



## Board of Directors Meeting

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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=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

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=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

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### 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](mailto: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](mailto: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	<b>Consent Agenda</b>	
		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	<b>Carbon Reduction Program (CRP): Urban Funding Allocations</b> ( <i>Kylee Jones</i> )	12

## **FOR INFORMATION AND DISCUSSION**

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

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

10	Executive Director's Report ( <i>Lois Bollenback</i> )	28
	• 1 <sup>st</sup> Annual Investment Strategies Workshop	
	• Transportation Funding	
11	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	29
12	Future Board Agendas	31

**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 Kaminskis, *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. McMenemy 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. McMenemy 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.

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Julie Meyers-Lehman, Clerk of the Board

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.

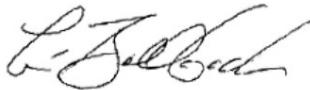
We recognize that the City's priority projects for consideration in the CDS process are as follows:

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

SRTC MEMBER AGENCIES

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.

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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**

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**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**

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**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