the proposed list of projects; the TAC motion passed unanimously.

Public Involvement:

All SRTC Board and committee meetings are open to the public. An open public comment period will be held when the projects are incorporated by amendment into the 2023-2026 TIP.

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

RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-08

CARBON REDUCTION PROGRAM: URBAN FUNDING ALLOCATIONS

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 establishes a Transportation Improvement Program pursuant to 23 CFR 450.326 – Development and content of the transportation improvement program (TIP).

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

WHEREAS, the SRTC Board is responsible for awarding new Carbon Reduction Program (CRP) funding;

WHEREAS, the SRTC Board adopts the set of projects for CRP Urban Allocations for 2022-2026 as show in Attachment 1.

NOW, THEREFORE BE IT RESOLVED, that SRTC Board is awarding federal funds from the 2022-2026 regional allocations of Carbon Reduction Program funds and programming investments for the years 2024-2026.

ADOPTED: March 9, 2023

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

ATTEST

Julie Meyers-Lehman, SRTC
Clerk of the Board

Contingency Funding Process - Urban CRP Allocations

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				\$2,291,720					\$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	Commuter 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 Recommended Award

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

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 Recommended Award

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: Board of Directors

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS UPDATE

03/02/2023

Requested Action:

None. For information and discussion.

Key Points:

- A congestion management process (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.
- The 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.
- 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 work plan and schedule is included as an **Attachment**.
- SRTC is convening a multi-jurisdictional CMP working 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.

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

2023 CMP Update

WORK PLAN **DRAFT**

Spokane Regional Transportation Council
February 2023

INTRODUCTION

The congestion management process (CMP) is a regional approach to managing congestion and an integral part of the comprehensive, continuing, and cooperative (3C) Metropolitan Planning Process. It is federally required for Metropolitan Planning Organizations (MPOs) serving urban areas with population exceeding 200,000, also known as Transportation Management Areas (TMAs).

Federal regulations relating to the CMP emphasize multimodal, operational, and demand strategies; as these represent the most cost-effective ways to gain long-term value from transportation investments aimed at managing congestion. New single occupancy vehicle (SOV) road capacity can also be explored, but only where additional capacity is found to be appropriate and necessary.

In 2018, national performance measures were added to metropolitan planning organization (MPO) responsibilities. This has created an opportunity to blend congestion data and tracking with performance reporting. These processes should be systematic and iteratively improved over time.

Roadways that are identified on the CMP network should implement lower cost strategies, or a combination of strategies developed in the CMP, prior to adding capacity to mitigate congestion. For this reason, adherence to the CMP and its strategies is part of SRTC's process when programming funds managed by the agency. The CMP is also applied to SRTC's long-range transportation planning goals and requirements, including the development of the metropolitan transportation plan (MTP). Figure 1 provides an overview of how the CMP is used in to inform a variety of SRTC planning activities.

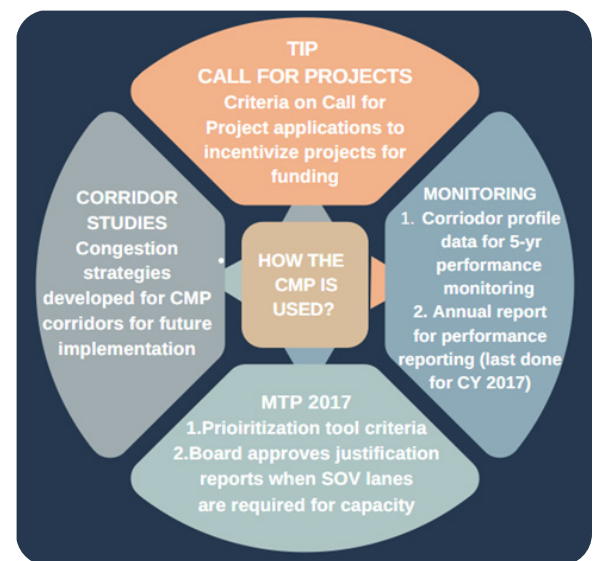


Figure 1: How the CMP is used

CMP PROCESS MODEL

The CMP process model was developed by the Federal Highway Administration (FHWA) from an evaluation of best practices that are common to effective CMPs. It consists the following eight steps:

1. Establishing regional objectives related to managing congestion
2. Defining the CMP network by using the best available data to identify the region's most congested roadways
3. Developing multimodal performance measures to measure congestion that relate to the regional objectives established in step one
4. Monitoring system performance through ongoing data collection and analysis
5. Analyzing regional congestion problems and needs with consideration for both existing and anticipated problems on the regional transportation network
6. Identifying strategies with an array of cost-effective transportation solutions for the region's congested roadways
7. Managing congestion through the implementation of these strategies
8. Continued evaluation of the effectiveness of these strategies

CMP UPDATE

SRTC's current CMP was developed by a multi-jurisdictional working group and approved by the SRTC Board of Directors in December 2014. Much has changed in the region since that time and the reasons for undertaking this update of the CMP include:

- Incorporate new and updated data
- Consider recent regional growth trends and the implications of updated population and employment forecasts from Horizon 2045
- Evaluating SRTC's existing processes for integrating the CMP with other planning efforts

The eight-step CMP process model, shown in Figure 2, will be used to guide the CMP update. This will involve re-evaluating the following key activities with a multi-jurisdictional working group.

1. DEVELOP REGIONAL OBJECTIVES

This step will consist of reviewing SRTC's 2014 CMP objectives (shown in Table 1) and revising them, if needed, to ensure they are consistent with the region's current priorities.

- 1.1 Review existing regional objectives to determine if there are any shifts in priorities
- 1.2 Revise and update regional objectives, as needed.

2. DEFINE CMP NETWORK

The 2014 CMP network was defined using a two-tier system. Eight Tier 1 CMP Corridors were identified and strategies were developed for these corridors. Eight additional routes were identified as Tier 2 CMP Corridors for data collecting and tracking—these were essentially a watch list for ongoing monitoring.

- 2.1 Review 2014 CMP network (shown in Figure 3) and its two-tiered system approach. This includes evaluating the regional network based on Travel Time Indexes (TTI), Planning Time Indexes (PTI), collision rates, connectivity, and other relevant factors. Potential new data sources will also be assessed and considered, including ATRI freight data, STA Smartcard data, new bicycle and pedestrian counts, and any relevant resources obtained through the SRTC DATA Project.
- 2.2 Update CMP network, as needed, based on findings from Step 2.1.

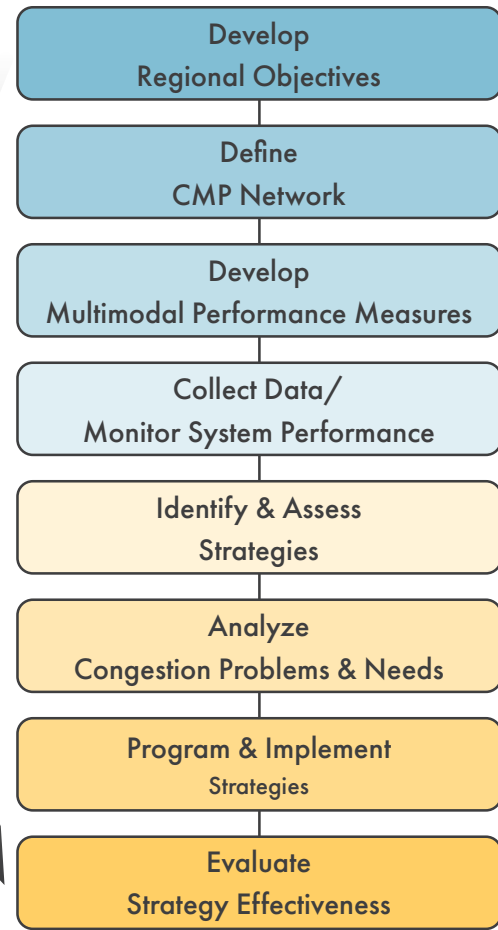


Figure 2: Steps of the Congestion Management Process

Table 1: CMP Guiding Principles and Regional Objectives

Guiding Principles	Regional Objectives
Economic Vitality	Raise awareness that congestion is related to economic vitality and ensure that the benefits of congestion outweigh the disadvantages
Cooperation & Leadership	Sustain coordination and follow-through with a multi-jurisdictional CMP working group
Stewardship	Invest in projects that maximize the use of existing facilities across modes in identified CMP corridors
Operations, Maintenance & Preservation	Pursue solutions that are low cost/high benefit toward maintaining and preserving reliable transportation corridors and networks
Quality of Life	Accessible, multimodal transportation for all abilities; facilities should blend in with or enhance the human environment (i.e., context sensitive design) and limit impacts to the natural environment
Choice & Mobility	Prioritize future investments to align with regional priority networks to improve connectivity and mobility
Safety & Security	Improve safety and reduce non-recurring congestion by reducing collisions

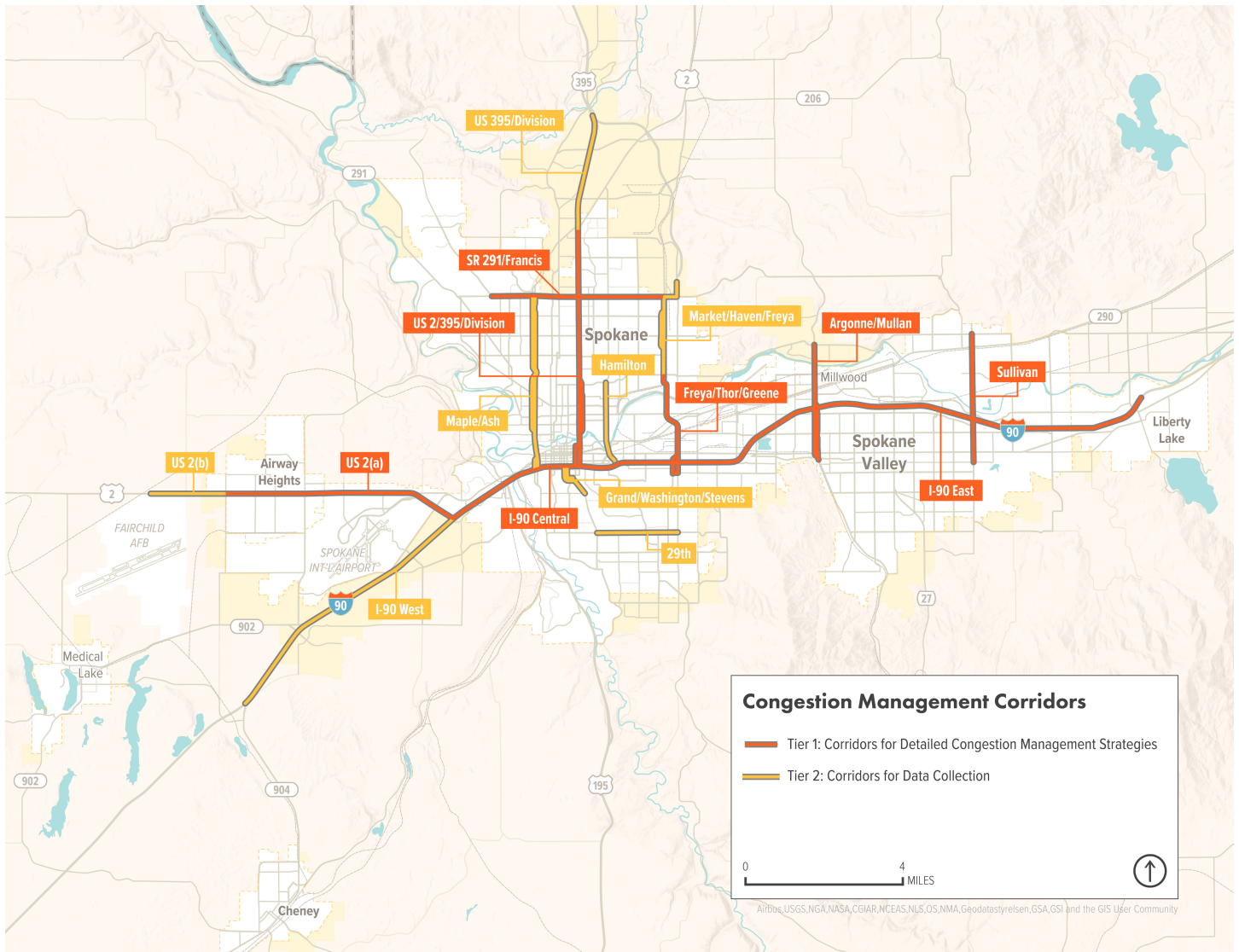


Figure 3: CMP Network as Defined in 2014.

Table 2: CMP Guiding Principles and Performance Measures

Guiding Principles	Performance Measures
Economic Vitality	Transportation + housing costs as a share of median income along CMP corridors freight tonnage on CMP corridors assessed land value on CMP corridors
Cooperation & Leadership	Attendance at CMP working group meetings, committees, and public meetings
Stewardship	Expenditures on CMP projects vs. expenditures on all projects in SRTC calls for projects
Operations, Maintenance & Preservation	Transit performance on CMP corridors Travel Time Index (TTI) averages and peaks on CMP corridors cost of project vs. Planning Time Index (PTI) improvement transit reliability factor
Quality of Life	Total regional miles of bicycle network miles of sidewalk gaps filled on CMP network share of households within 1/2 mile of transit
Choice & Mobility	Same as Quality of Life measures
Safety & Security	Collision rate per VMT incidence clearance on I-90

3. DEVELOP MULTIMODAL PERFORMANCE MEASURES

This step will consist of reviewing and updating existing CMP performance measures, as needed. Table 2 lists these existing performance measures, as established in the 2014 CMP report, which are connected to the MTP's Guiding Principles. Some are specific to corridor performance, while others measure performance of the CMP process.

- 3.1 Review existing performance measures, along with potential new performance measures based on any new available data resources.
- 3.2 Update performance measures, as needed, based on findings from Step 3.1.
- 3.3 Update corridor profiles with the most recent available data to reflect any updates to the CMP performance measures.
- 3.2 CMP corridor profiles contain more specific transportation and demographic data than the measures listed in Table 2, which includes a transportation inventory, demographic information, and trends. This should be assessed to see if it should be carried forward. The profiles were developed to guide TDM and TSMO strategy development of the CMP and to assist jurisdictions' corridor studies. It may be helpful to update these profiles on a 5-year basis but annual updates did not have sufficient value in aiding SRTC planning processes. It could be some of the corridor profile data points get integrated into the SRTC performance-based planning framework in the future.

4. COLLECT DATA/MONITOR SYSTEM PERFORMANCE

This step will involve determining which performance measure data points to maintain, while ensuring comparable quality data is available on a consistent basis for ongoing monitoring.

- 4.1 Review existing CMP performance monitoring data points and collecting practices.
- 4.2 Update CMP data collection and monitoring, integrating new data sources based on findings from Step 4.1.

5. IDENTIFY & ASSESS STRATEGIES

In 2014, the CMP working group developed a range of alternatives and innovative congestion management strategies using a least-cost planning approach, which is a key element of the CMP that separates this process from other system-wide traffic studies. The CMP Toolkit of Strategies is a short list of strategies that could be implement on identified corridors. This step will involve reviewing the Toolkit of Strategies and updating it to reflect current best practices and any relevant recent regional planning efforts.

- 5.1 Update the CMP Toolkit of Strategies to reflect current best practices, new strategies identified in recent planning efforts, and/or remove obsolete strategies.

6. ANALYZE CONGESTION PROBLEMS & NEEDS

As part of the 2014 process, each CMP corridor was evaluated with the working group to identify contributing factors of congestion and mitigating strategies were identified in the CMP Toolkit of Strategies.

- 6.1 Evaluate updated CMP network to determine problems and needs, based on updated performance measures and strategies.

7. PROGRAM & IMPLEMENT STRATEGIES

This step will consist of reviewing SRTC's existing methods for integrating the CMP with other planning efforts and refreshing them, as needed, to reflect the agency's current requirements.

- 7.1 Review how the CMP is currently utilized in the development of the TIP, MTP, and other planning efforts, and identify any improvements may be needed to ensure it is effectively integrated with these efforts.

8. EVALUATE STRATEGY EFFECTIVENESS

The final step will involve identifying ways to evaluate the effectiveness of CMP strategies moving forward. This could include options such as conducting an annual performance report and/or selecting a pilot project to evaluate the effectiveness of specific strategies that are likely to be repeated elsewhere in the region and obtain more concrete data on how well strategies are working.

- 8.1 Review and establish methods for evaluating the effectiveness of CMP strategies.




CMP WORKING GROUP

This CMP update will be developed in coordination with a multi-jurisdictional working group consisting of representatives from the following entities:

- City of Spokane
- City of Spokane Valley
- Spokane County
- Spokane Regional Transportation Council (SRTC)
- SRTC Transportation Advisory Committee (TAC)
- Spokane Regional Transportation Management Center (SRTMC)
- Spokane Transit Authority (STA)
- Washington State Department of Transportation (WSDOT)

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
Project Development Convene working group, review data source + needs																																													
1. Develop Regional Objectives Review and update existing regional objectives																																													
2. Define CMP Network Review current CMP network, identify key corridors + destinations, develop 2023 CMP corridors map																																													
3. Develop Performance Measures Review + update CMP performance criteria, update corridor data + profiles, etc.																																													
4. Collect Data/Monitor System Performance Review + update existing performance monitoring + data collection practices																																													
5. Identify & Assess Strategies Review + update CMP Toolkit of Strategies																																													
6. Analyze Congestion Problems + Needs Evaluate existing + anticipated problems + needs on CMP network																																													
7. Program + Implement Strategies Review + update existing CMP integration methods																																													
8. Evaluate Strategy Effectiveness Review + establish practices for evaluating effectiveness of CMP strategies																																													

-  CMP Working Group Meeting
-  TTC/TAC Item
-  SRTC Board Item

To: Board of Directors

03/02/2023

From: Jason Lien, Principal Transportation Planner

TOPIC: BICYCLE LEVEL OF TRAFFIC STRESS

Requested Action:

None. For information and discussion.

Key Points:

- Conducting a Bicycle Level of Traffic Stress (LTS) analysis is a task listed in the current SRTC Unified Planning Work Program (UPWP) concluding this fiscal year. The intent of analyzing LTS is to provide a useful data point in understanding the function of, and barriers on, the Regional Bicycle Priority Network in Horizon 2045.
- Bike LTS utilizes a number of factors – vehicle thru-lanes, speed, presence of parking, shoulder or bike facility width, traffic volume – to determine the level of stress a rider may experience while cycling along a particular route. Higher stress routes may discourage bicycle use absent adequate facilities that increase the user's sense of comfort. By default, separated trails (e.g. Centennial Trail) are defined as low-stress.
- SRTC's analytical approach is to:
 - Use the Horizon 2045 Regional Bicycle Priority Network as the input network layer.
 - Build a GIS database of relevant factors to calculate LTS in accordance with the LTS 1-4 grading system developed by the Mineta Transportation Institute.
- Staff will periodically update the Board during this process, with project conclusion scheduled for June 2023.

Board/Committee Discussions:

Staff introduced this item to the TTC and TAC at their January 2023 meetings.

Public Involvement:

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

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

To: Board of Directors

03/02/2022

From: Lois Bollenback, Executive Director

TOPIC: PASSENGER RAIL UPDATE

Requested Action:

None. For information and discussion.

Key Points:

- Over the course of the next year, SRTC staff will begin activities associated with an update to the Horizon 2045 Metropolitan Transportation Plan.
- Activities to support the development of a long-range plan include forecasting population and employment growth, estimating the demand for trips and identifying the transportation solutions available to meet this demand.
- Although the primary focus of the effort considers transportation within and around the planning area, it's also important to consider the need for longer commute trips and intercity travel that may be needed to bring people to and from the region.
- Intercity passenger rail service offers a safe and economical form of transportation that supports longer distance trips. As a public good, however, passenger rail services have been underfunded in recent decades and is often overlooked in the long-range transportation planning discussion.
- Funding opportunities for the planning and development of passenger rail infrastructure have increased substantially through the Bipartisan Infrastructure Law (BIL), however, supporting the reintroduction of passenger rail as a financially supported transportation option.
- SRTC Executive Director, Lois Bollenback will provide an overview of the long-range planning activity of SRTC and her current participation in the FRA Amtrak Daily Long Distance Stakeholder Group.
- Mr. Gary Wirt from All Aboard Washington will also present information on funding programs included in the Bipartisan Infrastructure Law (BIL) as well as an overview of passenger rail in Washington and the Pacific Northwest.

Board/Committee Discussions:

Both the Transportation Technical Committee and Transportation Advisory Committee received presentations from All Aboard Washington (AAWA) on 10/26/22. On 12/21/22 both committees unanimously approved a recommendation that the SRTC Board be presented with information from AAWA regarding the study of intercity passenger rail in Washington State and the Corridor Identification & Development Program.

Public Involvement:

All Board and committee meetings are open to the public.

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

To: Board of Directors

From: Lois Bollenback, Executive Director

TOPIC: EXECUTIVE DIRECTOR'S REPORT

03/02/2023

Requested Action:

None. For information only.

Key Points:

- **1st Annual Investment Strategies Workshop**

Participants representing MPO's, RTPO's and WSDOT were joined by legislative members and staff to share and discuss high-level strategic goals and values related to future transportation investment areas and opportunities for future collaboration and coordination. The Investment Strategies Work Group has been meeting over the previous 2-years to collaboratively identify, vet and prioritize transportation investments on a regional and statewide level to provide the legislature with critical information needed to make funding decisions that most effectively achieve the transportation policy goals.

SRTC Chair Betsy Wilkerson attended the event along with Executive Director Lois Bollenback and Deputy Director Eve McMenamy. Ms. Bollenback led a discussion of the MPO/RTPO Tools for Collaboration & Prioritization as part of the workshop.

- **Transportation Funding**

- **SRTC Letters of Support:** SRTC has provided letters of support for member agencies seeking RAISE grant funding as well as requests for congressionally directed spending opportunities. Letters are provided for requesting agencies for projects that are consistent with the Horizon 2045 Metropolitan Transportation Plan and included on the 2023 Unified List of Regional Transportation Priorities as adopted by the SRTC Board of Directors (see letters the information section of this agenda).
- **Bridge Funding Call for Projects:** The WSDOT Local Programs Office recently issued a 2023 Federal Local Bridge Program Call for Projects. The purpose of the Federal Local Bridge program is to improve the condition of bridges through replacement, rehabilitation, and preventative maintenance. It also incentivizes agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of the structure. This bridge call will allocate approximately \$150 million with an increased emphasis and priority towards off-system bridges. Project **applications are due by 4/28/23**.
- **Preservation Call for Projects:** SRTC recently issued a 2024-2026 Preservation Call for Projects. The purpose of this funding opportunity is to allocate roughly \$9.2 million in Surface Transportation Block Grants (STBG) funds set-aside by the Board to fund roadway preservation projects over the 3-year period. Project **applications are due by 4/14/23**.

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

February 24, 2023

The Honorable Pam Haley
City of Spokane Valley
10210 E. Sprague Ave.
Spokane Valley, WA 99206

RE: Support for Spokane Valley priority projects

Dear Mayor Haley,

Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization (MPO) for Spokane County, Washington. SRTC is pleased to express our support for the City of Spokane Valley's Congressionally Directed Spending (CDS) requests for fiscal year 2024.

We recognize that the City's priority projects for consideration in the CDS process are as follows:

1. Bigelow-Sullivan Corridor: Sullivan & Trent Interchange Project
2. South Barker Road Corridor Improvements
3. Argonne Road Bridge at I-90

These three projects are regionally significant to Spokane County's transportation network and are consistent with Horizon 2045, SRTC's Metropolitan Transportation Plan.

The proposed projects offer a multitude of benefits that support the residents and businesses in our community and make the greater Spokane region a promising place to thrive. Collectively, we are committed to pursuing strategies that will support the City in completing these needed projects. As the federally designated MPO for Spokane County, we recognize the CDS process as a useful addition to the funding "toolbox" and SRTC values the support of our Congressional representatives in helping us deliver these critical projects.

Respectfully,



Lois Bollenback, Executive Director
Spokane Regional Transportation Council

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590

February 24, 2023

RE: Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project

Dear Secretary Buttigieg:

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization for Spokane County, Washington. SRTC is pleased to express our support of the application submitted by the City of Spokane Valley to the U.S. Department of Transportation's *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant* program for the **Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project**. This surface transportation project is consistent with SRTC's Horizon 2045 Metropolitan Transportation Plan and is identified as part of the regional priority freight project needs adopted by SRTC.

Spokane Valley has been working diligently to deliver a regionally significant project that improves safety and mobility for all users, replaces deteriorating bridges, and benefits freight movements in the Pacific Northwest. RAISE funding is vital to completing the last segment of a regional freight corridor that promotes economic prosperity while creating a safer transportation network for all users.

The project includes the reconstruction of the Sullivan Road-State Route 290 interchange which serves as a gateway for rural freight movements into the greater Spokane-Spokane Valley urban area. At the east end of the project is the Spokane Business & Industrial Park, which is one of the largest in the country with 615 acres of property and over 5 million square feet of industrial building space. The corridor is a critical freight route carrying up to 20% truck traffic. It also serves to alleviate congestion of Interstate 90 through the City of Spokane's downtown core. However, the interchange currently operates with a Level of Service (LOS) of "F" and is projected to worsen over time.

The existing sidewalk network also requires improvements to maintain a safe environment as commercial activity has increased. This project will add a new shared use pathway on the west side of Sullivan Road and new, wider sidewalks on the east side. Additionally, the roundabout configuration will make it easier for non-motorized users to cross traffic, having to manage only one direction of traffic at a time.

The Sullivan Road bridge over Trent Avenue is regularly struck by tall loads travelling on Trent Avenue. It is rated in "poor" condition, is deemed "structurally deficient" and is considered a "high risk" bridge. The project also lengthens the existing adjacent Sullivan Road bridge over the BNSF Railway track. The existing BNSF transcontinental railway will be provided with added capacity for the future construction of two new rail lines, totaling four tracks.

On behalf of SRTC, I respectfully request that you give full consideration to the merits of the **Bigelow-Sullivan Corridor Freight Mobility & Safety: Sullivan & Trent Interchange Project** as reflected in the project application submitted by the City of Spokane Valley.

Sincerely,



Lois Bollenback, Executive Director
Spokane Regional Transportation Council

SRTC MEMBER AGENCIES

March 1, 2023

The Honorable Patty Murray
United States Senator
154 Russell Senate Office Building
Washington, DC 20510

RE: Support for City of Spokane's Palouse/Freya Roundabout Project

Dear Senator Murray and Senator Cantwell,

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization for Spokane County, Washington. SRTC is pleased to express our support for the City of Spokane's Fiscal Year (FY) 2024 congressionally directed spending request for construction of the Palouse/Freya Roundabout. This project is consistent with SRTC's Horizon 2045 Metropolitan Transportation Plan and it can be added to our Transportation Improvement Program (TIP) immediately if funding is made available.

The Palouse/Freya Roundabout will serve an area that has experienced significant growth during the last decade, leading to increased traffic volumes on the road network. Installation of a roundabout will improve traffic flow on the south Freya corridor and Palouse Highway, which are primary routes into south Spokane County. Roundabouts are a proven countermeasure that promotes safety by lowering vehicle speeds through an intersection and reducing the potential conflict points between vehicles, while supporting overall improvements in the operational performance. The project also includes sidewalk or pathway improvements that will provide safe non-motorized connections to the surrounding neighborhoods. Additionally, the project supports future plans for Spokane Transit Authority to operate a route out of the Moran Prairie Park and Ride that serves the Freya corridor (this area currently has no transit service).

Recognizing the potential value of constructing a roundabout at this location, SRTC has identified the project on our 2023 Unified List of Regional Transportation Priorities. The Palouse/Freya Roundabout has considerable merit for serving mobility in the Spokane region and we urge your support for this request.

Sincerely,



Lois Bollenback, Executive Director
Spokane Regional Transportation Council

SRTC MEMBER AGENCIES

March 1, 2023

The Honorable Maria Cantwell
United States Senator
511 Hart Senate Office Building
Washington, DC 20510

RE: Support for City of Spokane's Palouse/Freya Roundabout Project

Dear Senator Cantwell,

The Spokane Regional Transportation Council (SRTC) serves as the Metropolitan Planning Organization for Spokane County, Washington. SRTC is pleased to express our support for the City of Spokane's Fiscal Year (FY) 2024 congressionally directed spending request for construction of the Palouse/Freya Roundabout. This project is consistent with SRTC's Horizon 2045 Metropolitan Transportation Plan and it can be added to our Transportation Improvement Program (TIP) immediately if funding is made available.

The Palouse/Freya Roundabout will serve an area that has experienced significant growth during the last decade, leading to increased traffic volumes on the road network. Installation of a roundabout will improve traffic flow on the south Freya corridor and Palouse Highway, which are primary routes into south Spokane County. Roundabouts are a proven countermeasure that promotes safety by lowering vehicle speeds through an intersection and reducing the potential conflict points between vehicles, while supporting overall improvements in the operational performance. The project also includes sidewalk or pathway improvements that will provide safe non-motorized connections to the surrounding neighborhoods. Additionally, the project supports future plans for Spokane Transit Authority to operate a route out of the Moran Prairie Park and Ride that serves the Freya corridor (this area currently has no transit service).

Recognizing the potential value of constructing a roundabout at this location, SRTC has identified the project on our 2023 Unified List of Regional Transportation Priorities. The Palouse/Freya Roundabout has considerable merit for serving mobility in the Spokane region and we urge your support for this request.

Sincerely,



Lois Bollenback, Executive Director
Spokane Regional Transportation Council

SRTC MEMBER AGENCIES

ACTION ITEMS

2023-2026 Transportation Improvement Program March Amendment – City of Spokane requested an amendment to the TIP to add HSIP funding for the Arterial Pedestrian Hybrid Beacons project. A motion to recommend Board approval of the March TIP amendment passed unanimously.

Carbon Reduction Program (CRP): Urban Funding Allocations – Staff reported on the new 5-year federal formula funding program for projects that reduce vehicle emissions; it is divided into three suballocations for SRTC, Urban, Urban Small, and Rural. Based on the Board approved project contingency list, the contingency funding policies specified 2023 TIP Guidebook and input from the TIP Working Group the list of proposed projects to receive the CRP Urban 2022-2026 allocations are (1) Fish Lake Trail-Phase 2 PE (2) Millwood Trail-Children of the Sun Trail to Fancher PE (3) Fish Lake Trail-Phase 1 CN.

Members discussed and comments included:

- TIP Guidebook Policy 4.7 and Policy 6.8 do not specify that the contingency funding policy must apply available funding to the project list from the top down.
- Although the policies do not specify top-down funding, the contingency project list is ranked. The list was reviewed by the TTC and approved by the Board, so it makes sense to fund from the top down; otherwise, there is no purpose for ranking the projects.
- CRP allocations for 2022/2023 must be obligated by 6/1/23, so there is a sense of urgency. The proposed projects are able to obligate within that timeframe.
- Discussion about assigning the 2022-2026 urban allocations as soon as possible rather than waiting to assign the 2024-2026 in the future.
- Concern was expressed about applying regional equity considerations for some funding processes (such as the 2024-2026 Call for Projects and the Contingency Funding Process) but not for others.
- At their last meeting, the TIP Working Group members discussed the set of projects for the CRP funding but did not come to a consensus.
- \$3.1M for CRP Urban over a five-year period isn't really a very large amount when compared to the total of the regional federal funds (STBG, CMAQ, TA, HIP, & HIP- CRRSSA) distributed by SRTC.

A motion to recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026 as shown passed with 9 votes in favor, 7 votes against, and 1 abstention.

INFORMATION & DISCUSSION ITEMS

Congestion Management Process (CMP) Introduction – Staff shared details about the launch of a CMP update, last done in 2014. The process will wrap up by the end of the year; a CMP Working Group will be established to assist in setting regional objectives, performance metrics, network evaluation, etc. Multiple members said their agency/jurisdiction would participate.

Transportation Performance Management: PM2 Infrastructure – Staff shared the requirements of the MPO to set performance targets for infrastructure for bridges in the planning area on National Highway System (NHS) and pavement on the Interstate System and non-interstate NHS. There was discussion about challenges in evaluating pavement condition on a regional basis because each jurisdiction has different methods of collection and rating.

Agency Update – Staff notified the group of WSDOT's Bridge Call for Projects, upcoming congressional directive spending opportunities and announced that SRTC will be sending out data requests to member agencies for building permit information to be used in the land use update.

ACTION ITEMS

TAC Correspondence Regarding Proposed North Spokane Corridor Delays – Staff recapped the conversation from the last meeting and the Board’s action sharing opposition to NSC delays with state legislators. The TAC Chair and Vice-Chair drafted a statement from the TAC endorsing the Board’s position; this document can be forwarded to the Board with a request for it to be distributed to state legislators as well. The group reviewed the statement and discussed adding a sentence regarding an additional the urgency of NSC completion due to the loss of the recent emergency removal of the Magnolia St pedestrian bridge. A motion to approve forwarding the TAC’s statement to the SRTC Board Chair, with an amendment to add language about the loss of an important pedestrian connection, passed unanimously.

2023-2026 Transportation Improvement Program March Amendment – Staff reported on the one project in the proposed TIP amendment. A motion to recommend Board approval of the March TIP amendment passed with 9 votes in favor and 1 abstention.

Carbon Reduction Program (CRP): Urban Funding Allocations – Staff shared details about the new federal formula funding program for projects that reduce vehicle emissions on roadways; it is a 5-year program and divided into three suballocations: Urban, Urban Small, and Rural. Staff spoke about the three projects proposed for Urban funding (Urban small and Rural allocations will be addressed at another time) and explained that they were chosen based on the Board approved project contingency list, the contingency funding policies specified 2023 TIP Guidebook, and with input from the TIP Working Group. The group discussed the locations of the three Fish Lake Trail Phases and the difference between preliminary engineering and construction phases.

A motion to recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026 as shown passed unanimously.

INFORMATION & DISCUSSION ITEMS

Congestion Management Process (CMP) Introduction – Staff defined the CMP and its purpose and reviewed the components of the update process. A CMP Working Group will be established to assist with identifying regional objectives, performance metrics, network evaluation, etc. and ideally will include some TAC members. The group discussed incorporating equity planning considerations and mapping data of areas of disadvantage into congestion management analysis.

Transportation Performance Management: PM2 Infrastructure – Staff reported on MPO requirements set performance targets every four years for infrastructure for bridge condition for facilities in the planning area on National Highway System (NHS) and pavement condition on the Interstate System and non-interstate NHS.

Members discussed obtaining data from regions similar to our own, developing standards for pavement repairs or a regional pavement management system, and insufficient funding for preservation/maintenance.

2023 Draft Board Agenda Items

FOR ACTION

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 Draft
- Congestion Management Process Network and Criteria
- Consent Agenda: Minutes, Vouchers, TIP Amendment

JUL

- Preservation Call for Projects: Approve Awards
- Consent Agenda: Minutes, Vouchers, TIP Amendment, 2023 Q2 Budget Update

FOR INFORMATION & DISCUSSION

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

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

- Preservation Call for Projects: Preliminary Results

- CY 2024 Membership Contributions