

Transportation Technical Committee Meeting

Wednesday, May 24, 2023 | 1:00 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/83689653050?pwd=RlVFby9VSGhWY3gxc2J6L1B4OTJYQT09>

Meeting ID: 836 8965 3050 | Passcode: 876943

By Phone: 1-253-215-8782

Meeting ID: 836 8965 3050 | Passcode: 876943

Or find your local number: <https://us02web.zoom.us/j/kcbObUT03U>

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 10:00am the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, May 24, 2023 | 1:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1 Call to Order / Record of Attendance	
1:02	2 Public Comments	
1:03	3 TTC Member Comments	
1:05	4 Chair Report on SRTC Board of Directors Meeting	
<u>ACTION ITEMS</u>		
1:10	5 Consent Agenda	
	a) April TTC Meeting Minutes	3
	b) 2023-2026 Transportation Improvement Program (TIP) June Amendment	6
1:15	6 SFY 2024-2025 Unified Planning Work Program <i>(Ryan Stewart)</i>	9
1:30	7 City of Spokane Riverside Ave Project Scope Change <i>(Kylee Jones)</i>	10
<u>INFORMATION AND DISCUSSION ITEMS</u>		
1:40	8 Preservation Call for Projects: Preliminary Results and Strategies to Address Reduction in Obligation Authority <i>(Kylee Jones)</i>	28
1:55	9 Congestion Management Process: Regional Objectives and Network <i>(David Fletcher)</i>	31
2:10	10 WSDOT-Eastern Region (ER) / SRTC Collaboration Pilot Project <i>(Mike Ulrich)</i>	32
2:20	11 Agency Update and Future Information Items <i>(Ryan Stewart)</i>	n/a
2:25	12 Adjournment	

Spokane Regional Transportation Council – Transportation Technical Committee

04.26.2023 | Meeting Minutes

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

1 Call to Order/Record of Attendance

Chair Char Kay called the meeting to order at 1:00pm. In attendance were:

TTC Members

Char Kay, *WSDOT-Eastern Region* (Chair)
 Brett Lucas, *City of Cheney*
 Roger Krieger, *City of Deer Park*
 David Williams, *City of Liberty Lake*
 Inga Note, *City of Spokane*
 Colin Quinn-Hurst, *City of Spokane*
 Kevin Picanco, *City of Spokane*
 Jerremy Clark, *City of Spokane Valley*
 Barry Greene, *Spokane County*
 Jami Hayes, *Spokane County*
 April Westby, *Spokane Regional Clean Air Agency*
 Samantha Hennessy, *Spokane Regional Health District*
 Karl Otterstrom, *Spokane Transit Authority*
 Glenn Wagemann, *WSDOT-Eastern Region*

TTC Alternate Members

Jake Saxon, *Spokane County*
 Cecelia Evans, *Spokane Tribe of Indians*
 Brian Jennings, *Spokane Transit Authority*

Guests

Wende Wilber, *Kittelson & Associates*
 Brandon Blankenagel, *KPFF*
 Terrence Lynch, *WSDOT-Eastern Region*
 Shauna Harshman, *WSDOT-Eastern Region*
 Paul Kropp
 Mike Tresidder, *Spokane Transit Authority*
 Matt Zarecor, *Spokane County*
 Robyn Lashbrook, *WSDOT*

SRTC Staff

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

2 Public Comments

There were no comments.

3 TTC Member Comments

Members shared highlights of current projects/programs in their jurisdiction/agency.

4 Chair Report on SRTC Board of Directors Meeting

Chair Kay provided an overview of the April SRTC Board meeting.

ACTION ITEMS**# 5 Consent Agenda: March TTC Meeting Minutes & 2023-2026 Transportation Improvement Program May Amendment**

Mr. Otterstrom made a motion to approve the consent agenda, which included a recommendation for Board approval of the May TIP amendment. Mr. Greene seconded. Motion passed unanimously.

6 Spokane County Harvard Road Project Scope Change

Ms. Jones introduced Jake Saxon from Spokane County who provided information and maps that outlined details of the proposed scope change. There was discussion about the project's facilities for pedestrians and bicycles.

Mr. Clark made a motion for TTC concurrence with requested scope change for Spokane County's Harvard Road Reconstruction project. Mr. Wagemann seconded. Motion passed unanimously.

7 Transportation Performance Management: PM3 System Performance

Mr. Ulrich reviewed the federal funding programs applicable to PM3 measures. He stated that MPOs are required to set targets every four years for the following system performance measures:

1. Percent of person-miles traveled on the Interstate that are reliable
2. Percent of person-miles traveled on the non-Interstate National Highway System that are reliable
3. Truck Travel Time Reliability Index
4. Annual Hours of Peak Hour Excessive Delay Per Capita
5. Percent of Non-Single Occupancy Vehicle Travel
6. Total Emissions Reduction

He provided definitions of all six measures and shared WSDOT's statewide 4-year targets for each. As with previous performance measures, SRTC has an option to agree to plan and program projects that support WSDOT's targets or commit to a quantifiable target for the planning area. In 2019 the SRTC Board agreed to plan and program projects in support of WSDOT statewide performance system performance targets. There were no questions or discussion.

Mr. Picanco made a motion to recommend that the SRTC Board agree to plan and program projects that contribute to the accomplishment of WSDOT PM3 targets. Mr. Krieger seconded. Motion passed unanimously.

8 2024 Unified List of Regional Transportation Priorities: Process & Timeline

Mr. Ulrich recapped the purpose of creating a Unified List as a communication tool to be used with state and federal legislators when discussing potential funding opportunities. He summarized feedback from legislators and the TTC/TAC on the 2023 Unified List, the development process, the proposed scoring criteria, and the draft project submission form. Criteria will remain the same as the 2023 process, but the timeline will be accelerated.

The group discussed at length and comments included:

- The state legislature will have a supplemental budget in 2024 so there may not be much value in a priority list or in accelerating the development process. There seems to be a disconnect in developing a priority list without available funding.
- There can be a gap between stated regional values on a priority list and jurisdictions' cultural values.
- SRTC's Needs Assessment is currently under development but will not be done in time to apply to the 2024 Unified List. It will be finalized and available for use on the 2025 Unified List.
- SRTC heard from legislators that they would like to receive this information well in advance of the legislative session.
- Narrowing the list to fewer projects is difficult because naturally jurisdictions would like to see their projects on the priority list. However, legislators expressed their desire to see a more compressed list.
- Projects on the priority list are not ranked. They are divided into three categories:
- Updating the list annually, regardless of the state budget cycle, is beneficial because (1) the region should always be clear about its current priorities and (2) the priority list development process will be continually

refined and improved doing it annually; skipping a year and then reactivating the process would be more difficult than doing it consistently each year.

Mr. Otterstrom made a motion to recommend Board approval of the Unified List process, including reaffirming the criteria, and timeline. Mr. Clark seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

9 North Spokane Corridor/I-90 Connection Alternatives

Terrence Lynch from WSDOT presented detailed information about three alternatives for the NSC-I-90 connection. WSDOT is currently engaged in significant public engagement on this topic and will be using the input to decide on the connection design.

10 SFY 2024-2025 Unified Planning Work Program

Due to lack of time, this item was not discussed. Mr. Stewart asked members to review the draft UPWP document (a link was included in the packet), as at the next meeting the TTC will be asked to make a recommendation for Board approval.

11 Agency Update

None.

12 Adjournment

There being no further business, the meeting adjourned at 2:41pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Technical Committee

05/17/2023

From: Kylee Jones, Associate Transportation Planner III

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

Requested Action:

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

Key Points:

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

AGENCY	PROJECTS
Spokane County	Harvard Road Reconstruction Harvard Road Reconstruction Phase 2 Craig Rd & I-90 Four Lakes Connection Planning Study
WSDOT	Eastern Region – TMC Equipment Replacement I-90/Liberty Park Land Bridge

Board/Committee Discussions:

This is the first discussion of the 2023-2026 TIP June amendment by the TTC.

Public Involvement:

The proposed amendment was published for a public review and comment period from 05/17/23 through 05/26/23. On 05/17/23 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

CY 2023-2026 Transportation Improvement Program: June Amendment (23-06)

Agency	Project Title	Funding Adjustment		Amendment	
	Amendment Description			New Project	Existing Project
Spokane County	Harvard Road Reconstruction (Scope Change)	Federal	No funding change		✓
	Project extended from milepost 0.25 to 0.10. Project to improve roadway from varying widths to two 11' travel lanes with 1' shoulders	State			
		Local			
		Total			
Spokane County	Harvard Road Reconstruction Phase 2 (Scope Change)	Federal	No funding change		✓
	Project extended from milepost 0.24 to 0.10. Pedestrian connection from Spokane River Bridge to Euclid intersection. Enhanced separated pedestrian pathway design.	State			
		Local			
		Total			
Spokane County	Craig Rd & I-90 Four Lakes Connection Planning Study	Federal (DEMO)	\$	3,000,000	✓
	A planning & feasibility study to determine if there is a viable connection from I-90 to Craig Rd. near the Four Lakes/I-90 interchange.	State			
		Local	\$	500,000	
		Total	\$	3,500,000	
WSDOT	Eastern Region - TMC Equipment Replacement	Federal	No funding change		✓
	Adding this project back into the TIP because construction funds did not obligaye in 2022 as planned.	State			
		Local			
		Total			
WSDOT	I-90/Liberty Park Land Bridge	Federal (RAISE)	\$	4,000,000	✓
	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	State (CAT)	\$	4,000,000	
		Local			
		Total	\$	8,000,000	

DEMO National Highway Freight Program

RAISE Rebuilding American Infrastructure with Sustainability and Equity

CAT Climate Active Transportation

SRTC MEMBER AGENCIES

City of Airway Heights | City of Cheney | City of Deer Park | City of Medical Lake | City of Millwood | City of Spokane | City of Spokane Valley

Kalispel Tribe of Indians | Spokane County | Spokane Transit Authority | Spokane Tribe of Indians | Town of Fairfield | Town of Latah

Page 7 Town of Rockford | Town of Spangle | Town of Waverly | Washington State Dept of Transportation | Washington State Transportation Commission

Supporting Information**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JUNE 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 June 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 June amendment will be incorporated into the STIP on or around 07/21/2023.

To: Transportation Technical Committee
From: Ryan Stewart, Principal Transportation Planner
TOPIC: SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM

05/17/2023

Requested Action:

Recommend Board approval of the State Fiscal Years (SFY) 2024-2025 Unified Planning Work Program (UPWP).

Key Points:

- The Unified Planning Work Program (UPWP) is the foundational document outlining the core functions, planning studies, technical support, and other ongoing planning activities conducted by SRTC.
- The state fiscal years (SFY) 2024-2025 UPWP covers a two-year period from 07/01/23 to 06/30/25.
- The draft SFY 2024-2025 UPWP document is currently posted on SRTC's website for review: <https://www.srtc.org/unified-planning-work-program/>
- The document lists the revenues and expenditures necessary to complete the activities within the UPWP.
- The UPWP is the scope of work and budget for the MPO/RTPO Funding Agreement with WSDOT. Implementation of the UPWP includes the execution of this funding agreement.
- The UPWP also includes references to major planning activities identified by Spokane Transit Authority and WSDOT Eastern Region in the document's appendices.
- SRTC staff met with STA, WSDOT, Federal Transit Administration, and Federal Highway Administration staff on 04/18/23 to review the draft UPWP. Some minor comments were suggested and have been incorporated into the draft; these revisions did not impact the substance of the document.
- The Board will be asked to approve the draft SFY 2024-2025 UPWP at the June Board meeting.

Board/Committee Discussions:

The TTC and TAC discussed the SFY 2024-2025 UPWP at their January, March, and April meetings. The SRTC Board received updates in February, April, and May.

Public Involvement:

The draft UPWP was posted to the SRTC website on 04/10/23. While a formal public comment period is not required for UPWP documents, SRTC is actively seeking public input. Notice of the draft document was posted to social media platforms and to local media outlets asking for public input. As of the date of this memo, no comments have been received. All Board and committee meetings at which the draft 2024-2025 UPWP was discussed have been open to the public.

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

To: Transportation Technical Committee

05/17/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: CITY OF SPOKANE RIVERSIDE AVENUE PROJECT SCOPE CHANGE

Requested Action:

TTC concurrence of the requested scope change for City of Spokane's Riverside Avenue project.

Key Points:

- The City of Spokane has requested a scope change on the Riverside project (see **Attachment**).
- The requested scope changes are outlined in the **Supporting Information** attachment.
- The 2023 TIP Guidebook Policy 3.1 requires all scope changes to be approved by the SRTC Executive Director and gain concurrence from the TTC.
- SRTC Executive Director Lois Bollenback has approved the scope change.
- Kevin Picanco, City of Spokane Senior Engineer will present the project details at the TTC meeting.

Board/Committee Discussions:

This is the first time the scope change has been presented.

Public Involvement:

The project as originally scoped has both been through the SRTC Call for Projects and the Transportation Improvement Program (TIP) public comment process 2022.

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



May 10, 2023

City Project #: 2017087

Lois Bollenback
Spokane Regional Transportation Council
421 W Riverside Ave., Suite 500
Spokane, WA 99201

Re: Scope Change Request – Riverside Ave. – Monroe to Wall

Dear Ms. Bollenback:

SRTC awarded the City of Spokane a partial grant award of \$850,000 during the 2018 Call for Projects for a project scoped to complete a full reconstruction of Riverside Ave. from Monroe St. to Wall St. The partial award would have funded design and ROW acquisition; the cost of the construction phase of over \$5,000,000 was not funded. The City has pursued but has not been able to secure the additional grant funds for construction. At this time, it is unknown when funding would become available to complete construction.

We are requesting a project scope change to scale back the scope and cost of the project and reallocation of the awarded grant funds to partially cover construction costs which would allow the City to proceed with design and construction. The resulting project is substantially similar to and provides equivalent use and benefit to drivers, bicyclists and pedestrians. The scaled back scope of work will also lesson disruption and impacts during construction to the STA Plaza and transit traffic as well as businesses and users of Riverside Ave.

The enclosed package includes a more detailed description of the scope change and justification along with a redlined version of the original application, a vicinity map, cost summary and concept plan.

We appreciate SRTC's consideration of this requested scope change. Please feel free to contact Kevin Picanco if there are any questions or if additional information is needed at 509-625-6088 or kpicanco@spokanecity.org.

Sincerely,

Marlene Feist
Public Works Director

cc: file
Kevin Picanco – City of Spokane

Riverside Ave. – Monroe to Wall

Scope Change Request

Background

For the 2018 SRTC Call for Projects, the City of Spokane applied for a project along Riverside Ave. (Monroe to Wall) that would rebuild the roadway, fill/mitigate sidewalks vaults, reconfigure the travel lanes to add striped bike lanes and make other related improvements. This project and application was viewed as one phase of an overall plan to improve Riverside Ave. from Monroe St. to Division St. The desire was to complete the Riverside Ave. work ahead of the opening of STA's City Line.

Total requested funding for the Riverside – Monroe to Wall project was approximately \$5.7M. SRTC awarded the City a partial funding award of \$850,000 through the 2018 process. Since that grant award, the City has pursued the remaining needed funding for construction of Riverside – Monroe to Wall through the 2022 SRTC Call for Projects; however, the project was not awarded additional funding.

Separately, the City also pursued funding for a full rebuild of Riverside from Wall to Division but did not successfully secure additional grant funds. In an effort to not impact STA's City Line in the early years of operation, the City scaled back the Riverside (Wall to Division) scope of work to a grind & overlay and reconfiguration from 4 to 3 lanes with protected bike lanes; this work was recently completed.

To reduce the impacts to STA's City Line and transit operation in general and due to not securing the additional grant funds to complete a full rebuild of Riverside – Monroe to Wall, the City is requesting a scope change to scale back the scope of work similar to the recently completed Riverside – Wall to Division segment. The scaled back scope would significantly reduce the cost of the project, allow reallocation of some of the grant funds to the construction phase and allow for the project to be implemented through construction.

Requested Scope Changes

Roadway Pavement

- **Original Scope:**
Full depth pavement reconstruction.
- **Scope Change:**
Grind and overlay with limited full depth pavement repair.
Reduction in the scope of pavement work will significantly reduce project costs, shorten construction duration and reduce impacts to vehicle traffic and be less disruptive to STA transit routes and operation of the STA Plaza. The condition of the existing pavement is generally suitable for a grind & overlay.

Sidewalk Vault Infill

- **Original Scope:**
Fill sidewalk vaults and reconstruct sidewalk over vault locations.
- **Scope Change:**

Eliminate from scope and defer sidewalk vault infill.

Elimination of the sidewalk vault fill will significantly reduce project costs by approximately \$2 million and allow the project to move forward with construction.

Lane Reconfiguration and Bike Lane Striping

- **Original Scope:**
Reconfigure the travel lanes from 4 to 3 lanes with a center turn lane. Add striped bike lanes.
- **Scope Change:**
The travel lane reconfiguration remains the same. In lieu of standard striped bike lanes, protected bike lanes will be implemented providing a higher level and safer bike facility.

Post St. Traffic Signal

- **Original Scope:**
Limited traffic signal upgrades.
- **Scope Change:**
The proposed scope would include replacement of traffic signal at the Post St. intersection. The existing signal infrastructure is inadequate, construction of ADA ramps would impact underground signal infrastructure and signal boxes. The signal replacement would provide for a fully ADA accessible traffic signal, allow for optimum layout of new ADA ramps, potential incorporation of bump outs. The City would also implement leading pedestrian interval signal phasing/timing at the Post St. intersection.

Summary of Scope Changes

The pavement scope work will include a grind and overlay in lieu of full depth pavement reconstruction. Sidewalk vault infill work will be deferred; sidewalk repair will be limited. A protected bike line will be constructed in lieu of a standard striped bike lane providing a higher level bike facility.

The limits of work remain the same as in the original scope of work. No additional grant funding is being requested as a result of this scope change. A partial grant award of \$850,000 was given to the project; \$645,000 allocated to PE with the remaining funds allocated to ROW Acquisition. The proposed reallocation of the grant funds is: \$161,000 for PE and \$689,000 for Construction.

The total eligible cost for the proposed re-scoped project is \$1,774,000. The City would contribute more than half of the funding needed to complete the project, far exceeding the grant program match requirement and typical local match funding for projects of this type.

2018 SRTC Call for Projects Application

PROJECT TITLE: RIVERSIDE AVENUE, MONROE TO WALL



AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 1

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): ~~\$5,003,141~~ \$850,000

GENERAL PROJECT INFORMATION

Agency or Organization	City of Spokane	Phone Number	509-625-6419
Contact Person	Brandon Blankenagel bblankenagel@spokanecity.org	Email Address	

Project Information

Project Location
Riverside Avenue between Monroe Street and Wall Street

☒ Urbanized Area ☐ Urban Small ☐ Rural

Federal Functional Classification
Urban Principal Arterial

Project Description

Project scope (include termini and length)

~~Reconstruction-Grind and overlay~~ of approximately 1,200 lineal feet of Riverside Avenue. Limited Reconstruction of sidewalk at non-vaulted sidewalk locations, as necessary. Updates for ~~street and pedestrian lighting,~~ traffic signals, and communication lines. ADA compliance updates, including curb bumpouts where appropriate, ~~and vaulted sidewalk mitigation.~~ Construct protected bike lanes ~~dedicated bicycle lanes to be included.~~

Existing and proposed conditions

Riverside Avenue is presently a 4-lane roadway (2 lanes each direction) with on-street parking. Daily traffic volume is approximately 4,800, with most of the street pavement in poor condition. The proposed cross section changes the lane layout to 1 lane in each direction with a center turn lane, bicycle lanes in each direction, while maintaining on-street parking on both sides. Sidewalk condition varies between poor and good. Various portions of the sidewalk are vaulted, much of which is in poor condition. Sidewalk will be replaced, as necessary, including updating ramps to current ADA standards. Improvements to stormwater facilities will be included to remove flows from the sanitary sewer system. Existing vaulted sidewalks will be mitigated by filling or reconstructing, as is agreeable to the adjacent property owner. The project will also update street and pedestrian-level lighting.

Project purpose and outcomes

Rehabilitate pavement to reset the life of the facility, promote economic activity, and facilitate active modes of transportation. Replacement of sidewalk that is in poor condition, including vaulted sidewalk, to enhance the pedestrian experience, and lower the city's and property owners' risk liability. New LED street lighting will improve nighttime visibility and safety while decreasing electrical power cost.

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

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

The City of Spokane has recently instituted a rigorous snow removal policy that stipulates arterials are to be plowed when snow storms exceed one inch. Snow removal crews will go to a 24/7 operation if snow storms exceed 4 inches. Snow removal is budgeted through the Street Maintenance budget, and its effective implementation is the responsibility of the City's Street Maintenance Engineer, with direct oversight by City Council. Spring and summer sweeping is conducted first on arterials, then on non-arterials, and will be repeated as time within the season allows. Fall leaf pickup is conducted once annually, again with arterial streets first. Sidewalk maintenance, by code, is the responsibility of the adjacent property owners.

Project Delivery Tools

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

Attachments

- ☒ Vicinity map
- ☒ Typical Cross Sections (if changed from Eligibility Worksheet)
- ☒ Cost Estimate
- ☒ Project Endorsement form

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)

~~Cost associated with vaulted sidewalk mitigation represent a significant portion of the estimated project cost. However given the age and deteriorating condition of these sidewalk facilities, it is a prudent investment to protect against failure and liability risks. Unit price estimate based on recent contract work of similar scope.~~

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

Note: matching funds must be available at the time of fund obligation.

Matching resources, as required, will be provided through the Arterial Street Fund account. City of Spokane projects awarded STBG grant funds will be eligible for local match being funding through Programmatic Match, which utilizes STBG dollars as the local match. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

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

The project delivery schedule will be coordinated upon grant award. This schedule will be followed, although a significant unforeseen development/redevelopment of adjacent properties may be reason to adjust the schedule.

1. ECONOMIC VITALITY – 50 POINTS

Employment and Destination Accessibility

1a (15). To be scored internally by SRTC staff with the maps referenced in the table below

Project Score	Category	Criteria and Requirements
---------------	----------	---------------------------

15	Provides a critical connection within or between two or more core areas. (see employment core map)	Maximizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
10	Serves a regionally significant employment center (see employment density map)	Improving or enhancing the movement of workers. Providing new access to jobs. Improving or enhancing the movement of freight and services.
5	Serves a regionally significant transportation center (e.g. - park and rides, transit centers, etc.)	Improving access to terminals (air, transit, or multimodal)

1b (5). Please describe if the project serves other critical regional public facilities with significant activity (e.g. - Riverside State Park, Joe Albi Stadium, Avista Stadium/Fairgrounds, etc.) (High-Medium-Low)

The project directly serves a number of civic interests including the federal courthouse, and the downtown U.S. Postal Service main office. Riverside is STA's primary connector to its downtown bus terminal station. Riverside also serves as a primary link to the University District college campus.

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization. (include local planning documentation as well as targeted investment details, if applicable) (High-Medium-Low)

Riverside Avenue is a primary connector between downtown Spokane and the University District and adjacent areas. With establishment of the new medical program at the U-District, both the campus and the surrounding area are expected to see strong growth in terms of population and new business activity.

The City of Spokane has made available the following incentive programs that are within the project limits: Historic Preservation Tax Exemption, Home Improvement Tax Exemption, Multi-Family Tax Exemption, General Facilities Connection Waiver, Tax increment Financing, Blight Remediation, and the Urban Utility Installation Program.

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity centers (Questions 1a,1b,1c) or freight use (Question 1f)? Please explain. (High-Medium-Low)

Yes, Riverside Avenue has historically served as the starting segment for City's annual Bloomsday 12k race that draws approximately 40k participants to the event. Riverside Avenue is also an important street facility in accomodating a portion of 3-on-3 basketball courts during Hoopfest, an annual event that draws over 200k players and spectators.

Existing Development (Internal Use Only)

1e (10). Is the project located within an area of significant existing employment density?

To be scored internally by SRTC staff with 2015 ESD information

High – 10 points

Medium – 5 points

Low – 1 points

Freight Network (Internal Use Only)

1f (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?

To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

T1 - 10 points

T2 – 6 points

T3 – 4 points

Otherwise included in WSDOT's TFEC - 2 points

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

2a (15). How is this project consistent with your Comprehensive Plan and is it included in your Capital Improvement Program? (please provide the excerpt or citation)

This project fulfills TR Goal B, C and D of the Comprehensive Plan (Chapter 4.3 pages 4-16 and 4-17). Meets TR Goal D in the supporting functionality of transit. The project is also listed in the Capital Improvement Program on pages 68 and 69.

Agency Coordination

2b (20). Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Yes, the City of Spokane has worked closely with the Downtown Spokane Partnership (DSP) to take into account the collective concerns of its members.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- ☒ Public meetings
- ☒ Workshops/Open houses
- ☒ Planning study
- ☐ Environmental review
- ☒ Legislative actions
- ☐ Other (please explain)

3. STEWARDSHIP – 50 POINTS

Environmental Mitigations

3a (10). Does the project improve the environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 point max)**

- ☐ ☒ Green infrastructure (e.g. rain gardens, swales)
- ☐ ☒ Drought tolerant vegetation
- ☒ Air quality benefit
- ☐ Decrease in impervious area
- ☐ Use of recycled materials
- ☐ Flood damage mitigation
- ☐ Stream or wetland restoration
- ☒ LED lighting
- ☐ Other (please explain)

Ability to Advance

3b (15). Status of the project (check all that apply):

- ☐ Environmental documentation (NEPA) is complete – 5 points
- ☐ Right-of-way acquisition is complete or not needed – 5 points

☐ Design is 30% or more complete – 5 points

Funding

3c (10). Has the project received partial federal funding through SRTC in the past?

☐ Yes ☒ No

3d (15). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:
The City is committed to participate in the funding of this important project.

☐ 10% over required local/state match – 10 points

☒ 20% over required local/state match – 15 points

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

Regional Priority Networks

4a (5). How does this project support the NHS system?

Please describe:

Riverside Avenue is designated as an NHS Principal Arterial, and as an NHS Intermodal Connector route.

4b (5). Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

☒ Yes ☐ No

If yes, please describe:

Project will include construction of ~~protected~~dedicated bike lanes where currently none exist. Bike racks are also to be incorporated into the project.

4c (5). Does the project improve transit access and/or amenities on the High Performance Transit Network?

☒ Yes ☐ No

If yes, please describe:

The project will be coordinated with STA for work adjacent to the STA Plaza, serves several routes on the High Performance Transit Network. While not necessarily implementing new HPTN elements, this project will refresh the surfacing upon which these lines run, reducing wear and tear on the buses.

4d (10). Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

☒ Yes ☐ No

Congestion

4e (15). Does the project address congestion in any of the following areas?

☐ Tier 1 CMP Corridor – 15 points

- ☐ Tier 2 CMP Corridor – 10 points
- ☐ Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- ☐ Travel Demand Management – 10 points
- ☐ Operational Improvements – 6 points
- ☐ Capacity Improvement Strategies – 3 points

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a (25 point max). Enter crash history based on previous 5 years of available crash data* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project
2/10/2012	3480279 - Injury	Left turn lane improves visibility for vehicles turning left from Riverside
2/17/2012	3528584 - Injury	Multiple-threat type ped collision mitigated through removal of one through lane
5/8/2015	E423054 - Injury	Reduction to single lane eliminates turns in front of buses
6/11/2015	E437557 - Injury	Left turn lane improves visibility for vehicles turning left from Riverside
1/15/2016	E506404 - Injury	Curb extension makes pedestrian more visible

*to add additional rows, press tab key

Crashes with fatalities	10 points/each
Crashes with injuries	5 points/each
Property damage only incidences	1 points/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history? (High-Medium-Low)
There are several safety aspects to this project. The reduction from 4 lanes to 2 + TWLTL will improve the visibility for drivers turning left from Riverside onto side streets or into parking lots. The buffered bike lane will provide a protected bicycle route. Bumpouts will be provided at many of the intersections to shorten the crossing distance and make pedestrians more visible.

~~Also as part of the project, Riverside's vaulted sidewalk will be assessed and mitigated to assure long term safety of sidewalk pedestrians. As agreeable with property owners the sidewalk vaults will be filled. Property owners intent on maintaining their respective vaults can request the structural sidewalk be reconstructed, as determined by a structural engineer.~~

Implementation of protected bike lanes provides a higher level and safer bike facility. As part of the Post St. traffic signal replacement, a Leading Pedestrian Interval can be incorporated.

6. QUALITY OF LIFE AND MOBILITY – 50 POINTS

6a (5). Do you have an adopted Complete Streets Policy? ☒ Yes ☐ No

If yes, how does this project comply with your Complete Streets Policy? (5)

~~The project will include improvements to the existing pedestrian sidewalks that will include replacement and widening, where possible.~~ Bike lanes will be incorporated into the project as a result of proposed reduction in vehicular lanes.

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

Bicycle and Pedestrian Improvements

6b (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 point max)

- | | |
|---|--|
| <input type="checkbox"/> Add new sidewalks (6) | <input type="checkbox"/> Median Refuge (3) |
| <input type="checkbox"/> Both sides of street (1) | <input checked="" type="checkbox"/> Marked Crosswalk (3) |
| <input type="checkbox"/> Minimum 5-foot width (1) | <input checked="" type="checkbox"/> <input type="checkbox"/> Crossing Enhancement (e.g. HAWK beacon, Countdown signal) |
| (3) | |
| <input type="checkbox"/> Completes gap (1) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Ext. of sidewalk network (1) | <input checked="" type="checkbox"/> Wayfinding (2) |
| <input type="checkbox"/> Vegetated / protected buffer (1) | <input type="checkbox"/> Enforcement (2) |
| <input checked="" type="checkbox"/> Upgrade to existing sidewalk (6) | <input type="checkbox"/> Data Collection (2) |
| <input type="checkbox"/> Greater width (1) | <input checked="" type="checkbox"/> ADA enhancements (e.g. curb ramp upgrades) (2) |
| <input type="checkbox"/> Add vegetated / protected buffer (1) | |
| <input type="checkbox"/> Removes barriers (1) | |
| <input checked="" type="checkbox"/> Repairs heaves (1) | |
| <input type="checkbox"/> Separated shared use path | |
| <input type="checkbox"/> 10-foot min. width, not including shoulders (8) | |
| <input type="checkbox"/> 12-foot or greater in width, not including shoulders (9) | |
| <input type="checkbox"/> Widen roadway shoulders in rural context (6-foot min. width)(5) | |
| <input checked="" type="checkbox"/> Other (please explain) (2) Reconstructs or fills dilapidated vaulted walks, reducing risk of failure/injury. A Leading Pedestrian Interval will be implemented as part of the Post St. traffic signal replacement. | |

6c (10). Will the project enhance bicycle transportation? (Check all that apply – 10 point max)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Add new striped bike lanes (6) | <input checked="" type="checkbox"/> Bike Parking (2) |
| <input checked="" type="checkbox"/> Minimum 5-foot width (2) | <input type="checkbox"/> Bike Lockers (2) |
| <input checked="" type="checkbox"/> Completes gap (2) | <input checked="" type="checkbox"/> Pavement Markings (2) |
| <input checked="" type="checkbox"/> Ext. of bike lane network (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Upgrade to existing striped bike lanes (6) | <input type="checkbox"/> Wayfinding (2) |
| <input type="checkbox"/> Greater width (1) | <input type="checkbox"/> Enforcement (2) |
| <input checked="" type="checkbox"/> <input type="checkbox"/> Add protected buffer (2) | <input type="checkbox"/> Data Collection (2) |
| <input type="checkbox"/> Surface repair (1) | |
| <input type="checkbox"/> Separated shared use path | |
| <input type="checkbox"/> 10-foot min. width, not including shoulders (8) | |
| <input type="checkbox"/> 12-foot or greater in width, not including shoulders (9) | |

- ☐ Widen roadway shoulders in rural context (6-foot min. width) (5)
- ☐ Bike Boulevard/Neighborhood Greenway (4)
- ☒ Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)
- ☒ Other (please explain) (2) Use of green striping for the protected bike lane including at intersection crossings improves driver awareness and safety for bicyclists.

6d (5). The project is located within an area of significant existing population.

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

High – 5 points
Medium – 3 points
Low – 1 point

6e (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if you have multiples of any of the transit elements – **10 point max**)

- | | |
|--|--|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) |
| <input checked="" type="checkbox"/> Bus stop lighting/infrastructure (2) | <input type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input checked="" type="checkbox"/> Concrete pad/foundation for bus stop or bench (2) | <input type="checkbox"/> School bus operational improvement (2) |
| <input type="checkbox"/> Real time information sign (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Signal priority for transit vehicles (2) | |
| <input type="checkbox"/> Bus bay/pull-out (2) | |
| <input checked="" type="checkbox"/> Boarding bulb stop (2) | |
| <input type="checkbox"/> Park & Ride (4) | |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) | |
| <input type="checkbox"/> Other (please explain) (2) | |

Transportation Choices

6f (5). How does the project support health-promoting transportation options for people of all abilities and ages (walking, biking, transit, safe routes to school, etc.)? If so, please describe.

Planned sidewalk improvements will enhance the pedestrian experience with safer and greener environments, induce businesses to utilize portions of sidewalk for outdoor activities (ie al fresco dining, outdoor product display), which encourages walking as a primary mode of transportation along Riverside. Upgraded ADA ramps and repair of damaged sidewalk improves the environment for pedestrians. The planned protected bike lanes will provide for safer routes through downtown, and thereby promoting bike ridership for both work commuting and pleasure. The project is located immediately adjacent to the STA plaza; planned bike improvements, replaced ADA ramps and new traffic signal at Post St. leading pedestrian interval phase improves access to transit for pedestrians and bikes.

6g (5). Does the project include design elements that contribute to quality place making? If so, please check all that apply. (5 point max)

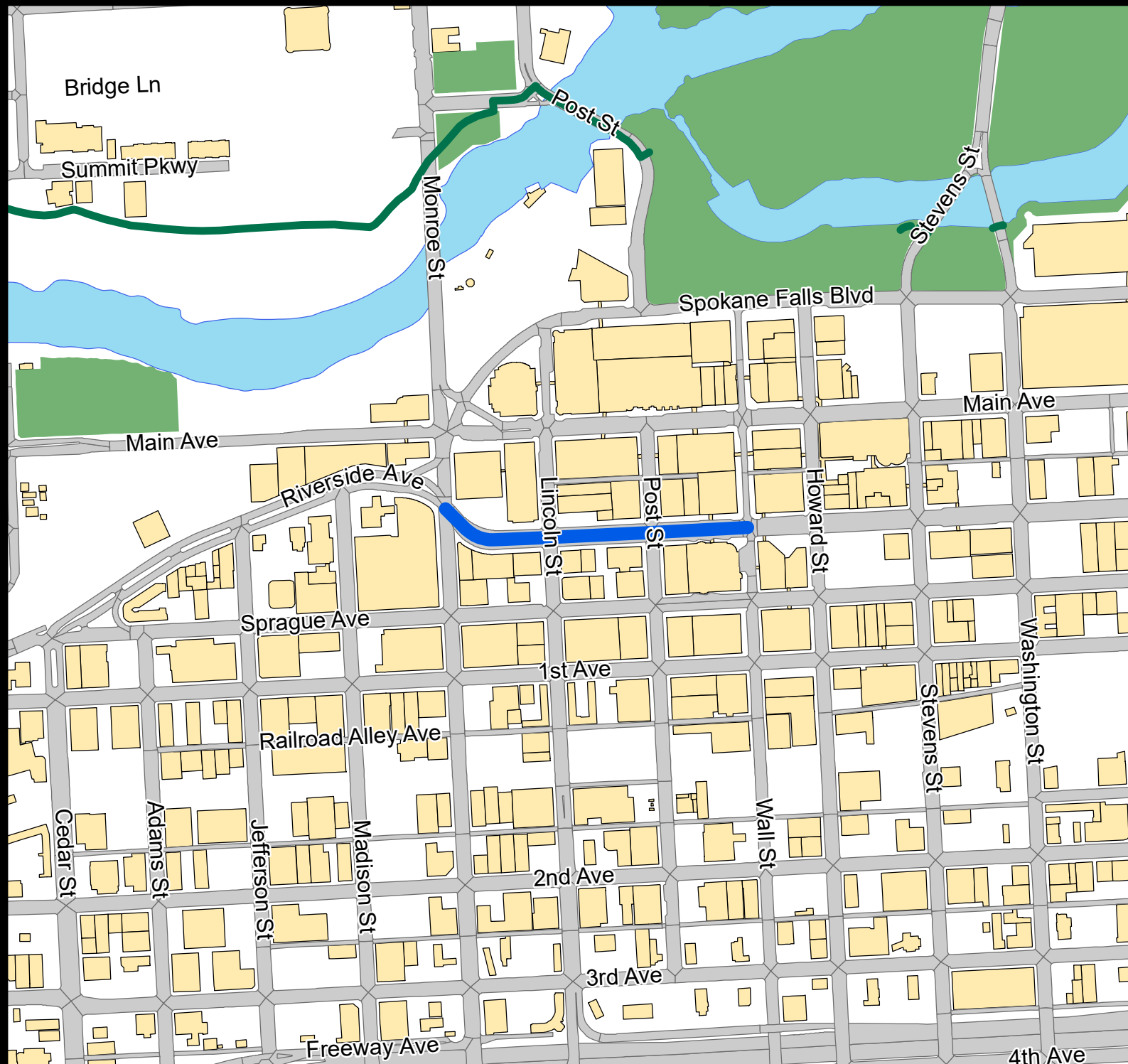
- | | |
|--|---|
| <input checked="" type="checkbox"/> Pedestrian lighting (1) | <input type="checkbox"/> Unusual or unique surfaces (pavers or stamped) (2) |
| <input checked="" type="checkbox"/> Traffic calming measures (2) | <input type="checkbox"/> Raised or uniquely treated crosswalks (2) |

☐ ☒ Landscaping, pots/planters, tree grates (1)
☐ Other design elements, please describe (1)

☒ Garbage/recycling receptacles (1)
☐ Bollards (1)

Riverside Ave. - Monroe to Wall
Proposed Scope Change
May, 2023

	<u>2018 Application & Partial Award</u>		<u>2023 Proposed Scope Change</u>	
	Cost Estimate - Full Rebuild	SRTC Partial Grant Award	Cost Estimate - Grind & Overlay	Proposed SRTC Funding Re- allocation
Preliminary Engineering	\$645,000	\$645,000	\$161,000	\$161,000
ROW Acquisition	\$0	\$205,000	\$0	\$0
Construction	\$5,046,000	\$0	\$1,613,000	\$689,000
Total	\$5,691,000	\$850,000	\$1,774,000	\$850,000

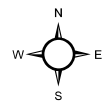
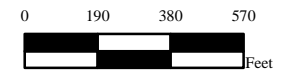


Riverside Ave, Monroe St to Wall St.

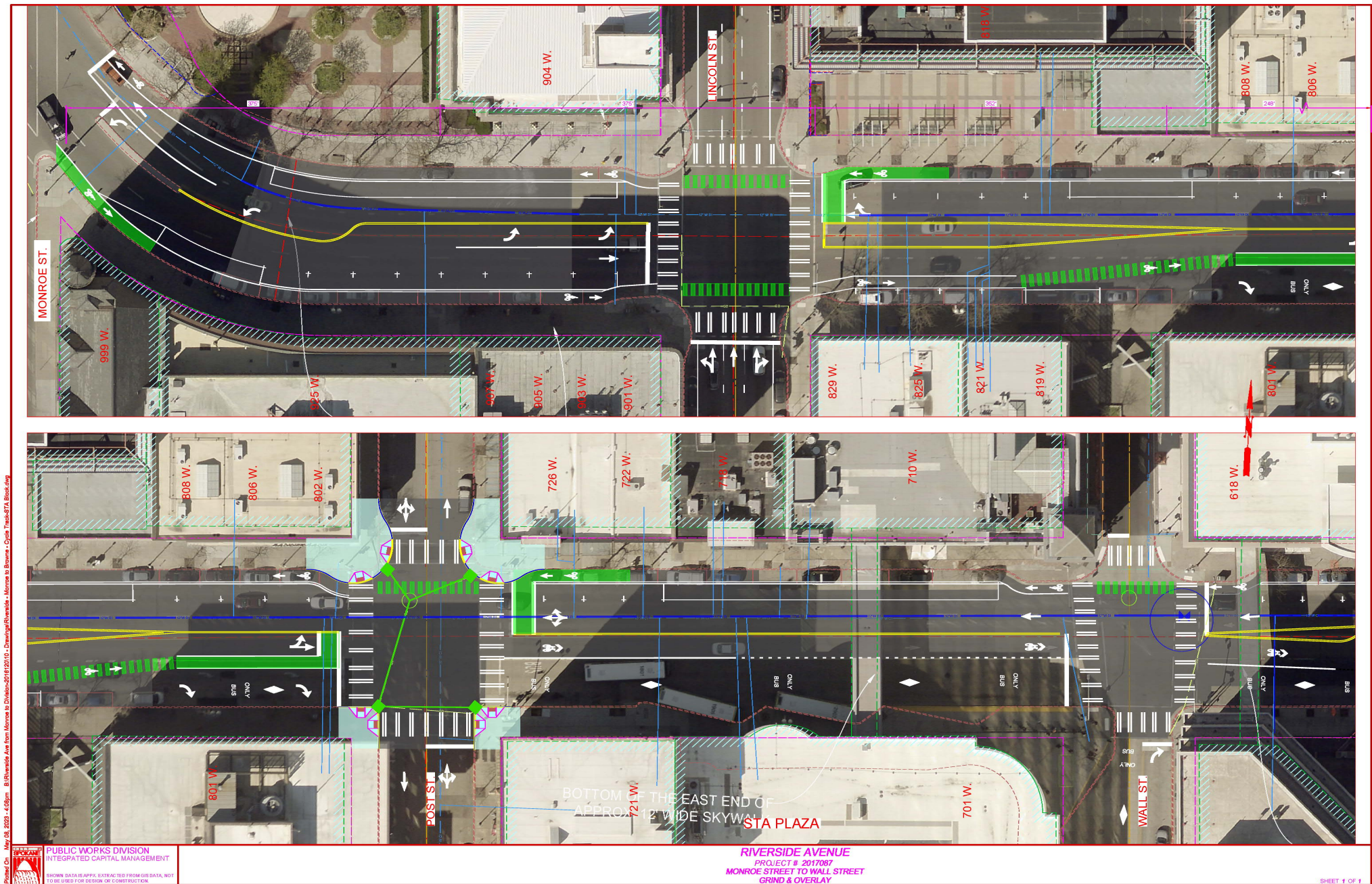
Legend

- Project limits
- City Park

Vicinity Map



THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



Printed On: May 08, 2023 - 4:08pm B:\Riverside Ave from Monroe to Wall\2017087 - Drawings\Riverside - Monroe to Wall - Coppel - Streets\STA Block.dwg



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

SHOWN DATA IS APEX, EXTRACTED FROM GIS DATA, NOT
TO BE USED FOR DESIGN OR CONSTRUCTION

RIVERSIDE AVENUE
PROJECT # 2017087
MONROE STREET TO WALL STREET
GRIND & OVERLAY

Supporting Information

TOPIC: CITY OF SPOKANE RIVERSIDE AVE PROJECT SCOPE CHANGE

Please see the **Attachment** for detailed information regarding the City of Spokane Riverside Avenue scope change. An overview of the requested scope changes are as follows:

Roadway Pavement

- Original Scope: Full depth pavement reconstruction.
- Scope Change: Grind and overlay with limited full depth pavement repair. Reduction in the scope of pavement work will significantly reduce project costs, shorten construction duration, and reduce impacts to vehicle traffic and be less disruptive to STA transit routes and operation of the STA Plaza. The condition of the existing pavement is generally suitable for a grind & overlay.

Sidewalk Vault Infill

- Original Scope: Fill sidewalk vaults and reconstruct sidewalk over vault locations.
- Scope Change: Eliminate from scope and defer sidewalk vault infill. Elimination of the sidewalk vault fill will significantly reduce project costs by approximately \$2 million and allow the project to move forward with construction.

Lane Reconfiguration and Bike Lane Striping

- Original Scope: Reconfigure the travel lanes from 4 to 3 lanes with a center turn lane. Add striped bike lanes.
- Scope Change: The travel lane reconfiguration remains the same. In lieu of standard striped bike lanes, protected bike lanes will be implemented providing a higher level and safer bike facility.

Post St. Traffic Signal

- Original Scope: Limited traffic signal upgrades.
- Scope Change: The proposed scope would include replacement of traffic signal at the Post Street intersection. The existing signal infrastructure is inadequate, construction of ADA ramps would impact underground signal infrastructure and signal boxes. The signal replacement would provide for a fully ADA accessible traffic signal, allow for optimum layout of new ADA ramps, potential incorporation of bump outs. The City would also implement leading pedestrian interval signal phasing/timing at the Post St. intersection.

Summary of Scope Changes

- The pavement scope work will include a grind and overlay in lieu of full depth pavement reconstruction.
- Sidewalk vault infill work will be deferred; sidewalk repair will be limited.
- A protected bike line will be constructed in lieu of a standard stripped bike lane providing a higher level bike facility.
- The limits of work remain the same as in the original scope of work.
- No additional grant funding is being requested as a result of this scope change. A partial grant award of \$850,000 was given to the project; \$645,000 allocated to PE with the remaining funds allocated to ROW Acquisition.
- The proposed reallocation of the grant funds is: \$161,000 for PE and \$689,000 for Construction.
- The total eligible cost for the proposed re-scoped project is \$1,774,000. The City would contribute more than half of the funding needed to complete the project, far exceeding the grant program match requirement and typical local match funding for projects of this type.

To: Transportation Technical Committee

05/17/2023

From: Kylee Jones, Associate Transportation Planner

**TOPIC: PRESERVATION CALL FOR PROJECTS: PRELIMINARY RESULTS & STRATEGIES TO ADDRESS
REDUCTION IN OBLIGATION AUTHORITY**

Requested Action:

None. For information and discussion.

Key Points:

- As outlined in the 2023 Transportation Improvement Program (TIP) Guidebook, SRTC is conducting a Preservation Call for Projects to assist with efficient project delivery and meeting obligation targets.
- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund capital maintenance & preservation projects to obligate in 2024-2026, using the 2023-2026 STBG federal funding allocations. The reduction in obligation authority has reduced the amount of funding available for the Preservation Call for Projects to \$1.3M.
- TIP Working Group discussed strategies to address the reduction in obligation authority as shown in **Supporting Information**. We will be requesting feedback from the TTC regarding the recommended strategies.
- In February 2023 the Board approved the following Principles of Investment for this Call for Projects:
 - Limit project applications to include grind and overlays, chip seals and other sealant projects;
 - Limit project awards not to exceed of \$1.5M; and
 - Limit any one jurisdiction total awards not to exceed \$3M.
- Federal funding requirements ensure that rural and small cities are distributed a portion of the awards.
- The Call for Preservation Projects preliminary results are presented in the **Attachment**. 18 applications were scored by three TTC members, three TAC members, and one SRTC staff. The TIP Working Group developed two funding scenarios for projects to receive awards.

Board/Committee Discussions:

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

Public Involvement:

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

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

2023 Call for Preservation Projects - Ranking & Draft Awards

Awarded Projects to be Programmed in 2024-2026

Rank	ID	Agency	Project Name	Score	Splits	Total Project Cost	Amount Requested	TIP Working Group Recommendation
1	COS-2	City of Spokane	Washington/Stevens - 3rd Ave to 8th/9th Ave Grind & Overlay	92.3	Urban	\$ 1,970,000	\$ 1,477,500	\$ 1,477,500
2	SV-4	Spokane Valley	Sprague Preservation at SR 27 - Bowdish to McDonald	90.7	Urban	\$ 3,081,342	\$ 1,500,000	\$ 1,500,000
3	SV-1	Spokane Valley	Sullivan Rd Preservation - Spokane River to Kiernan	89.0	Urban	\$ 3,175,744	\$ 1,500,000	\$ 1,500,000
4	COS-6	City of Spokane	Wellesley Ave - Maple to Division Chip Seal	85.7	Urban	\$ 577,000	\$ 432,750	\$ 432,750
5	COS-5	City of Spokane	3rd Ave - Monroe to Division Grind & Overlay	84.4	Urban	\$ 1,650,000	\$ 1,237,500	\$ 1,089,750
6	COS-3	City of Spokane	Monroe St - Boone to Northwest Blvd Grind & Overlay	83.6	Urban	\$ 1,586,000	\$ 1,189,500	Reached Cap -POI
7	COS-4	City of Spokane	Spokane Falls Blvd - Sherman to Hamilton Grind & Overlay	83.0	Urban	\$ 755,000	\$ 566,250	Reached Cap -POI
8	SV-2	Spokane Valley	Fancher Rd Preservation - Broadway to Trent	82.4	Urban	\$ 2,098,779	\$ 1,500,000	Reached Cap -POI
9	COS-1	City of Spokane	Sprague Ave - Freya to Havana Grind & Overlay	82.0	Urban	\$ 1,519,000	\$ 1,139,250	Reached Cap -POI
10	SV-3	Spokane Valley	Fancher Rd Preservation - Sprague to Broadway	80.4	Urban	\$ 2,020,546	\$ 1,500,000	Reached Cap -POI
11	LL-1	Liberty Lake	E Mission Ave Overlay	78.9	Urban	\$ 1,415,400	\$ 1,061,550	\$ 716,000
								\$ 345,550
12	SC-2	Spokane County	Deer Park-Milan Rd Preservation	76.0	Rural	\$ 1,078,000	\$ 808,500	\$ 808,500
13	AH-1	Airway Heights	S Hayford Rd Preservation	74.4	Urban	\$ 1,271,700	\$ 1,017,360	\$ 850,450
14	SC-3	Spokane County	Day Mt Spokane Rd Preservation	71.7	Urban	\$ 1,944,000	\$ 1,458,000	\$ -
15	DP-1	Deer Park	Crawford Ave Preservation	65.9	Rural	\$ 1,214,028	\$ 971,221	\$ 295,500
16	FF-1	Fairfield	Railroad Ave Rehabilitation	59.4	Rural	\$ 372,978	\$ 372,978	\$ -
17	SC-1	Spokane County	Mill Road Preservation	58.6	Urban	\$ 1,128,000	\$ 846,000	\$ -
18	CH-1	Cheney	Elm St - Washington to N 9th	51.9	Urban Small	\$ 544,995	\$ 471,420	\$ 184,000
Total							\$ 19,049,779	\$ 9,200,000

Funding splits

Urban (73%)	6,716,000
Urban Small (Cheney) (2%)	184,000
Rural/Small Towns (12%)	1,104,000
Flexible (13%)	1,196,000
Total	9,200,000

Supporting Information

TOPIC: PRESERVATION CALL FOR PROJECTS: STRATEGIES TO ADDRESS REDUCTION IN OBLIGATION AUTHORITY

- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund capital maintenance & preservation projects to obligate in 2024-2026, using the 2023-2026 STBG federal funding allocations. The reduction in obligation authority has reduced the amount of funding available for the Preservation Call for Projects to \$1.3M.
- As of now, SRTC has ~\$1.3M in STBG available to program preservation project into the 2023-2026 Transportation Improvement Program (TIP).
- TIP Working Group discussed strategies to address the reduction in obligation authority. The set of recommendations is as follows:
 - To reach the \$9.2M in allocations for preservation projects as approved by the Board, SRTC must request to utilize \$7.9M in STBG allocation from 2027 and beyond to fill the gap. If annual allocations are higher than forecasted, they will supplant funding from the 2027 allocation. Note: (if we return to regular allocations then this is a non-issue). Yearly STBG allocations are ~\$7M a year but have been higher in past years.
 - The Board will approve projects to receive the \$9.2M of awards through this current process. Award letters will reflect different programming dates.
 - In FFY 2023 we can program \$1.3M of STBG that we have available and later this year we program the remaining \$7.9M in the 2024-2027 TIP.
 - This option would still allow us to fulfill the \$9.2M total for preservation projects (per Board decision in 2021)
 - Maintain flexibility on which projects get the \$1.3M in allocations in FFY 2023 vs later when funds become available in CY 2024.

To: Transportation Technical Committee

05/17/2023

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS: REGIONAL OBJECTIVES AND CMP NETWORK

Requested Action:

None. For information and discussion.

Key Points:

- The congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate and up-to-date information on the transportation system's performance. It involves developing regional objectives, identifying the region's most congested corridors, analyzing system needs, identifying strategies for managing congestion, and tracking the progress of these efforts.
- A CMP is federally required in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). As part of the metropolitan transportation planning process, SRTC is required to continuously monitor and improve the CMP.
- SRTC is updating the CMP this year to incorporate recent SRTC planning efforts, apply new data source and analytics, and refresh existing CMP strategies.
- This work is being informed by the multi-jurisdictional CMP working group. The group met on April 27 to discuss potential updates to our existing CMP regional objectives and network. This included a review of the various factors used to identify our CMP network, such as travel time delay, reliability, travel demand, crash rates, and regional connectivity.

Board/Committee Discussions:

The TTC discussed the CMP update process at their February meeting.

Public Involvement:

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

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

To: Transportation Technical Committee

05/17/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: WSDOT - EASTERN REGION (ER) / SRTC COLLABORATION PILOT PROJECT

Requested Action:

None. For information and discussion.

Key Points:

- In 2020, WSDOT Secretary Roger Millar convened a statewide investment strategy group. The group is made up of WSDOT Regional Administrators, other WSDOT leadership, and MPOs and RTPOs across the state.
- The purpose of that group is for WSDOT and the MPOs and RTPOs to work as partners to create a collaborative approach for coordinating transportation investment priorities that reflect regional and state transportation policy goals.
- Through the course of that group's work a pilot project was proposed focused on safety. SRTC and WSDOT ER leadership developed an outline of the work effort. The work plan / schedule can be found in the **Attachment**.
- SRTC is currently engaged with WSDOT ER in the pilot project to create a collaborative approach as envisioned by the investment strategy group.
- The intent is to assemble safety priorities identified by the State, those priorities identified in local safety plans, and those identified in regional plans to generate a list of regional safety priorities. Then, an analysis of crash data, including causal factors, will be conducted to identify the safety issues of greatest significance.
- WSDOT ER and SRTC will collaborate to deliver a list of 3-5 safety projects that reflect regional and state transportation policy goals by September.
- Staff will be seeking input from the Committees on this effort at their May meeting.

Board/Committee Discussions:

This is the first discussion of this topic by the Committee. The SRTC Board received an initial presentation on this effort at their May meeting and will receive a more detailed presentation and provide direction at their June meeting.

Public Involvement:

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

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

MPO/WSDOT Safety Pilot: Schedule **DRAFT**

Spokane Regional Transportation Council

Target Completion Date: October 1

Project Tasks & Subtasks	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	
Task 0. Project Development																																			
0.1. Initial meeting																																			
0.2. Establish key staff from SRTC & WSDOT Eastern Region to lead this activity																																			
0.3. Convene the group to identify details of the scope and schedule for this effort																																			
Task 1. Identify Funding Programs Associated w/ Safety																																			
1.1. Identify all available funding programs administered through WSDOT																																			
1.2. Identify WSTC funding and expenditures																																			
1.3. Identify other federal programs not administered through WSDOT																																			
1.4. Coordinate w/ local jurisdictions to indentify local expenditures																																			
Task 2. Identify Existing Processes for Establishing Safety Projects and Programs																																			
2.1. WSDOT HQ/ER assesement process for safety improvements																																			
2.2. Local jurisdiction local road safety plans																																			
2.3. Relationship to existing efforts and requirements (i.e. - State Safety Plan, TPM, SS4A, WTSC, etc.)																																			
Task 3. Identify Commonalities and Differences of existing programs (criteria)														S																					
3.1. Shortfalls, gaps, limitations																																			
3.2. Opportunities to improve existing programs																																			
3.3. Opportunities to leverage similar programs to be more strategic/efficient																																			
Task 4. Develop Shared Approach to Identify and Select Projects/Programs (Data Analysis)																		SB																	
4.1. Integrate w/ SRTC's existing unified list process																																			
4.2. Integrate w/ any existing WSDOT processes																																			
Task 5. Develop Prioritized List of Safety Projects/Programs																								S							WA		SB		
5.1. Implement selection criteria developed in Task 4																																			
5.2. Implement project selection methodology developed in Task 4																																			
Task 6. Discuss Opportunities for Enhanced Evaluation of Safety Need to Support Regional Safety Action Plan																																			
6.1. Identify opportunities for further collaboration, needed resources, and program limitations																																			
Pilot Team Schedule	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	
Kick Off Meeting: Scope/Schedule Agreement								X																											
Task 1 - 3: Check-In														X																					
Task 4: Initial Meeting																X																			
Task 4: Criteria Agreement																			X																
Task 5: Develop prioritized list of projects/programs																						X						X							
Task 6: Indentify opportunities for future planning																														X					
Project Deliverables	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	
Available Funding Programs Whitepaper															D		F																		
Existing Processes Whitepaper															D		F																		
Commonalities and Differences Technical Memo																	D		F																
Shared Approach Technical Memo																				D				F											
Prioritized List Projects/Programs																												D				F			
Opportunities Technical Memo																														D			F		
Final Report																																D		F	

Legend	
SB	SRTC Board Action
S	SRTC Board Draft Touch
WA	WSDOT Leadership Action
W	WSDOT Leadership Draft Touch
F	Final Deliverable
D	Draft Deliverable