

Transportation Advisory Committee Meeting

Wednesday, March 22, 2023 | 3:00 PM

Hybrid In-Person/Online Meeting

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

On Zoom at:

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

Meeting ID: 821 2621 4518 | Passcode: 706620

By Phone at: 1-253-215-8782

Meeting ID: 821 2621 4518 | Passcode: 706620

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

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

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Transportation Advisory Committee Meeting Agenda

Wednesday, March 22, 2023 | 3:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
3:00	1 Call to Order / Record of Attendance	
3:02	2 Approval of February 2023 TAC Meeting Minutes	
3:03	3 Public Comments	
3:05	4 TAC Member Comments	
3:10	5 Chair Report on SRTC Board of Directors Meeting	
<u>ACTION ITEMS</u>		
3:15	6 2023-2026 Transportation Improvement Program (TIP) April Amendment (<i>Kylee Jones</i>)	6
3:25	7 Transportation Performance Management: PM2 Infrastructure (<i>Mike Ulrich</i>)	9
<u>INFORMATION AND DISCUSSION ITEMS</u>		
3:35	8 Transportation Performance Management: PM3 System Performance (<i>Mike Ulrich</i>)	10
3:50	9 Safe Streets for All Grant Update (<i>Mike Ulrich</i>)	11
4:00	10 Equity Working Group (<i>Michael Redlinger</i>)	12
4:10	11 Bicycle Level of Traffic Stress Update (<i>Jason Lien</i>)	15
4:15	12 SFY 2024-2025 Unified Planning Work Program Development Update (<i>Ryan Stewart</i>)	16
4:25	13 Agency Update (<i>Jason Lien</i>)	n/a
4:30	14 Adjournment	

1 Call to Order/Record of Attendance

Chair Kim Zentz called the meeting to order at 3:00 and attendance was taken.

In Attendance

TAC Members

Raychel Callary
Todd Coleman
Charles Hansen
Carlie Hoffman
Caleb Newbill

Bill White
Charlie Wolff
Rhonda Young
Claudine Zender
Kim Zentz

SRTC Staff

Jason Lien, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
David Fletcher, *Principal Transportation Planner*
Kylee Jones, *Assoc. Transportation Planner III*
Michael Redlinger, *Assoc. Transportation Planner II*
Lois Bollenback, *Executive Director*
Eve McMenamy, *Deputy Executive Director*
Julie Meyers-Lehman, *Admin-Exec Coordinator*

Guests

Shauna Harshman, *WSDOT-Eastern Region*

2 Approval of January 2023 TAC Meeting minutes

Ms. Callary noted two typographical errors in the minutes.

Mr. Newbill made a motion to approve the minutes as corrected. Mr. Hansen seconded. Motion passed unanimously.

3 Public Comments

There were no comments.

4 TAC Member Comments

Chair Zentz shared details about attending the WTS Awards Gala last month, at which SRTC received the 2022 Employer of the Year award and Deputy Executive Director Eve McMenamy received the 2022 Rosa Parks Diversity award.

5 Chair Report on SRTC Board of Directors Meeting

Chair Zentz summarized actions and discussions at the February Board meeting.

ACTION ITEMS

6 TAC Correspondence Regarding Proposed North Spokane Corridor Delays

Mr. Lien recapped the conversation from the last meeting and the Board's action sharing opposition to NSC delays with state legislators. Chair Zentz and Vice-Chair Charlie Wolff drafted a statement from the TAC to the Board Chair endorsing the Board's position about possible NSC delays, a copy of which was included in the packet. The group reviewed the statement.

Ms. Young made a motion to approve forwarding the TAC's statement to the SRTC Board Chair. Mr. White seconded.

Members discussed adding some wording to relay the urgency of NSC completion, with its scheduled multi-use pathway, after the recent emergency removal of the Magnolia St pedestrian bridge over I-90.

Ms. Young made a motion to amend the document to include language about the loss of an important pedestrian connection. Mr. White seconded. The motion to amend passed unanimously.

Chair Zentz called for a vote on the primary motion as amended. Motion passed unanimously.

7 2023-2026 Transportation Improvement Program March Amendment

Ms. Jones reported on the project in the proposed TIP amendment, the City of Spokane's Arterial Pedestrian Hybrid Beacon project.

Ms. Callary made a to recommend Board approval of the March TIP amendment. Mr. Hansen seconded. Motion passed with 9 votes in favor and 1 abstention.

8 Carbon Reduction Program (CRP): Urban Funding Allocations

Ms. Jones 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 as specified 2023 TIP Guidebook, and from input by the TIP Working Group.

Ms. Young made a to recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026 as shown. Mr. Wolff seconded.

The group discussed the locations of the three Fish Lake Trail Phases and the difference between preliminary engineering and construction phases.

Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

9 Congestion Management Process (CMP) Introduction

Mr. Fletcher shared details about the launch of a CMP update, last done in 2014. He described the update process which will culminate at year end. A CMP Working Group consisting of TTC members, TAC members, and other agency staff will be established to assist in setting regional objectives, performance metrics, network evaluation, etc. Ms. Young volunteered. Chair Zentz suggested incorporating mapping data about areas of disadvantage into the discussions about congestion management.

10 Transportation Performance Management: PM2 Infrastructure

Mr. Ulrich shared the requirements of the MPO to set performance targets for infrastructure, including bridges in the planning area on the National Highway System (NHS) and pavement on the Interstate System and non-interstate NHS. He spoke about the ways SRTC is currently addressing pavement performance; SRTC must respond to WSDOT regarding infrastructure targets by 6/17/23.

The group discussed and comments included:

- Availability of obtaining infrastructure data on regions similar to ours.

- Pavement reporting is challenging because it relies on visual inspections on sections of the roadway and then the data is expanded out. Not enough resources to examine every single road mile.
- Suggestion to consider developing repair standards or a regional pavement management system.
- Currently each regional jurisdiction has its own pavement rating system.
- The Board is showing support for maintenance and preservation of existing facilities.
- Funding for preservation and maintenance is not adequate. Suggestion to explore ways to obtain additional funding.

10 Agency Update

Mr. Lien said future TAC agendas will contain a consent agenda for routine administrative items, such as meeting minutes and TIP amendments. He emphasized that TAC members are always welcome to request an item to be removed from the consent agenda and considered separately. Several members commented this was a good idea to save additional meeting time for discussion. Mr. Lien also noted to let him or Julie know if any members are not receiving the link to the TAC packets that are sent out a week prior to the TAC meeting.

11 Adjournment

There being no further business, the meeting adjourned at 4:23pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Advisory Committee

03/15/2023

From: Kylee Jones, Associate Transportation Planner III

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

Requested Action:

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

Key Points:

Three member agencies have requested an amendment to the 2023-2026 TIP for the following projects. See the **Attachment** for more details.

<u>Agency</u>	<u>Project</u>
City of Spokane	<ul style="list-style-type: none">• Fish Lake Trail – Phase 1• Fish Lake Trail – Phase 2• Millwood Trail – Children of the Sun Trail to Fancher
Spokane County	<ul style="list-style-type: none">• Coulee Hite Railroad Safety Project• Argonne Rd. And Upriver Drive Intersection Improvement
Spokane Valley	<ul style="list-style-type: none">• Sullivan/Trent Interchange Design

Board/Committee Discussions:

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

Public Involvement:

The proposed amendment was published for a public review and comment period from 03/15/23 through 03/24/23. On 03/15/23 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms. All public comments received will be presented to the Board prior to any action taken.

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

2023-2026 Transportation Improvement Program

April Amendment (23-04)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane	Coulee Hite Railroad Safety Project	Federal (HSIP)	\$ 929,000	✓	
County	Install railroad advanced warning sign, flashing beacon, and red flashing light signal	Local	\$ -		
		Total	\$ 929,000		
Spokane	Sullivan/Trent Interchange Design	Federal (NHFP)	\$ 2,552,000		✓
Valley	Updated design (PE) total and added NHFP funding	Fed(CRRSAA(UL)	\$ 1,367,500		
		Local	\$ 611,714		
		Total	\$ 4,531,214		
City of	Fish Lake Trail - Phase 1	Federal (TA)	\$ 787,984		✓
Spokane	Added Carbon Reduction Program (CRP) funding to the construction phase.	Federal (CRP)	\$ 2,291,720		
		Local	\$ 945,052		
		Total	\$ 4,024,756		
City of	Fish Lake Trail - Phase 2	Federal	\$ 650,250	✓	
Spokane	New project added to the Statewide Transportation Improvement Program (STIP). Design (PE) phase funded by Carbon Reduction Program (CRP) funds. This is phase 2 of the Fish Lake Trail project. Remaining funding is not secured.	Local	\$ 199,750		
		Total	\$ 850,000		
City of	Millwood Trail - Children of the Sun Trail to Fancher	Federal (STBG)	\$ 2,486,104		✓
Spokane	Added CRP funding for PE. Modified project title and termini. Updated ROW and CN phase costs.	Federal (CRP)	\$ 237,405		
		Local	\$ 520,896		
		Total	\$ 3,244,405		
Spokane	Argonne Road and Upriver Drive Intersection Improvement	Federal (NHFP)	\$ 300,000		✓
County	Added \$180,000 in local funds to the project	Local	\$ 180,000		
		Total	\$ 480,000		
HSIP	Highway Safety Improvement Program				
NHFP	National Highway Freight Program				
STBG	Surface Transportation Block Grant				
CRP	Carbon Reduction Program				
TA	Transportation Alternative Program				
CRRSSA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021				

Supporting Information

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

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed February amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the April amendment will be incorporated into the STIP on or around 04/21/2023.

To: Transportation Advisory Committee

03/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM2 - INFRASTRUCTURE

Requested Action:

Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT PM2 targets.

Key Points:

- At the October 2022 Committee meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the February meeting focused on infrastructure; staff presented background information, historical data, and target setting options.
- Targets for the following six statewide performance measures are set by MPOs every four years:
 1. Percentage of pavements of the Interstate System in Good condition
 2. Percentage of pavements of the Interstate System in Poor condition
 3. Percentage of pavements of the non-Interstate NHS in Good condition
 4. Percentage of pavements of the non-Interstate NHS in Poor condition
 5. Percentage of NHS bridges classified as in Good condition
 6. Percentage of NHS bridges classified as in Poor condition
- To set a target, MPOs must either agree to support the State DOT target or establish a numerical target specific to the MPO planning area.
- Last cycle, in November 2019, the SRTC Board set targets by agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for infrastructure.
- The deadline for the SRTC Board to set the PM2 targets is 06/14/2023.

Board/Committee Discussions:

TAC and the Transportation Technical Committee discussed this topic on 2/22/23; both groups will be asked to make a recommendation to the Board on 03/22/2023.

Public Involvement:

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from 10/12/2021 – 11/13/2021.

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

To: Transportation Advisory Committee

03/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM3 – SYSTEM PERFORMANCE

Requested Action:

None. For information and discussion.

Key Points:

- At the October 2022 Committee meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the March meeting will focus on system performance; staff will present background information, historical data, and target setting options.
- Targets for the following six statewide performance measures are set by MPOs every four years:
 1. Percent of the person-miles traveled on the Interstate that are reliable
 2. Percent of the person-miles traveled on the non-Interstate NHS that are reliable
 3. Truck Travel Time Reliability (TTTR) Index
 4. Annual Hours of Peak Hour Excessive Delay Per Capita
 5. Percent of Non-SOV travel
 6. Total Emissions Reduction
- Last cycle, in November 2019, the SRTC Board set targets by agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for system performance.
- The Board will be asked to take action on system performance targets on 05/11/2023.

Board/Committee Discussions:

This is the first discussion of this topic by the TAC and the Transportation Technical Committee; both groups will be asked to make a recommendation to the Board on 04/26/2023.

Public Involvement:

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from October 12 – November 13, 2021.

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

To: Transportation Advisory Committee

03/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: SAFE STREETS AND ROADS FOR ALL GRANT UPDATE

Requested Action:

None. For information and discussion.

Key Points:

- In March 2022, as part of the discussion series, the Board received a presentation on safety. Topics discussed included the decision-making process, what role SRTC plays in impacting human behavior, safety planning, project weighting, and the idea of a regional safety plan.
- The recently passed Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A). The SS4A program is a discretionary program with \$5 billion in appropriated funds over the next 5 years and makes funds available to develop action plans or implementation plans.
- The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.
- To be eligible for implementation (projects) funding, an applicant must have an adopted action plan.
- SRTC was chosen as a recipient of a \$400,000 grant. The grant will be used by SRTC to collaborate with regional partners to develop a Regional Safety Action Plan for SRTC's planning area with the goal of reducing serious and fatal injury crashes.
- At the March committee meeting staff will present an updated schedule, discuss next steps, and ask for volunteers to support RFP development.

Board/Committee Discussions:

The TAC and Transportation Technical Committee discussed this topic in July and August 2022.

Public Involvement:

All Board and committee meetings are open to the public.

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

To: Transportation Advisory Committee
From: Michael Redlinger, Associate Transportation Planner II
Topic: **Equity Working Group**

03/15/2023

Requested Action:

None. For information and discussion.

Key Points:

- Last year, SRTC worked with a group comprised of TAC and TTC members as well as one Board member to draft an Equity Planning Framework, which was adopted by the Board in December 2022.
- The Equity Framework included a set of near term and longer term activities intended to expand diversity, equity and inclusion in the work products, public outreach efforts, and decision-making of SRTC.
- One of the near term recommendations includes the establishment of an Equity Working Group.
- The Equity Working Group will help ensure that equity remains a living, evolving part of SRTC's planning process. The group will also provide a forum for representation at the MPO level from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success.
- To inform the SRTC Board and advisory committees and aide in recruitment, SRTC staff have also developed an initial draft set of recommendations for the establishment of the working group. **(See attachment)**
- The recommendations document includes a statement of purpose, potential activities, proposed timeline, and some additional comments.
- SRTC aims to recruit participants in 2023 and convene the working group beginning in January 2024.
- We are seeking comments on the attachment from the TAC and TTC to help inform and refine recommendations before presenting to the Board in April.

Board/Committee Discussions:

This is the first time that this item has been presented to the TAC. An Equity Planning Work Group was discussed during presentations related to the Equity Planning Framework in September, October, and November 2022.

Public Involvement:

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

Staff Contact:

Michael Redlinger, SRTC | mredlinger@src.org | 509.343.6370

Overview

Statement of Purpose

SRTC is committed to equitable delivery of its programs and services. The Equity Working Group will help ensure that equity remains a living, evolving part of SRTC's planning process by providing an equity lens on existing SRTC planning and outreach activities. The group will also provide a forum for representation at the MPO level from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success.

Specifically, the Equity Working Group can provide important input related to the reach of SRTC's outreach and engagement strategies, the effectiveness of our methods for identifying transportation projects with positive equity impacts, and potential opportunities to grow or evolve what we do as an agency to better ensure that the benefits (and burdens) of our transportation system are being fairly distributed to all residents in SRTC's planning area.

Potential Activities

The following items from SRTC's work plan may benefit from input or participation of the Equity Working Group. Though the Equity Working Group may not take on all these items within the first two years, the items are listed as possibilities.

- SRTC's Public Participation Plan (PPP) was updated in December 2021. The Equity Working Group can provide an insightful review of the updated PPP and potentially recommend changes that will expand or improve community engagement. Comments on the **equity statement, methods of outreach and engagement** are especially welcomed. (2024)
- The Equity Working Group could also provide comments specific to the upcoming **MTP outreach process** to help ensure our MTP-related outreach is as equitable and effective as possible. (2024)
- Provide information on safety planning needs in equity areas, such as **Safe Streets and Roads for All (SS4A)** funds. (2024)
- Discuss and help define **meaningful engagement** as it relates to SRTC's review of transportation projects. This would improve SRTC's ability to identify and support projects with greater community support. (2024-2025)
- Review and provide input on **SRTC's project-level equity assessment and associated criteria**. (2024-2025)
- Discuss the **Social Equity Mapping Tool** and what could make it more useful and informative for users in advance of its planned 2025 update. (2024-2025)
- Provide input related to **SRTC's Needs Assessment**. (2025)
- Discuss **SRTC's limited English proficiency (LEP) materials**, and what documents would be especially useful translated into Spanish, Russian, Vietnamese, and/or other languages. (2025)
- Provide input and recommendations on updates and potential changes to SRTC's **Safe & Complete Streets Policy**. (2025-2026)
- Refine group processes, outreach and recruitment of participants as needed. (Continuous)
- Identify additional opportunities for alignment with state and federal equity programs. (Continuous)

SRTC Equity Working Group

Proposed Timeline

The timeline described below is tentative and subject to change.

- Establish recommendations and charter group:
 - **March – July 2023**
- Outreach and recruitment of participants:
 - **September – December 2023 (To be repeated each year)**
- Onboarding and introductions:
 - **December 2023 – January 2024**
- First full meeting:
 - **January 2024**

Additional Comments

Working Group vs. Advisory Group

As its name indicates, SRTC is seeking to establish the Equity Working Group as a working group similar to the existing TIP working group. The working group can provide crucial input to SRTC staff on planning and outreach while retaining flexibility regarding meeting times, member availability and participation.

If the group is successful, and if recommended by SRTC staff, committees, and the Board of Directors, we have the opportunity to grow the working group into a formal advisory group. An advisory group would require Board action to establish the group and its bylaws as well as to approve new members. Advisory group meetings would require additional formality such as documented minutes, action items, and rules of order.

Onboarding and Introductions

Whether it takes place in late 2023 or January 2024, the first group meeting would be dedicated to onboarding and introductions. Onboarding will involve introducing the group members to what we do as an agency and what an MPO is (and isn't). Onboarding will also involve discussing potential work items to group members and demonstrating how they can have an impact on what we do as an agency.

Even with dedicated time to introduce people to SRTC work, the first several meetings will inevitably be a learning process as group participants become acquainted with SRTC as an organization. We look forward to introducing participants to our staff, planning activities, processes, and planning activities.

To: Transportation Advisory Committee

From: Jason Lien, Principal Transportation Planner

TOPIC: BICYCLE LEVEL OF TRAFFIC STRESS UPDATE

03/15/2023

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.
- Staff is in the process of collecting the necessary information in a GIS database, using the Horizon 2045 Regional Bicycle Priority Network as the input network layer. Analysis of the data is expected to begin in April, which will categorize network segments from LTS 1 (low stress) to LTS 4 (high stress). Project conclusion is scheduled for June 2023.

Board/Committee Discussions:

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

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: Transportation Advisory Committee

03/15/2023

From: Ryan Stewart, Principal Transportation Planner

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

Requested Action:

None. For information and discussion.

Key Points:

- The Unified Planning Work Program (UPWP) is the foundational document outlining the core functions, planning studies, technical support and other ongoing planning activities conducted by SRTC.
- The state fiscal years (SFY) 2024-2025 UPWP covers a two-year period from July 1, 2023 to June 30, 2025.
- Staff are currently working on the preliminary draft of the UPWP which will be provided to the TAC in April.
- Highlighted planning efforts include:
 - An update of the Congestion Management Process (CMP)
 - The development of a Regional Safety Action Plan
 - Work to update the Regional and Metropolitan Transportation Plan (R/MTP) - Horizon 2045
 - Implement key recommendations of the Equity Planning Framework
 - Updates to the Comprehensive Plan and Countywide Planning Policies Certification Process
 - Transportation Management Area (TMA) Certification Review
 - Implementation of the Data Application for Transportation Analysis (DATA) design plan
- The UPWP also includes major planning activities identified by Spokane Transit Authority (STA) and WSDOT Eastern Region in the document's appendices.

Board/Committee Discussions:

The SFY 2024-2025 UPWP development process was presented to the TAC at the January meeting. The SRTC Board received an overview in February.

Public Involvement:

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

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