



## Board of Directors Meeting

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Thursday, June 8, 2023 at 1:00 PM

### Hybrid In Person/Virtual Meeting

- In Person at SRTC, 421 W Riverside Ave, Suite 504, Spokane WA 99201
- Online on Zoom

<https://us02web.zoom.us/j/88995178182?pwd=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

Meeting ID: 889 9517 8182 | Passcode: 604873

By Phone 1-253-215-8782

Meeting ID: 889 9517 8182 | Passcode: 604873

Or find your local number: <https://us02web.zoom.us/j/88995178182?pwd=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

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### SRTC welcomes public comments at Board meetings.

The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email to [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org)
- By mail to 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone to 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

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

Time	Item #		Page #
1:00	1	Call to Order / Record of Attendance / Excused Absences	
1:02	2	Public Comments	

## **FOR ACTION**

1:07	3	<b>Consent Agenda</b>	
		a) May Board of Directors Meeting Minutes	3
		b) May 2022 Vouchers	7
		c) 2023-2026 Transportation Improvement Program (TIP) June Amendment	8
1:10	4	<b>MPO/RTPO Agreement and SFY 2024-2025 Unified Planning Work Program</b> <i>(Ryan Stewart)</i>	12
1:15	5	<b>SRTC/WSDOT-Eastern Region Safety Pilot Project</b> <i>(Mike Ulrich)</i>	28

## **FOR INFORMATION AND DISCUSSION**

1:30	6	<b>Preservation Call for Projects: Preliminary Results and Strategies to Address Reduction in Obligation Authority</b> <i>(Kylee Jones)</i>	30
1:40	7	<b>Unified List of Regional Transportation Priorities: Legislative Priority Statements</b> <i>(Eve McMenamy)</i>	33
1:50	8	<b>Congestion Management Process: Regional Objectives and CMP Network</b> <i>(David Fletcher)</i>	43
2:00	9	<b>WSDOT Highway System Plan</b> <i>(Jeremy Jewkes, WSDOT-Eastern Region)</i>	n/a
2:20	10	<b>Board Member Comments</b>	
2:30	11	<b>Adjournment</b>	

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

12	Executive Director's Report <i>(Lois Bollenback)</i>	46
	• Ongoing/Upcoming Events and Activities	
	• Transportation Funding: Awards and Opportunities	
	• Communications and Public Relations Coordinator	
13	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	47
14	Future Board Agendas	49

**Spokane Regional Transportation Council – Board of Directors**

May 11, 2023 | Meeting Minutes

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

Meeting presentations are available on the SRTC website: [SRTC Board of Directors](#)**# 1 Call to Order/Excused Absences**

Chair Wilkerson called the meeting to order at 1:01pm and attendance was taken. In attendance were:

**Board Members:**

Council Member Betsy Wilkerson, *City of Spokane, Chair*  
 Council Member Jennifer Morton, *City of Airway Heights*  
 Council Member Paul Schmidt, *City of Cheney*  
 Council Member Dee Cragun, *City of Deer Park*  
 Mayor Cris Kaminskas, *City of Liberty Lake*  
 Mayor Terri Cooper, *City of Medical Lake*  
 Mayor Kevin Freeman, *City of Millwood*  
 Council Member Zack Zappone, *City of Spokane*  
 Mayor Pam Haley, *City of Spokane Valley*  
 Council Member Rod Higgins, *City of Spokane Valley*  
 Doug Yost, *Major Employer Representative*  
 Susan Meyer, *Spokane Transit Authority*  
 Kim Zentz, *Transportation Advisory Committee Chair*  
 Charlene Kay, *Transportation Technical Committee Chair*  
 Kelly Fukai, *WA State Transportation Commission*

**Board Alternates:**

Francis SiJohn, *Spokane Tribe of Indians*  
 Larry Larson, *WSDOT-Eastern Region*

**Guests:**

Charles Hansen, *Transportation Advisory Committee*  
 Paul Kropp  
 Terrence Lynch, *WSDOT-Eastern Region*  
 Brian Jennings, *Spokane Transit Authority*  
 Adam Jackson, *City of Spokane Valley*  
 Riannon Zender  
 LeAnn Yamamoto, *CommuteSmartNW*  
 Mark Carlos, *City of Spokane*  
 Brandi Colyar, *Spokane County*

**Staff:**

Lois Bollenback, *Executive Director*  
 Eve McMenemy, *Deputy Executive Director*  
 Ryan Stewart, *Principal Transportation Planner*  
 Jason Lien, *Principal Transportation Planner*  
 Mike Ulrich, *Principal Transportation Planner*  
 David Fletcher, *Principal Transportation Planner*  
 Michael Redlinger, *Assoc. Transportation Planner II*  
 Kylee Jones, *Associate Transportation Planner III*  
 Greg Griffin, *Administrative Services Manager*  
 Julie Meyers-Lehman, *Admin.-Exec. Coordinator*  
 Megan Clark, *Legal Counsel*

Chair Wilkerson announced that the following members had requested an excused absence from the meeting: Matt Ewers, Council Member Micki Harnois, Commissioner Al French, and Commissioner Mary Kuney.

**Council Member Schmidt made a motion to excuse the absences. Mr. Larson seconded. Motion passed unanimously.**

**# 2 Public Comments** - There were no comments.**ACTION ITEMS****# 3 Consent Agenda**

- a) April 2023 Board Meeting Minutes
- b) April 2023 Vouchers
- c) 2023-2026 Transportation Improvement Program May Amendment (Resolution R-23-11)

***Council Member Schmidt made a motion to approve the Consent Agenda as presented. Council Member Cragun seconded. Motion passed unanimously.***

#### **# 4 Approve 2023 Administrative Committee**

Ms. Bollenback summarized the development of the Administrative Committee in 2022 and described its purpose and function. In 2023, the committee is slated to review a proposed 2023 Budget amendment, review the draft 2024 budget, conduct an Executive Director performance appraisal, review Employee Handbook updates, and other agency administrative items. She emphasized that this group does not make decisions on behalf of the Board but develops recommendations for consideration by the Board.

According to Resolution R-22-19 passed in October 2022, the membership of the committee shall consist of seven Board members: Chair, Vice-Chair, Immediate Past Chair, a Tier-One or Tier-Two City/Town Representative, two Board members currently serving as representatives of STA, WSDOT or Spokane Intl. Airport, and 1 at-large member or two At-Large members if two Board members serving as CEOs are not available.

The following SRTC Board members are proposed to serve on the 2023 Administrative Committee:

- Chair – Betsy Wilkerson, Council Member, City of Spokane
- Vice-Chair - Al French, Commissioner, Spokane County
- Immediate Past Chair - Paul Schmidt, Council Member, City of Cheney
- Tier 1 or 2 City/Town Representative - Cris Kaminskis, Mayor, City of Liberty Lake
- Spokane Transit Authority – E. Susan Meyer
- WSDOT – Todd Trepanier, Regional Administrator
- At Large – Rod Higgins, Council Member, City of Spokane Valley

***Council Member Cragun made a motion to approve Resolution R-23-12 appointing Board members to the 2023 Administrative Committee. Mayor Haley seconded. Motion passed unanimously.***

#### **# 5 Transportation Performance Management: PM3 System Performance**

Mr. Ulrich summarized the federal funding programs that are linked to PM3 targets and said MPOs must set system performance measures every four years. The system performance measures categories are:

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 defined each measure and reviewed WSDOT's statewide 4-year targets. As with PM1 and PM2 measures, SRTC has the choice to either support the state targets or set quantifiable targets of its own. He provided clarification about statewide air quality targets and the cessation of CMAQ funding once the region becomes an air quality attainment area, although new programs, such as Carbon Reduction Program funding, have become available.

***Council Member Higgins made a motion to approve Resolution R-23-13 agreeing to plan and program projects that contribute to the accomplishment of WSDOT PM3 targets as shown in the Attachment. Council Member Schmidt seconded. Motion passed unanimously.***

**# 6 2024 Unified List of Regional Transportation Priorities: Reaffirm Project Criteria and Discuss WSDOT-Eastern Region/SRTC Safety Pilot Project**

Mr. Ulrich outlined the purpose of the Unified List and shared feedback from state and federal legislators about the 2023 list. Based on that feedback, the 2024 list development will be ready earlier in the year and there will be one product developed for State Legislative use and another for Federal Legislative use.

He outlined SRTC Board and Committees input on the 2023 list development process. He provided an overview of project evaluation criteria and noted the same as last year, with several adjustments to address Committee and Board input about economic vitality and safety criteria.

Mr. Ulrich reported on a new pilot project with WSDOT and statewide MPO/RTPOs to identify priority safety projects. SRTC and WSDOT-Eastern Region have started work on this and are on schedule to deliver a list of 3 - 5 safety projects that may be considered in addition to the 2024 Unified List.

There was discussion about the timing challenges to member agencies to have projects ready for inclusion on the Unified List and about project scoring. Mr. Ulrich noted that project scoring will be brought before the Board for review.

***Mayor Freeman made a motion to approve Resolution R-23-14 outlining the 2024 Unified List of Regional Transportation Priorities criteria as shown in the Attachment. Council Member Schmidt seconded. Motion passed unanimously.***

<b>INFORMATION &amp; DISCUSSION ITEMS</b>
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**# 7 North Spokane Corridor/I-90 Connection Alternatives**

Mr. Terrence Lynch spoke about the project segments under construction currently and which will conclude in 2023. He emphasized that WSDOT desires meaningful community engagement regarding the connection design for the NSC-I-90 connection. He presented detailed information and maps for the two alternatives under consideration.

The group discussed and comments included:

- The difference in capacity for the two alternatives
- Planned on-ramps in the Trent Avenue area
- Recent State Legislative action which gave WSDOT permission to develop surplus land
- Over 600 homes were demolished as part of this project, so any plans for the surplus land should address that situation
- Input from area residents who will be impacted by the design/construction of the NSC-I-90 connection should be weighted more significantly than input from residents in other locations

**# 8 State Fiscal Years (SFY) 2024-2025 Unified Planning Work Program (UPWP)**

Mr. Stewart spoke about the UPWP's purpose, requirements, and its eight task divisions. Highlights of the upcoming work program include an update to the long-range transportation plan, economic analysis of transportation projects, the regional transportation electrification project, implementation of the DATA Project, development of a regional safety action plan as part of the Safe Streets & Roads for All grant, an update to the Comprehensive Plan and Countywide Planning Policies Certification Process, and more.

Mr. Stewart presented information about the anticipated revenues for SFY 2045-2025. He shared details about the review meeting on 4/18 with staff from FHWA, FTA, STA and WSDOT and their positive feedback about the draft UPWP. The Board will be asked to approve the UPWP next month. There were no questions or discussion from the Board.

#### **# 9 Federal Funding for Call for Projects Update**

Ms. Bollenback spoke about discussions last year with the Joint Transportation Committee regarding the federal formula funds splits at the state level. The discussions recognized that Move Ahead Washington package was already approved; so, for the first two years of the five-year federal bill the split was leaning more to the state in order to maintain their spending commitments.

Separately, there has been a federal decision that impacts the funds MPOs are scheduled to receive. In the first year of the federal bill, the discretionary funds did not get obligated and while the funds rolled over into 2023, the authority to spend it does not migrate with it. All states have been affected by the reduction in the formula funding that they are allowed to spend in obligating authority.

Between the state and federal decisions, there has been an overlapping of financial pressure affecting all MPOs in Washington this year, but it is anticipated to return to previous assumptions in following years. SRTC did not build its current program and direction with this funding situation in mind, so it will have to be reevaluated based on the expected flow of funds. This is creating a disruption and uncertainty to statewide calls for projects and details are continuing to unfold.

Ms. McMenemy presented information about SRTC's allocations from WSDOT going back to 2018 for the following funding sources: Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (SRTB) Transportation Alternatives (TA), and Carbon Reduction Program (CRP). She described how the funding situation may impact the current Preservation Call for Projects and there could possibly be more obligation authority available in the fall.

SRTC continues to coordinate with state and federal partners about the situation and the total amount set aside by the Board in 2021 for the 2023 current Preservation Call for Projects may not be available until January 2024. Staff are working with the Transportation Technical Committee and Transportation Advisory Committee to develop strategies to deal with the shortfall in the meantime. The Board will be kept informed of this topic throughout the year.

**# 10 Board Member Comments** - There were no comments.

**# 11 Adjournment** - There being no further business, the meeting adjourned at 2:25 pm.

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Julie Meyers-Lehman, Clerk of the Board

**VOUCHERS PAID FOR THE MONTH OF MAY 2023**

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
5/5/23	V122104	Washington Trust Bank	Software/Virtual mtg Subsc's; Office splys/equip; Staff reg's virtual mtgs/webinars	726.42
	V122105	Visionary Communications, Inc.	Fiber Services, May 2023	997.59
	V122106	Intermax Networks	VOIP telecom May 2023	253.15
	V122107	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-09	435.00
	V122108	WA State Dept of Retirement	Employee and Employer Contributions: April 2023	13,619.55
	V122109	Spokesman Review	Public Notice TIP amendment	84.43
5/19/23	V122110	PTV America Inc	Vissim/Visum software maintenance thru 5/31/22; KMPO, CoSpV, CoSp	11,760.68
	V122111	Rehn & Associates	Admin fee April '23	75.00
	V122112	Julie Meyers-Lehman	J M-L reimburse for April Board Mtg snacks purchase	5.50
	V122113	Pacific Office Automation	Copier Lease/Usage April 2023	163.46
	V122114	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2023-10	435.00
	V122115	WA State Auditor's Office	CY-22 Federal & Financial Audit	832.65
5/31/23	V122116	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for June 2023	7,023.76
	V122117	EMLVO P.C.	April legal svcs: Board mtg; ETS sub-recipient work; procedures	1,100.00
	V122118	Intrinium	Managed IT Services - Mnthly May; O365 software	2,506.17
	V122119	AWC Employee Benefit Trust	June '23 Benefit Insurance Premiums	10,102.78
		Reimbursement(s) KMPO & City Spokane reimburse PTV software; Zoom refund		(4,267.61)
		Salaries/Benefits Pay Periods Ending: 4/29/23 & 5/13/23		83,705.50
4/30/23		Spokane County Treasury Monthly SCIP fee - APRIL 2023		19.19
<b>TOTAL May 2023</b>				<b>129,578.22</b>

**Recap for May 2023:**

Vouchers: V122104 - V122119	45,853.53
Salaries/Benefits Pay Periods Ending: 4/29/23 & 5/13/23	83,705.50
Spokane County Treasury Monthly SCIP fee - APRIL 2023	19.19
	<b>129,578.22</b>

As of 6/08/23, the Spokane Regional Transportation Council Board of Directors approves the payment of the May 2023 vouchers included in the list in

To: Board of Directors

06/01/2023

From: Kylee Jones, Associate Transportation Planner III

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

**Requested Action:**

Approve Resolution R-23-15 for the CY 2023-2026 Transportation Improvement Program June amendment.

**Key Points:**

Two member agencies have requested an amendment to the CY 2023-2026 TIP for the following projects. 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**

Eastern Region – TMC Equipment Replacement  
I-90/Liberty Park Land Bridge

**Board/Committee Discussions:**

On 5/24/2023 both the Transportation Technical Committee and Transportation Advisory Committee unanimously recommended Board approval of the April TIP amendment.

**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](http://www.srtc.org)), and posted to social media platforms. SRTC received no public comments.

**Staff Contact:** Kylee Jones, SRTC | [kjones@srctc.org](mailto:kjones@srctc.org) | 509.343.6370

RESOLUTION  
of the BOARD OF DIRECTORS of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL  
R-23-15

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

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2023-2026 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2023-2026 TIP on 10/13/2022.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of the Spokane Regional Transportation Council adopts the proposed amendment to the CY 2023-2026 TIP to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment R-23-15 for the **CY 2023-2026 Transportation Improvement Program June Amendment**.

ADOPTED: June 8, 2023

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

ATTEST

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Julie Meyers-Lehman, SRTC  
Clerk of the Board

## Attachment to Resolution 23-15

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

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

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

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

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- 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: Board of Directors

06/01/2023

From: Ryan Stewart, Principal Transportation Planner

**TOPIC: MPO/RTPO AGREEMENT AND SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM**

**Requested Action:**

Approve Resolution R-23-16 authorizing the Executive Director to execute the Metropolitan/Regional Transportation Planning Organization Agreement and adopting the State Fiscal Years 2024-2025 Unified Planning Work Program.

**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 UPWP is the work scope and budget for the MPO/RTPO planning activities funded by the Metropolitan/Regional Transportation Planning Organization Agreement. See **Attachment**.
- 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 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.

**Board/Committee Discussions:**

The SRTC Board received updates in February, April, and May. The TTC and TAC discussed the SFY 2024-2025 UPWP at their January, March, and April, and at their May meeting the TTC unanimously recommended Board approval. The TAC did not achieve a quorum at their May meeting but the consensus of the members in attendance was recommending approval of the UPWP.

**Public Involvement:**

The draft UPWP has been posted to SRTC website since 04/10/23. While a formal public comment period is not required for UPWP documents, SRTC actively sought public input. Notice of the draft document was posted to social media platforms and to local media outlets asking for public input. All Board and committee meetings at which the draft 2024-2025 UPWP was discussed were open to the public.

**Staff Contact:** Ryan Stewart, SRTC | [rstewart@src.org](mailto:rstewart@src.org) | 509.343.6370

RESOLUTION  
of the BOARD OF DIRECTORS of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL  
R-22-16

**AUTHORIZING THE EXECUTION OF THE MPO/RTPO AGREEMENT  
AND ADOPTING THE STATE FISCAL YEARS 2024-2025  
UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the SRTC Board is the governing body of SRTC and responsible for agency policy decisions when establishing the agency's work program;

WHEREAS, the Unified Planning Work Program (UPWP) is the work scope and budget for the MPO/RTPO planning activities funded by the Metropolitan/Regional Transportation Planning Organization Agreement.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board authorizes the Executive Director to execute the **METROPOLITAN/REGIONAL TRANSPORTATION PLANNING ORGANIZATION AGREEMENT**.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board adopts the **SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM**.

ADOPTED: June 8, 2023

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

ATTEST

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Julie Meyers-Lehman, SRTC  
Clerk of the Board



Metropolitan/Regional Transportation Planning Organization Agreement		Term of Agreement	
Agreement No. <u>GCB 3866</u>		Start Date <u>7/1/2023</u>	End Date <u>6/30/2025</u>
CFDA No <u>20.205 &amp; 20.505</u>		Metropolitan Planning Organization/Regional Transportation Planning Organization <u>Spokane Regional Transportation Council</u>	
Lead Planning Agency <u>Spokane Regional Transportation Council</u> <u>421 W. Riverside Avenue, Suite 500</u> <u>Spokane, WA 99201</u>		County(ies) included in the MPO/RTPO <u>Spokane</u>	

This Agreement, is entered into on the Start Date under Term of Agreement above, regardless of the date of signature execution, between the Washington State Department of Transportation "WSDOT", acting by and through its Director, Multimodal Planning and Data Division and the Tribal and Regional Integrated Planning office, hereinafter called the "STATE," and the above named Metropolitan Planning Organization/Regional Transportation Planning Organization, hereinafter called the "MPO/RTPO," collectively referred to as "Parties" and individually as "Party," "MPO," and "RTPO."

### Recitals

1. The above-named county(ies) has (have) created a RTPO in accordance with the requirements set forth in RCW 47.80.020;
2. The above-named county(ies) includes an urbanized area(s) with a population in excess of fifty thousand individuals, for which a MPO has been designated for each urbanized area pursuant to 23 U.S.C. § 134;
3. Federal funding is authorized under 49 U.S.C. Ch. 53 and 23 U.S.C. ~~(Highways)~~; and,
4. The STATE has available funds, which have been allocated to it by: (a) the United States Department of Transportation, hereinafter called "USDOT," (b) the Federal Highway Administration, hereinafter called "FHWA"; (c) the Federal Transit Administration, hereinafter called "FTA"; (d) State RTPO funds; and/ or (e) ~~possibly~~ funds from other federal or state agencies, which can be used to facilitate urban and regional transportation planning.

NOW THEREFORE, pursuant to RCW 39.34 and RCW 47.80, the above recitals that are incorporated herein as fully set forth below, and in consideration of the terms, conditions, and promises contained herein, and/or attached hereto as Exhibits, and by this reference made a part of this Agreement, it is mutually agreed as follows:

### 1 Work Scope and Budget

- 1.1 The work scope and budget for the MPO/RTPO planning activities funded by this Agreement shall be documented annually (or biennially with an annual review) in a Unified Planning Work Program hereinafter called "UPWP". The UPWPs are kept on file in ~~the~~ WSDOT Headquarters,

Tribal ~~& and~~ Regional Integrated Planning ~~o~~Office.

- ~~a. The UPWP Guidelines developed jointly by the State, FHWA, FTA, and the MPOs/RTPOs by December 31 each year will serve as a resource for developing the UPWPs. The UPWP Guidelines include key emphasis areas for work tasks to accomplish UPWP purposes.~~

1.2 UPWP Guidance is developed jointly by the State, FHWA, FTA, and the MPOs/RTPOs by December 31 each year will serve as a resource for developing the UPWPs. The UPWP Guidance includes key emphasis areas for work tasks to accomplish UPWP purposes.

~~4.21.3~~ The STATE will inform the MPO/RTPO of expected allocations of FHWA Metropolitan Planning funds (PL funds) and FTA Section 5303 funds, STATE RTPO funds and any other STATE-administered funds that are available to MPO/RTPOs by December 31 each year for the following State fiscal year, which is defined as July 1 to June 30 for all MPOs except the Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO), which is ~~between~~ October 1 to September 30. The STATE will inform the MPO/RTPO of expected allocations of State RTPO funds that are available to MPO/RTPOs by December 31 of even-numbered years for the following biennium. The MPO/RTPO will then prepare a draft UPWP and submit the draft to the STATE by the specific dates listed in the UPWP Guidance for MPO/RTPOs (UPWP Guidanceelines).

The final UPWP shall be adopted by the MPO/RTPO and submitted to the STATE for approval prior to June 15, preceding the start of each subject state fiscal year (or biennium). The STATE shall notify the MPO/RTPO, in writing, of its approval of the UPWP for the subject fiscal year by June 30 of each year, unless otherwise noted in the UPWP ~~Guidelines~~Guidance. However, the MPO/RTPO may prepare a two-year UPWP if it desires. Written amendments to the UPWP may be required in order to authorize expenditures of all federal and state funding. Changes to the federal surface transportation act may also necessitate amendments to UPWPs approved by the MPO/RTPO Policy Board, FHWA and FTA.

~~4.31.4~~ The UPWP shall document all transportation and related planning activities for the ensuing state fiscal year, July 1 to June 30, unless otherwise noted in the UPWP ~~Guidelines~~Guidance. As per 23 C.F.R. 450.308(c), each MPO/RTPO, in cooperation with the STATE and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPO/RTPO. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including, but not limited to, activities that address the planning factors in 23 C.F.R. pt. 450.306(b), in sufficient detail to indicate whether the MPO/RTPO, STATE, public transportation operator(s), local government, consultant(s), or other identified Party, will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds.

Required local matching funds shall be itemized separately. Under no circumstances shall the MPO/ RTPO required match amount be less than the required 13.5 percent match for FHWA funds unless authorized to use toll credits. The match for FTA 49 U.S.C. § 5303 funds will be 20 percent, or as low as 13.5 percent when consolidated with FHWA 23 U.S.C. § 134 funds, as determined by the FTA, STATE, and MPO/RTPO, unless authorized to use toll credits.

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~~4.4~~ The MPO/RTPO shall perform the approved work tasks within the approved budget during the subject state fiscal year.

1.5 Should the Parties decide it is mutually beneficial for the STATE to perform specific work tasks identified in the UPWP, the Parties agree that the STATE may retain actual costs as documented in writing and approved by the MPO/RTPO.

4.51.6 The MPO/RTPO agrees to use at least 2.5% of its FHWA PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, in accordance with 23 U.S.C 134.

## **2 Planning Standards and Guidelines**

2.1 The MPO/RTPO shall comply with the most current Planning Standards and Guidelines developed by the STATE for the RTPO, RCW 47.80, and any amendments made thereto. In addition, the MPO must comply with 23 C.F.R. pt. 450, Subpart C, and 49 C.F.R. pt. 613, Subpart A - Metropolitan Transportation Planning and Programming.

## **3 Payment**

- 3.1 The STATE agrees to reimburse the MPO/RTPO's actual direct and related indirect costs of work approved as part of the UPWP. The maximum amount that the STATE shall reimburse the MPO/RTPO shall not exceed the total amount identified in funding authorization letters provided by the STATE, less any amounts retained by the STATE to cover costs for all agreed upon work performed by the STATE. All costs must be consistent with the federal cost principles contained in 2 C.F.R. pt. 200, or as modified or amended.
- 3.2 All indirect costs will be consistent with the federal de minimus rate found in 2 C.F.R. pt. 200 or based on a cost allocation plan or indirect cost rate proposal that is approved by the MPO/RTPO Policy Board annually and maintained on file by the MPO/RTPO for audit purposes. If indirect costs are based on an approved ~~indirect~~ cost allocation plan, the MPO/RTPO will provide a copy to TRIP annually, or when updated.
- 3.3 The MPO/RTPO may submit requests to the STATE for reimbursement of funds as they are expended on UPWP activities at any time, but not more frequently than one (1) such request every month. Such requests for reimbursement shall document the amount of funds that have been expended during the UPWP period, as well as for the current billing period. The request for reimbursement shall contain sufficient detail to inform the STATE, FHWA, FTA, and any other entities providing funding for the work as to the progress on each work element contained in the UPWP. Requests for reimbursement should be submitted to TRIPFiscal@wsdot.wa.gov. The STATE shall review and approve each request for payment and shall reimburse the MPO/RTPOs no later than fifteen (15) business days after the date of receipt by the STATE.

## **4 Reports**

4.1 The MPO/RTPO shall communicate with the STATE from time to time, or as often as required by the STATE, during the term of this Agreement to keep the STATE up to date about the progress of the work being performed as described in the UPWP. The STATE reserves the right to request interim written progress reports during the fiscal year, if the MPO/RTPO's monthly billing report is deemed insufficient in detail, the MPO/RTPO undergoes major structural changes, or there are changes to the MPO/RTPO's core organizational functions/activities. The interim reports are due to the STATE within twenty-one (21) calendar days of being notified in writing by the STATE. The interim reports shall include a summary of work progress during the course of the fiscal year, costs incurred in accordance with the approved UPWP and budget, and progress to date, including any problems or work delays. The STATE may delay reimbursement of billings if the requested interim reports are not

submitted as specified.

- 4.2 On or before September 30 of every calendar year, unless otherwise noted in the UPWP Guidanceelines, after the conclusion of each state fiscal year, the MPO/RTPO shall prepare and submit to the STATE a performance and expenditure report for the prior state fiscal year. MPOs are required, as a subrecipient of the STATE, to contribute to the annual performance and expenditure report prepared by the STATE and provided to the FHWA and FTA pursuant to 23 C.F.R. pt. 420.117(b)(1). This final report shall summarize work accomplished under the UPWP, costs incurred by work element, and identify any carryover of funds. Each annual performance and expenditure report must contain at a minimum:
- a. Comparison of actual performance with established goals;
  - b. Progress in meeting schedules;
  - c. Status of expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
  - d. Cost overruns or underruns;
  - e. Approved work program revisions; and
  - f. Other pertinent supporting data.
- 4.3 Reports as described in this section and other documentation or correspondence related to this Agreement should be sent via email to WSDOT's Tribal and Regional Integrated Planning Office at [trpo@wsdot.wa.gov](mailto:trpo@wsdot.wa.gov).

## **5 Assignment of Work Items**

- 5.1 The work items may be accomplished by joint effort between the staff of the MPO/RTPO, the STATE, public transportation operator(s), and/or local government agencies. Such assignments will be clearly listed in the UPWP and be in compliance with 23 C.F.R. § 450.318.

## **6 Project Records**

- 6.1 The MPO/RTPO shall establish and maintain books, records, documents, and other evidence and accounting procedures and practice, sufficient to reflect properly all direct and indirect costs of whatever nature incurred and anticipated to be incurred for the performance of this Agreement. To facilitate the administration of the MPO/RTPO, separate accounts shall be established and maintained within the MPO/RTPO's existing accounting system or an independent accounting system may be set up for all eligible costs. Costs in excess of the latest approved budget, or attributable to actions which have not received the written approval of the STATE, shall not be eligible for reimbursement. All costs charged to the MPO/RTPO, including any approved services contributed by the MPO/RTPO or others, shall be supported by executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges as the STATE deems appropriate.

## **7 Audits, Inspection, and Retention of Records**

- 7.1 The STATE, the USDOT, FTA, FHWA, the State Auditor, the Inspector General, and/or any of their representatives, shall have full access to and the right to examine, during normal business hours and as often as they deem necessary, all MPO/RTPO records, paper and electronic, with respect to all matters covered by this Agreement. Such entities and their representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records and to make copies of all contracts, invoices, materials, payrolls, and other matters covered by this Agreement. All documents, papers, accounting records, and other material pertaining to costs incurred in connection with this Agreement shall be retained by the MPO/RTPO for six (6)

years from the date of final payment to facilitate any audits or inspections.

- 7.2 Furthermore, if any litigation, claim, or audit arising out of, in connection with, or related to this Agreement is initiated before the expiration of the six-year period, the cost records and accounts shall be retained until such litigation, claim, or audit is completed.
- 7.3 All MPOs/RTPOs ~~will be~~ subject to audits by the State Auditor's Office. MPO/RTPOs that expend Seven Hundred Fifty Thousand Dollars (\$750,000) or more during the MPO/RTPO's fiscal year in federal awards must have a single audit or program specific audit in accordance with 2 C.F.R. pt. 200 (Subpart F- Audit Requirements).

## **8 Modifications**

- 8.1 Either Party may request changes to the provisions of this Agreement and to the UPWP that will be developed. Changes to the work scope and budget changes shall be made by written amendment to the UPWP by the MPO/RTPO and approved in writing by the STATE, FHWA, and FTA. Other changes to this Agreement which are mutually agreed upon shall be incorporated as written amendments to this Agreement. No variation or alteration of the terms of this Agreement shall be valid unless made in writing and signed by authorized representatives of the Parties hereto.

## **9 Termination**

- 9.1 This Agreement expires on the End Date under Term of Agreement above. If it is determined to be in the best interests of the STATE, the STATE may terminate this Agreement upon giving thirty (30) calendar days' notice in writing to the MPO/RTPO. If this Agreement is terminated prior to fulfillment of the terms stated herein, the MPO/RTPO shall be reimbursed only for actual expenses and non-cancelable obligations, both direct and indirect, incurred to the date of termination as determined by the STATE. The STATE will work with the MPO/RTPO to determine what obligations are non-cancelable.

## **10 Travel**

- 10.1 Current state travel rates shall apply to all in-state and out-of-state travel for which reimbursement is claimed during the term of this Agreement. Reimbursement of travel expenses is limited to travel necessary for the completion of the UPWP tasks. All travel by RTPOs using state funds is subject to state travel rules as outlined in the State Administrative & Accounting Manual (SAAM). All travel by the MPO/RTPOs using federal funds is subject to federal rules and regulations as outlined in 2 C.F.R. pt. 200. In addition, all travel by the MPO/RTPOs using federal funds must be in compliance with its own internal policies, those of the fiscal agent, or the State's policies, whichever is more restrictive.

## **11 Subcontracting and Equipment**

- 11.1 The MPO/RTPO shall not assign, sublet, or transfer any of the work provided for under this Agreement without prior written approval from the STATE. The Tribal and Regional Integrated Planning Office in WSDOT's Multimodal Planning and Data Division shall have fourteen (14) calendar days to review and approve any MPO/RTPO consultant agreements prior to execution. The basis of review for proposed consultant agreements will be to ensure that the necessary terms and requirements have been incorporated into the agreement. The MPO/RTPO shall comply with all current federal and state laws and regulations governing the selection and employment of consultants. Subcontracts for consultant services must contain all the required provisions of this Agreement to the extent applicable.

- 11.2 If any equipment is purchased under this Agreement, it shall be listed in the UPWP. All equipment must be purchased, managed, and disposed of in accordance with all current federal and state laws and regulations, and the nondiscrimination provisions of Section 18 of this Agreement. The procurement of all equipment must be used for the sole purpose of urban and regional transportation planning activities. Requests related to this provision shall be emailed to [trpo@wsdot.wa.gov](mailto:trpo@wsdot.wa.gov).
- 11.3 Debarment and Suspension. The MPO/RTPO agrees to comply with the requirements of Executive Orders Numbers 12549 and 12689, "Debarment and Suspension," and Office of Management and Budget (OMB) regulations on Debarment and Suspension at 2 C.F.R. pt. 180 and 2 C.F.R. pt. 200. The MPO/RTPO is prohibited from contracting with, or making sub awards to, parties that are suspended or debarred, or whose principals are suspended or debarred. Covered transactions include procurement contracts for goods and services equal to, or in excess of, \$25,000, and all non-procurement transactions (e.g., awards to subrecipients). MPO/RTPOs receiving individual awards for \$25,000 or more and all subrecipients must certify that the organization and its principals are not suspended or debarred. The MPO/RTPO agrees to, and assures that its subrecipients, lessees, third party contractors, and other participants at any tier of the Project will search the Excluded Parties Listing System records at [www.sam.gov](http://www.sam.gov) before entering into any third party sub-agreement, lease, third party contract, or other arrangement in connection with the Project, and will include a similar term or condition in each of its Lower Tier Covered Transactions.

## 12 Purchases

- 12.1 The MPO/RTPO shall make purchases of any equipment, material, incidental goods, or supplies, pursuant to this Agreement through procurement procedures approved in advance by the STATE and consistent with the following provisions:
- 12.2 General Procurement Requirements. The MPO/RTPO shall comply with the procurement procedures identified in FTA Procurement Circular 4220.1F, "Third Party Contracting Guidance," and any revision or replacement thereof; and applicable federal regulations or requirements identified in 2 C.F.R. pt. 200, "Uniform Administrative Requirements," and any amendments thereof, which by this reference are incorporated herein; any reference therein to "grantee" shall mean the MPO/RTPO or consultant.
- 12.3 Preference for United States Products and Services. To the extent applicable, the MPO/RTPO agrees to comply with the following requirements:
- Buy America. The MPO/RTPO shall comply with 49 U.S.C. § 5323(j) and 49 C.F.R. pt. 661, and any implementing guidance the USDOT may issue.
  - Cargo Preference - Use of United States Flag Vessels. The MPO/RTPO agrees to comply with U.S. Maritime Administration regulations "Cargo Preference - U.S. Flag Vessels" 46 C.F.R. pt. 381 to the extent those regulations apply to the MPO/RTPO's work.
  - Fly America: The MPO/RTPO understands and agrees that the Federal Government will not participate in the costs of international air transportation of any person involved in or property acquired for the MPO/RTPO unless that air transportation is provided by U.S. flag air carriers to the extent service by U.S. flag air carriers is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974, as amended, 49 U.S.C. § 40118, and with U.S. GSA regulations, "Use of United States Flag Air Carriers," 41 C.F.R. pts.301-10.131-143.

- 12.4 Geographic Restrictions. The MPO/RTPO agrees to refrain from using any State or local geographic preference, except those expressly mandated or encouraged by federal statute or as permitted by USDOT.
- 12.5 Government Orders. In case any lawful government authority shall make any order with respect to this Agreement, equipment, or any part thereof, or the parties hereto, or either of them, the MPO/RTPO or the consultant(s) shall cooperate with the STATE in carrying out such order and will arrange its operation and business so as to enable the STATE to comply with the terms of the order.

### **13 Incorporation of Federal Terms**

- 13.1 Purchasing. This Agreement's provisions include, in part, certain Standard Terms and Conditions required by the USDOT, whether or not expressly set forth in this Agreement's provisions. All contractual provisions required by the FTA, as set forth in FTA Procurement Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The MPO/RTPO or the consultant(s) shall not perform any act, fail to perform any act, or refuse to comply with any STATE request, which would cause the STATE to be in violation of any USDOT term or condition.
- 13.2 Federal Changes. The MPO/RTPO shall, at all times, comply with all applicable FTA regulations, policies, procedures, and directives including, but not limited to, those listed directly or by reference in the Agreement as they may be amended or promulgated from time to time by the FTA during the term of this Agreement. The MPO/RTPO or consultant's(s') failure to so comply, shall constitute a material breach of this Agreement.

### **14 No Obligation by the Federal Government**

- 14.1 The STATE and the MPO/RTPO acknowledge and agree that, notwithstanding any concurrence by the Federal Government in, or approval of, the solicitation or award of this Agreement, absent the express written consent by the Federal Government, the Federal Government is not a party to this Agreement and shall not be subject to any obligations or liabilities to the MPO/RTPO, the consultant(s), or any other party (whether or not a party to this Agreement) pertaining to any matter resulting from this Agreement.
- 14.2 No contract between the MPO/RTPO and its consultant(s) shall create any obligation or liability of the STATE with regard to this Agreement without the STATE's specific written consent, notwithstanding its concurrence in, or approval of, the award of any contract, subcontract, or the solicitations thereof. The MPO/RTPO hereby agrees to include this provision in all contracts it enters into for the employment of any individuals, procurement of any materials, or the performance of any work to be accomplished under this Agreement. The MPO/RTPO agrees to require its consultant(s) to also include this provision in contracts entered into by any consultant, including consultant agreements, if any, with subcontractors.

### **15 Personal Liability of Public Officers**

- 15.1 No officer or employee of the STATE shall be personally liable for any acts or failure to act in connection with this Agreement, it being understood that in such matters they are acting solely as agents of the STATE.

### **16 Ethics**

- 16.1 Code of Ethics. The MPO/RTPO agrees to maintain a written code or standard of conduct that shall govern the performance of its officers, employees, board members, or agents engaged in

the award and administration of contracts supported by federal assistance. The code or standard shall provide that MPO/RTPO officers, employees, board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential contractors or subrecipients. The MPO/ RTPO may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. The code or standard shall prohibit MPO/RTPO officers, employees, board members, or agents from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain. As permitted by state or local laws or regulations, such codes or standards shall include penalties, sanctions, or other disciplinary actions for violations by MPO/RTPO officers, employees, board members, agents, or by subcontractors, subrecipients, or their agents.

- 16.2 Personal Conflict of Interest. MPO/RTPO codes or standards shall prohibit MPO/RTPO employees, officers, board members, or agents from participating in the selection, award, or administration of a contract supported by federal funds if a real or apparent conflict of interest would be involved. Such a conflict would arise when any of the parties set forth below has a financial or other interest in the firm or entity selected for award:
- a. The employee, officer, board member, or agent of the MPO/RTPO;
  - b. Any member of the immediate family, including any partner, of MPO/RTPO employees, officers,
  - c. board members, or agents; and
  - d. An organization that employs, or is about to employ, any of the above.
- 16.3 Organizational Conflict of Interest. The MPO/RTPO code or standard of conduct must include procedures for identifying and preventing real and apparent organizational conflicts of interests. An organizational conflict of interest exists when the nature of the work to be performed under a proposed third-party contract may, without some restrictions on future activities, result in an unfair competitive advantage to the third-party contractor or impair its objectivity in performing the contract work.
- 16.4 Bonus or Commission. The MPO/RTPO affirms that it has not paid, and agrees not to pay, any bonus or commission to obtain approval of its application for federal financial assistance.
- 16.5 Relationship with Employees and Officers of the STATE. The MPO/RTPO shall not extend any loan, gratuity, or gift of money in any form whatsoever to any employee or officer of the STATE, nor shall the MPO/RTPO rent or purchase any equipment and materials from any employee or officer of the STATE.
- 16.6 Restrictions on Lobbying. The MPO/RTPO agrees to:
- a. Refrain from using federal or state assistance funds to support lobbying;
  - b. Comply, and assure compliance by each subcontractor at any tier and each subrecipient at any tier, with applicable requirements of USDOT regulations, "New Restrictions on Lobbying," 49 C.F.R. pt. 20, modified as necessary by 31 U.S.C. § 1352; and
  - c. Comply with federal statutory provisions to the extent applicable prohibiting the use of federal assistance funds for activities designed to influence Congress or a State legislature on legislation or appropriations, as specified in 49 C.F.R. pt. 20.
- 16.7 Employee Political Activity. To the extent applicable, the MPO/RTPO agrees to comply with the provisions of the Hatch Act of 1939, 5 U.S.C. §§ 1501 through 1508, ~~and 7324- through~~ 7326, and Office of Personnel Management regulations, "Political Activity of State or Local Officers or Employees," 5 C.F.R. pt. 151. The Hatch Act of 1939 limits the political activities of state and

local agencies and their officers and employees, whose principal employment activities are financed in whole or in part with federal funds including a loan, grant, or cooperative agreement. Nevertheless, in accordance with 23 U.S.C. § 142(g), the Hatch Act of 1939 does not apply to a nonsupervisory employee of a transit system (or of any other agency or entity performing related functions) receiving FTA assistance to whom the Hatch Act of 1939 does not otherwise apply.

- 16.8 False or Fraudulent Statements or Claims. The MPO/RTPO acknowledges and agrees that the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq., and USDOT regulations, Program Fraud Civil Remedies, 49 C.F.R. pt. 31, apply to its activities. Accordingly, by executing this Agreement the MPO/RTPO certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or it may make in connection with the administration of the MPO/RTPO covered by this Agreement. In addition to other penalties that WSDOT reserves the right to impose on the MPO/RTPO, the MPO/RTPO also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to WSDOT or the Federal Government, WSDOT and the Federal Government, each, reserves the right to impose the penalties of the Fraud Civil Remedies Act of 1986, as amended, on the MPO/RTPO to the extent either deems appropriate.

## 17 Civil Rights

- 17.1 The MPO/RTPO shall comply with all applicable civil rights statutes and implementing regulations including, but not limited to the provisions in this section.
- 17.2 Nondiscrimination in Federal Transit Programs. The MPO/RTPO agrees to comply, and assures compliance by each third-party contractor at any tier, with the provisions of 49 U.S.C. § 5332, which prohibits discrimination on the basis of race, color, religion, national origin, sex, disability, or age, and prohibits discrimination in employment or business opportunity.
- 17.3 Nondiscrimination~~---~~ Title VI of the Civil Rights Act. The MPO/RTPO agrees to comply, and assures compliance by each third party contractor at any tier, with all requirements, prohibiting discrimination on the basis of race, color, or national origin, pursuant to Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d; and USDOT regulations, “Nondiscrimination in Federally Assisted Programs of the Department of Transportation~~---~~ Effectuation of Title VI of the Civil Rights Act,” 49 C.F.R. pt. 21, and any implementing requirements FTA may issue. Except to the extent FTA determines otherwise in writing, the MPO/RTPO also agrees to follow all applicable provisions of the most recent edition of FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients,” to the extent consistent with applicable federal laws, regulations, and guidance; and U.S. Department of Justice (DOJ), “Guidelines for the ~~enforcement~~ Enforcement of Title VI, Civil Rights Act of 1964,” 28 C.F.R. pt. 50.3, and any other applicable federal guidance that may be issued.
- 17.4 Equal Employment Opportunity. The MPO/RTPO agrees to comply, and assures compliance by each third-party contractor at any tier, with all requirements of Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and 49 U.S.C. § 5332, and any implementing requirements FTA may issue. These Equal Employment Opportunity (EEO) requirements include, but are not limited to, the following:
- a. The MPO/RTPO agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. The MPO/RTPO agrees to take affirmative action to ensure that applicants are employed and that employees are treated equally during employment, without regard to their race, color, religion, national origin, sex, disability, or age. Such action shall include, but not be

limited to, employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The MPO/RTPO shall also comply with any implementing requirements USDOT may issue.

- b. If the MPO/RTPO is required to submit and obtain Federal Government approval of its EEO program, that EEO program approved by the Federal Government is incorporated by reference and made part of this Agreement. Failure by the MPO/RTPO or the consultant(s) to carry out the terms of that EEO program shall be treated as a violation of this Agreement. Upon notification to the MPO/RTPO or the consultant(s) of its failure to carry out the approved EEO program, the Federal Government may impose such remedies as it considers appropriate, including termination of federal financial assistance, or other measures that may affect the MPO/RTPO's eligibility to obtain future federal financial assistance for transportation projects.
- 17.5 Nondiscrimination on the Basis of Sex. The MPO/RTPO agrees to comply with Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq., with USDOT regulations "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. pt. 25, and with any implementing directives that the USDOT or the FTA may promulgate, which prohibit discrimination on the basis of sex.
- 17.6 Nondiscrimination on the Basis of Age. The MPO/RTPO agrees to comply with applicable requirements of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., and implementing regulations, which prohibits discrimination on the basis of age.
- 17.7 Access Requirements for Persons with Disabilities. The MPO/RTPO agrees to comply with all applicable requirements of Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicap; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. § 12101 et seq., which requires the provision of accessible facilities and services; and with the federal regulations, including any amendments thereto following:
- a. USDOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. pt. 37;
  - b. USDOT regulations, "Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance," 49 C.F.R. pt. 27;
  - c. Joint U.S. Architectural and Transportation Barriers Compliance Board U.S. DOT regulations, Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles, 36 C.F.R. pt. 1192 and 49 C.F.R. pt. 38;
  - d. U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. pt. 35;
  - e. U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. pt. 36;
  - f. U.S. General Services Administration (GSA) regulations, "Uniform Federal Accessibility Standards," 41 C.F.R. Appendix to Subpart 101-19.6;
  - g. U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. pt. 1630;
  - h. U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for Persons with Disabilities," 47 C.F.R. pt. 64, Subpart F;
  - i. FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. pt.

609; and

j. Any other nondiscrimination statute(s) that may apply.

- 17.8 Drug or Alcohol Abuse. Confidentiality and Other Civil Rights Protections. The MPO/RTPO agrees to comply with the confidentiality and other civil rights provisions of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101 et seq.; with the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation Act of 1970, as amended, 42 U.S.C. § 4541 et seq.; and comply with the Public Health Service Act, as amended, 42 U.S.C. §§ 290dd through 290dd- 2, and any amendments to these laws. MPO/RTPO understands the requirements of confidentiality concerning persons covered and/or receiving services and/or treatment regarding alcohol and drug abuse, as defined in the aforementioned acts as applicable, including any civil and criminal penalties for not complying with the requirements of confidentiality and that failure to comply with such requirements may result in termination of this Agreement.
- 17.9 Access to Services for Persons with Limited English Proficiency. The MPO/RTPO agrees to comply with applicable federal guidance issues in compliance with Executive Order No. 13166, "Improving Access to Services for Persons with Limited English Proficiency," August 11, 2000.
- 17.10 Environmental Justice. The MPO/RTPO agrees to comply with the policies of Executive Order No. 12898, "Federal Actions to Address Environmental Justice in Minority populations and Low-Income Populations," 42 U.S.C. § 4321; DOT Order 5610.2(a), "Department of Transportation Actions to address Environmental Justice in Minority Populations and Low-Income Populations," 62 Fed. Reg. 18377 (Apr. 14, 1997) et seq.; and the most recent and applicable edition of FTA Circular 4703.1, "Environmental Justice Policy Guidance for Federal Transit Administration Recipients," August 15, 2012, except to the extent that the Federal Government determines otherwise in writing.
- 17.11 Other Nondiscrimination Statutes. The MPO/RTPO agrees to comply with all applicable requirements of any other nondiscrimination statute(s) that may apply.

## **18 Participation of Disadvantaged Business Enterprises**

18.1 The MPO/RTPO agrees to monitor Disadvantaged Business Enterprise program requirements and seek to actively achieve WSDOT Disadvantaged Business Enterprise goals.

~~18.1 The MPO/RTPO shall take the following measures to facilitate participation by Disadvantaged Business Enterprises (DBE): The MPO/RTPO or the consultant(s) agrees to comply with § 1101(b) of SAFETEA-LU, 23 U.S.C. § 101, as amended by Section 451 of the Hiring Incentives to Restore Employment (HIRE) Act, P.L. 111-147, March 18, 2010, 23 U.S.C. § 101, or § 1101(b) of MAP 21, 23 U.S.C. § 101, as amended by the FAST Act, whichever is applicable according to the funding in this Agreement; and U.S. DOT regulations, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 C.F.R. pt. 26, 23 CFR 200.321; and federal transit law, specifically 49 U.S.C. § 5332.~~

~~18.2 The MPO/RTPO or the consultant(s) agrees that it shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any third-party contract, or sub-agreement supported with federal assistance derived from the USDOT or in the administration of its DBE program, or the requirements of 49 C.F.R. pt. 26. The MPO/RTPO agrees to take all necessary and reasonable steps under 49 C.F.R. pt. 26 to ensure nondiscrimination in the award and administration of all third-party contracts and sub-agreements supported with federal assistance derived from the USDOT. The MPO/ RTPO DBE program, as required by 49~~

~~C.F.R. pt. 26 and approved by the USDOT, is incorporated by reference and made part of this Agreement. Implementation of the DBE program is a legal obligation, and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO/RTPO of its failure to implement its approved DBE program, the USDOT may impose sanctions as provided for under 49 C.F.R. pt. 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001, and/or the Program Fraud Civil Remedies Act, 31 U.S.C. § 3801 et seq.~~

## 19 General State and Federal Compliance

- 19.1 The MPO/RTPO agrees to, and shall provide for such methods of administration that are found by the U.S. Secretary of Transportation, or the official to whom the Secretary delegates specific authority, to give reasonable guarantee that it, and other recipients, sub grantees, contractors, subcontractors, transferees, successors in interest, and other participants of federal financial assistance under such program, will comply with all requirements imposed by, or pursuant to the federal acts, regulations, and this assurance in Sections 18 and 19 above. The MPO/RTPO agrees to comply with the provisions of 2 C.F.R. pt. 200. The MPO/RTPO agrees to comply with the ~~requirements-laws~~ of the United States and State of Washington ~~State law~~. Any report or procedure developed by the MPO/RTPO pursuant to this Agreement shall become public property and shall not be subject to copyright. The MPO/RTPO agrees that the United States, any agency thereof, the U.S. Secretary of Transportation and any of the Secretary's designees, have not only the right to monitor the compliance of the MPO/RTPO with the provisions of this assurance, but also have the right to seek judicial enforcement with regard to any matter arising under ~~the federal~~ acts, ~~the federal~~ regulations, and this assurance. It is understood by the MPO/RTPO that this assurance obligates the MPO/RTPO for the period during which federal assistance is extended.

## 20 Legal Relations

- 20.1 Each Party to this Agreement will protect, defend, indemnify, and save harmless the other Party, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and property), arising out of, or in any way resulting from, each Party's negligent acts or omissions with respect to the provisions of this Agreement. Neither Party will be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages (both to persons and property) is caused by the sole negligence of the other Party. Where such claims, suits, or actions result from the concurrent negligence of the Parties, their agents, officials or employees, and/or involve those actions covered by RCW 4.24.115, the indemnity provisions provided herein will be valid and enforceable only to the extent of the negligence of the indemnifying Party, its agents, officials or employees.
- 20.2 Further, the MPO/RTPO specifically assumes potential liability for actions brought by RTPO/MPO's own employees or agents against the STATE and, solely for the purpose of this indemnification and defense, the MPO/RTPO specifically waives any immunity under State industrial insurance laws, Title 51 RCW. The provisions of this Section 21 shall survive the termination of this Agreement.

## 21 Interest of Members of or Delegates to Congress

- 21.1 No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement, or to any benefit arising therefrom.

## 22 Prohibited Interest

22.1 No member, officer, or employee of the MPO/RTPO during his or her tenure in office or employment, or one year thereafter, shall have any interest, direct, or indirect, in this Agreement or the proceeds thereof.

## 23 Independent Contractor

23.1 The MPO/RTPO shall be deemed an independent contractor for all purposes and the employees of the MPO/RTPO or any of its contractors, subcontractors and the employees thereof, shall not in any manner be deemed to be employees of the STATE.

## 24 Liability

24.1 No liability shall attach to the STATE by reasons of entering this Agreement except as expressly provided herein.

## 25 Severability

25.1 If any covenant or provision in this Agreement shall be adjudged void, such adjudication shall not affect the validity, obligation, or performance of any other covenant or provision which in itself is valid, if such remainder would then continue to conform to the terms and requirements of applicable law and this Agreement.

## 26 ~~Freedom of Information Act~~ Disclosure of Agency Records

26.1 The MPO/RTPO understands and agrees that the Freedom of Information Act (FOIA), 5 U.S.C. § 552, and the Public Records Act, RCW 42.56 apply to the information and documents, both paper and electronic, submitted to the STATE, FTA, and U.S. DOT. The MPO/RTPO should therefore be aware that all applications and materials submitted will become agency records and are subject to public release through individual FOIA or State public disclosure requests.

## 27 Unique Identity Identifier

27.1 The MPO/RTPO shall, in accordance with 2 C.F.R. pt. 25, obtain a unique entity identifier required for System for Award Management registration to uniquely identify business entities.

## 28 Authority to Sign

28.1 The undersigned acknowledges that they are authorized to execute this Agreement and bind their respective agencies to the obligations set forth herein.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date signed last by the Parties below.

METROPOLITAN PLANNING ORGANIZATION/ REGIONAL TRANSPORTATION PLANNING ORGANIZATION	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Signed:	Signed:
Printed Name:	Printed Name: <del>Kerri Woehler</del> <u>Norene Pen</u>
Title:	Title: <u>Acting</u> Director, Multimodal Planning and Data Division

Date:	Date:
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To: Board of Directors

06/01/2023

From: Mike Ulrich, Principal Transportation Planner

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

**Requested Action:**

Approve the approach to screening safety projects for SRTC / WSDOT - Eastern Region Safety Collaboration Pilot Project.

**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.
- 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.
- That work is guided by an analysis approach that is detailed in the **Attachment**.
- 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. The identified projects could then be considered by the Board in addition to the 2024 Unified List of Regional Transportation Projects.

**Board/Committee Discussions:**

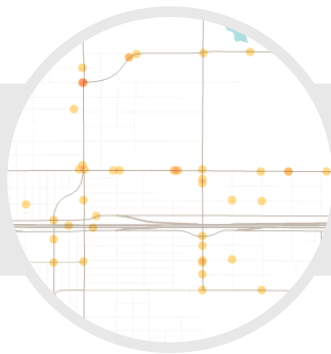
Both committees received a presentation, and were asked to provide feedback, on the pilot project at their May meetings.

**Public Involvement:**

All Board and committee meetings at which the Safety Pilot program was discussed were open to the public.

**Staff Contact:** Mike Ulrich, SRTC | [mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6370

# CRASH DATA ANALYSIS PROCESS

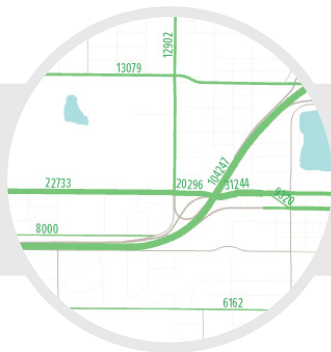
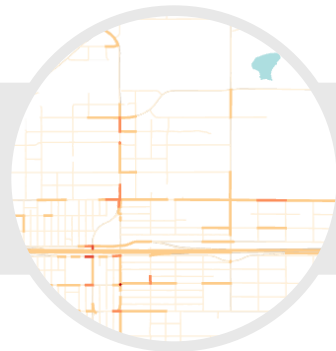


## Step 1

Map serious and fatal injury crash location (2018–2022).

## Step 2

Snap crash data to the road network with key attributes—crash type, time of day, road conditions, etc.

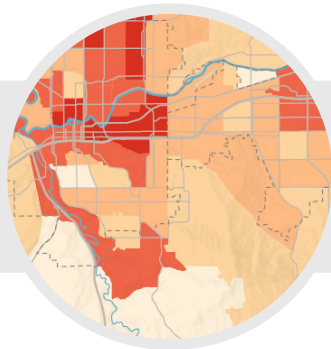


## Step 3

Assign volumes to the arterial road network.

## Step 4

Calculate severity index and identify high injury network.

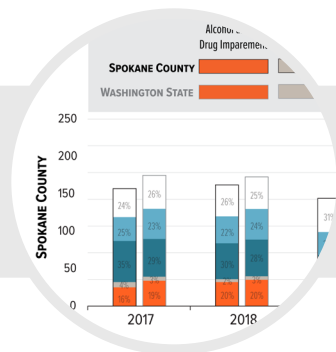


## Step 5

Analyze vulnerability of road users and potential disadvantage—income level, proximity to transit, etc.

## Step 6

Analyze causal factors on regional scale.



To: Board of Directors

06/01/2023

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 currently 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**.
- 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:**

The TTC and TAC discussed this item on 05/24/23.

**Public Involvement:**

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

**Staff Contact:** Kylee Jones, SRTC | [kjones@srtc.org](mailto:kjones@srtc.org) | 509.343.6370

## 2023 Call for Preservation Projects - Draft Awards & Ranking

Awarded Projects to be Programmed in 2024-2026

Rank	Agency	Project Name	Score	Splits	Total Project Cost	Amount Requested	Funding Recommendation
1	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	Spokane Valley	Sprague Preservation at SR 27 - Bowdish to McDonald	90.7	Urban	\$ 3,081,342	\$ 1,500,000	\$ 1,500,000
3	Spokane Valley	Sullivan Rd Preservation - Spokane River to Kiernan	89.0	Urban	\$ 3,175,744	\$ 1,500,000	\$ 1,500,000
4	City of Spokane	Wellesley Ave - Maple to Division Chip Seal	85.7	Urban	\$ 577,000	\$ 432,750	\$ 432,750
5	City of Spokane	3rd Ave - Monroe to Division Grind & Overlay	84.4	Urban	\$ 1,650,000	\$ 1,237,500	\$ 1,089,750
6	City of Spokane	Monroe St - Boone to Northwest Blvd Grind & Overlay	83.6	Urban	\$ 1,586,000	\$ 1,189,500	*Reached Cap
7	City of Spokane	Spokane Falls Blvd - Sherman to Hamilton Grind & Overlay	83.0	Urban	\$ 755,000	\$ 566,250	*Reached Cap
8	Spokane Valley	Fancher Rd Preservation - Broadway to Trent	82.4	Urban	\$ 2,098,779	\$ 1,500,000	*Reached Cap
9	City of Spokane	Sprague Ave - Freya to Havana Grind & Overlay	82.0	Urban	\$ 1,519,000	\$ 1,139,250	*Reached Cap
10	Spokane Valley	Fancher Rd Preservation - Sprague to Broadway	80.4	Urban	\$ 2,020,546	\$ 1,500,000	*Reached Cap
11	Liberty Lake	E Mission Ave Overlay	78.9	Urban	\$ 1,415,400	\$ 1,061,550	\$ 716,000
							\$ 345,550
12	Spokane County	Deer Park-Milan Rd Preservation	76.0	Rural	\$ 1,078,000	\$ 808,500	\$ 808,500
13	Airway Heights	S Hayford Rd Preservation	74.4	Urban	\$ 1,271,700	\$ 1,017,360	\$ 850,450
14	Spokane County	Day Mt Spokane Rd Preservation	71.7	Urban	\$ 1,944,000	\$ 1,458,000	\$ -
15	Deer Park	Crawford Ave Preservation	65.9	Rural	\$ 1,214,028	\$ 971,221	\$ 295,500
16	Fairfield	Railroad Ave Rehabilitation	59.4	Rural	\$ 372,978	\$ 372,978	\$ 295,500
17	Spokane County	Mill Road Preservation	58.6	Urban	\$ 1,128,000	\$ 846,000	\$ -
18	Cheney	Elm St - Washington to N 9th	51.9	Urban Small	\$ 544,995	\$ 471,420	\$ 184,000
<b>Total</b>						<b>\$ 19,049,779</b>	<b>\$ 9,016,000</b>

### Funding splits

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

\*Reached Cap Agency reached cap as defined by the Principles of Investment

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

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- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund preservation projects, using the 2023-2026 STBG federal funding allocations projected at that time.
- The reduction in obligation authority over the next three years has reduced the amount of funding available for programming the Preservation Call for Projects to \$1.3M.
- Draft forecasts released by WSDOT indicate that funding allocations will return to prior levels beginning in 2024.
- TIP Working Group discussed strategies to address the reduction in obligation authority. The set of recommendations needed to reach the \$9.2M for preservation projects as directed by the SRTC Board is as follows:
  - Request to utilize \$7.9M in STBG allocation from 2027 to fill the gap on an interim basis. If annual allocations return to normal levels, the 2027 borrowed allocation will be returned for programming.
  - The Board will approve a list of projects to receive the \$9.2M of awards through this current process.

To: Board of Directors

06/01/2023

From: Eve McMenamy, Deputy Executive Director

**TOPIC: UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES: LEGISLATIVE PRIORITY STATEMENTS**

**Requested Action:**

None. For Information and discussion.

**Key Points:**

- SRTC annually develops the Unified List of Regional Transportation Priorities which is a strategic tool used to communicate the agency's current regional transportation priorities to state legislators and members of Congress for potential funding opportunities.
- In addition to the Unified List of priority projects, the SRTC Board also develops legislative priority statements to share with the Washington State Legislators. Please find the 2023 Legislative Priority Statements in the **Attachment**.
- Staff is currently reaching out to a variety of state organizations, local organizations, and policymakers to identify potential opportunities in the 2024 legislative session and areas of alignment.
- During the June Board meeting staff will report on information collected and request feedback from the Board on topics of interest for potential 2024 Legislative Priority Statements.

**Board/Committee Discussions:**

This is the first discussion the Board is having on the 2024 legislative priority statements.

**Public Involvement:**

All Board and committee meetings are open to the public.

**Staff Contact:** Eve McMenamy, SRTC | [evemc@srtc.org](mailto:evemc@srtc.org) | 509.381.9466



**2023**

# UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

JANUARY 2023

# CONTENTS

- » 2023 Legislative Priority Statement
- » 2023 Additional Priority Areas
- » 2023 Unified List of Regional Transportation Priorities
- » Project Information Sheets *(available upon request)*

## SRTC Board of Directors consists of representatives from:

City of Airway Heights	City of Spokane Valley	Town of Fairfield
City of Cheney	Freight/Rail Industry	Town of Latah
City of Deer Park	Kalispel Tribe of Indians	Town of Rockford
City of Liberty Lake	Major Employer	Town of Spangle
City of Medical Lake	Spokane County	Town of Waverly
City of Millwood	Spokane Transit Authority	WSDOT - Eastern Region
City of Spokane	Spokane Tribe of Indians	WA State Transportation Commission

# ABOUT SRTC

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, tribes, transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

## SRTC Operates Under the following Principles

- » Finish what we have started by directing resources towards completing existing projects.
- » Adequately fund maintenance and preservation of the existing transportation system.
- » Identify and advance a broad range of project types to meet the needs of a growing region.
- » Invest in projects that improve quality of life in the region in the following ways:
  - ✓ Draw on best practices to address transportation safety issues.
  - ✓ Emphasize equity and consider the needs of all transportation users.
  - ✓ Create safe and convenient forms of active transportation that support public health objectives.
  - ✓ Contribute towards building a resilient transportation system to mitigate the impacts of climate change.

# 2023 LEGISLATIVE PRIORITY STATEMENT

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

## Priority A

### Expand resources to improve transportation safety in support of TARGET ZERO



- » Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
- » Promote increased coordination and integration between WSDOT, MPOs, and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.

Since 2014 roadway fatalities and serious injuries in Washington have been on the rise. Even more troubling, in 2021 the Washington State Department of Transportation (WSDOT) reports another notable increase in fatalities and serious injuries in Washington from 2020.

The Federal Highway Administration (FHWA) policy of Vision Zero indicates that the loss of life on our roads is both unacceptable and preventable and zero is the only acceptable number of deaths on our roads. WSDOT and SRTC have committed to this goal and support the State Target Zero policy. SRTC firmly believes that getting to zero will require new strategies, additional financial resources, and sustained commitments of collaboration between our transportation partners.

## Priority B

### Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

- » Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. To respond to this need, SRTC increased the set-aside for preservation projects in 2022 by close to 50%. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion however the timeframe to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming year. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.

In 2021, WSDOT identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. SRTC identified an additional \$65 million per biennium for local jurisdictions in Spokane County to cover a portion of unfunded local need.



## Priority C

### Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- » Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPO's have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Duties outlined in RCW 47.80 include developing Long-Range Transportation Plans, creating Transportation Improvement Plans, coordinating with local planning agencies, and conducting public outreach to name a few. Since the inception of RTPOs duties have been expanded to include additional initiatives and RTPOs are struggling to keep up with requirements at the current funding levels. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPO's. An initial request provided through the WSDOT budgeting process is appreciated but, if approved, is not expected to fully address the funding gap. SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.

# 2023 ADDITIONAL PRIORITY AREAS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

## Priority D

### Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES



- » Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- » Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

The Spokane region has significant housing demand and affordability challenges related to regional growth. The Association of Washington Cities (AWC) is requesting new tools, incentives, and strategies to comprehensively address the crisis. One recently created tool, HB 5853, allows WSDOT to lease property to the Department of Commerce or to a community-based nonprofit corporation to be used for community purposes (e.g. - housing). Other such creative tools and strategies are necessary to develop affordable housing options. The US Department of Transportation reports housing costs are the single largest expense for most households when combined with transportation and account for approximately half of the average US household budget. SRTC supports affordable housing solutions that ensure access to affordable and reliable transportation options to help reduce household financial burdens. This may include implementation of safe and complete streets and/or increased access to and frequency of transit.

## Priority E

### Fund regionally critical projects on the SRTC UNIFIED LIST

- » Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



## Priority F

### Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES



- » Assess the need for and continue to develop electric charging infrastructure capacity.
- » Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.

Recent advances in clean fuel technologies have included a focus on the development of electric vehicles and the installation of charging infrastructure to support the Washington state goal for all new car sales to be zero emissions by 2030. A robust system of charging infrastructure will be required to support this goal. Electrification alone will not meet the needs of the full spectrum of vehicle types. SRTC also supports the development of additional clean fuel technologies for freight, aviation, and heavier vehicle types.

## Priority G

### Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

- » Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- » Support pilot projects that will assist in identifying transportation revenue strategies.

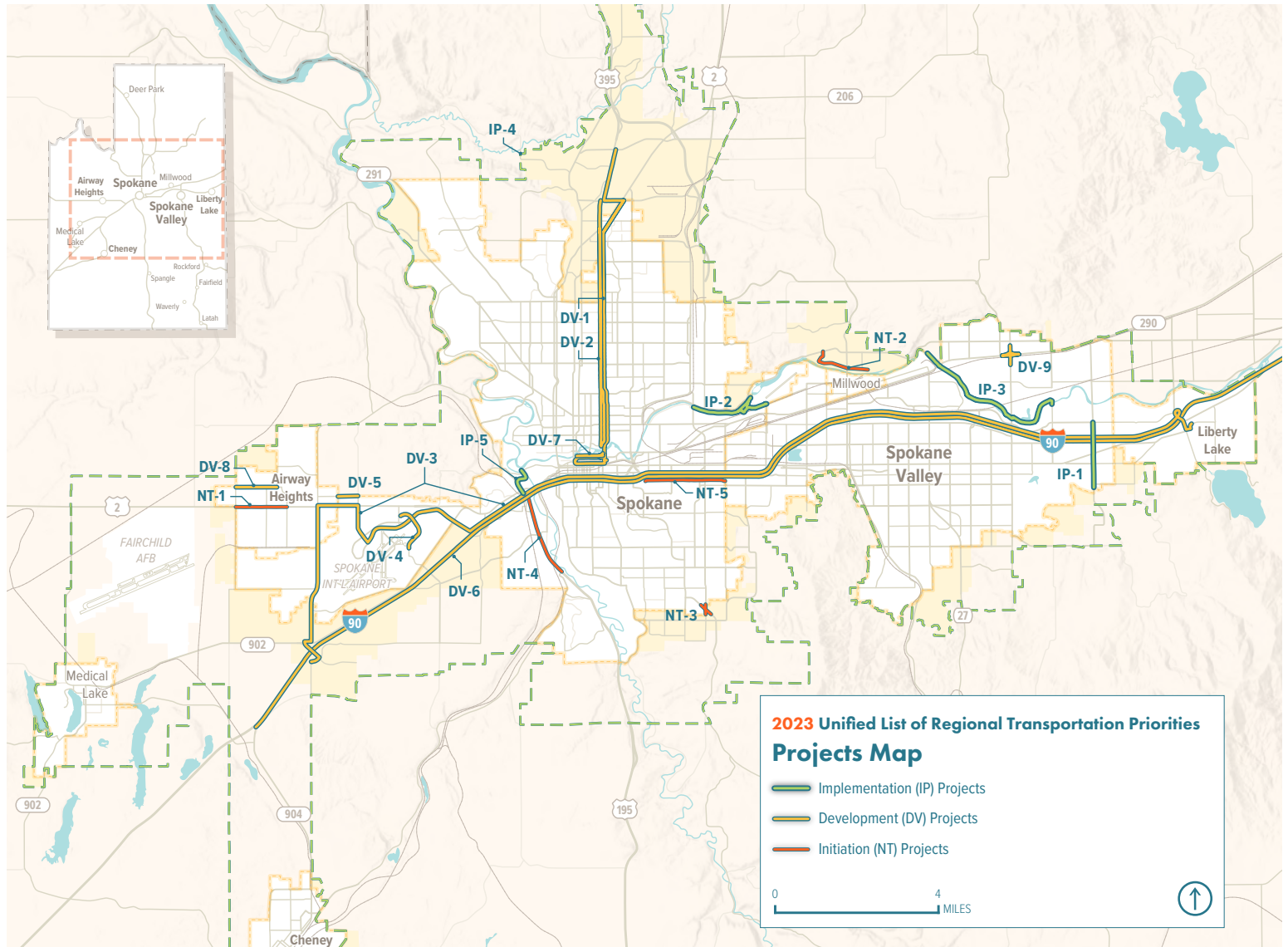
The Washington State Transportation Commission (WSTC) has studied the impact of the transition to more fuel-efficient vehicles and electric vehicles (EV); gas tax revenue will decline and become a less dependable source of funding for transportation. This reduction in revenue is known and anticipated; it is time to create a strategy to address the loss of gas tax revenue and the funding gap it will create. Public awareness of the issue will be important to ensure a smooth transition to alternative funding opportunities. Pilot projects are vital to understanding feasibility, managing risks, identifying benefits and essential activities for success.



# 2023 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



## Project Status Categories

### IMPLEMENTATION

- ✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

### DEVELOPMENT

- ✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- ✓ Project is identified in a local, regional, and/or state plan

### INITIATION

- ✓ Design is < 30% complete
- ✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study

## IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
<b>South Barker Road Corridor</b>	Spokane Valley	IP-1	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$28,620,000	\$18,167,000	\$18,167,000 All Phases
<b>Millwood Trail - Spokane Phase</b>	Spokane Valley	IP-2	Construct a shared-use pathway along the south side of the Spokane River, beginning at Spokane Community College just east of Greene St, linking with Centennial and Children of the Sun trails.	\$6,405,942	\$6,288,884	\$6,288,884 All Phases
<b>Spokane Valley River Loop Trail</b>	Spokane Valley	IP-3	Construct 5 miles of new paved trail and install two pedestrian bridges spanning the Spokane River, at Plante's Ferry and near Flora Park.	\$16,500,000	\$14,750,000	\$0
<b>STA Fleet Electrification</b>	STA	IP-4	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$35,800,000	\$7,600,000	\$4,950,000 All Phases
<b>Fish Lake Trail Connection Phases 1-3</b>	Spokane	IP-5	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$18,550,392	\$12,584,920 All Phases

## DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
<b>Division Bus Rapid Transit (BRT)</b>	STA	DV-1	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$194,000,000	\$141,000,000	\$6,000,000 PE
<b>Division St Active Transportation Access Improvements</b>	Spokane	DV-2	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first-mile and last-mile walking and bicycling connections to BRT stations.	\$25,727,793	\$25,727,793	\$7,823,000 PE, CN
<b>I-90/Valley High Performance Transit</b>	STA	DV-3	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$36,000,000	\$19,740,000	\$12,400,000 All Phases
<b>Spotted Rd &amp; Airport Dr Safety &amp; Multimodal Improvements</b>	SIA	DV-4	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$28,717,324	\$14,300,000	\$14,300,000 PE, CN
<b>West Plains Connection - Spokane Phase</b>	Spokane	DV-5	0.5 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as a 2-lane boulevard or 3-lane urban collector for of 3.65 miles; adding bike lanes, sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622	\$4,877,622 All Phases
<b>I-90 TSMO Improvements</b>	WSDOT	DV-6	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$20,000,000	\$20,000,000	\$20,000,000 PE, CN
<b>Spokane Falls Blvd</b>	Spokane	DV-7	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$12,382,835	\$11,630,955	\$9,074,000 All Phases
<b>6th Avenue Multimodal Improvements</b>	Airway Heights	DV-8	1 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as an urban collector for of 3.65 miles. Project includes various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$5,203,800	\$2,803,800	\$2,803,800 All Phases
<b>Sullivan/Trent Interchange</b>	Spokane Valley	DV-9	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$42,950,867	\$40,398,367	\$39,000,000 All Phases

## INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
<b>US Highway 2 Multimodal Improvements Project</b>	Airway Heights	NT-1	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$25,719,210	\$24,842,210	\$24,842,210 PE, CN
<b>Centennial Trail / Argonne Gap Project</b>	Spokane County	NT-2	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$6,960,000	\$6,960,000	\$6,960,000 All Phases
<b>Freya Street / Palouse Highway Roundabout</b>	Spokane	NT-3	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,900,000	\$4,900,000 All Phases
<b>US 195 Corridor Projects</b>	Spokane	NT-4	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,394,333	\$18,394,333	\$18,394,333 PE, CN
<b>3rd Avenue: Perry to Havana Improvements</b>	Spokane	NT-5	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000	\$8,000,000 PE, CN

## 2023 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS	NUMBER OF PROJECTS	TOTAL COST	TOTAL UNFUNDED AMOUNT	TOTAL REQUESTED AMOUNT	PERCENT FUNDED
IMPLEMENTATION	5	\$106,803,713	\$65,356,276	\$41,823,804	38.8%
DEVELOPMENT	9	\$369,860,241	\$280,478,537	\$107,204,422	24.2%
INITIATION	5	\$64,061,543	\$63,096,543	\$50,196,543	1.5%
<b>Total</b>	<b>19</b>	<b>\$540,725,497</b>	<b>\$408,931,356</b>	<b>\$199,224,769</b>	<b>24.4%</b>



# PROJECT INFORMATION SHEETS

*AVAILABLE UPON REQUEST*

To: Board of Directors

06/01/2023

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 and May 31 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. The draft regional objectives and CMP network are included as an **Attachment**.

**Board/Committee Discussions:**

Both the TTC and TAC discussed the CMP update process at their February and May meetings.

**Public Involvement:**

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

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370



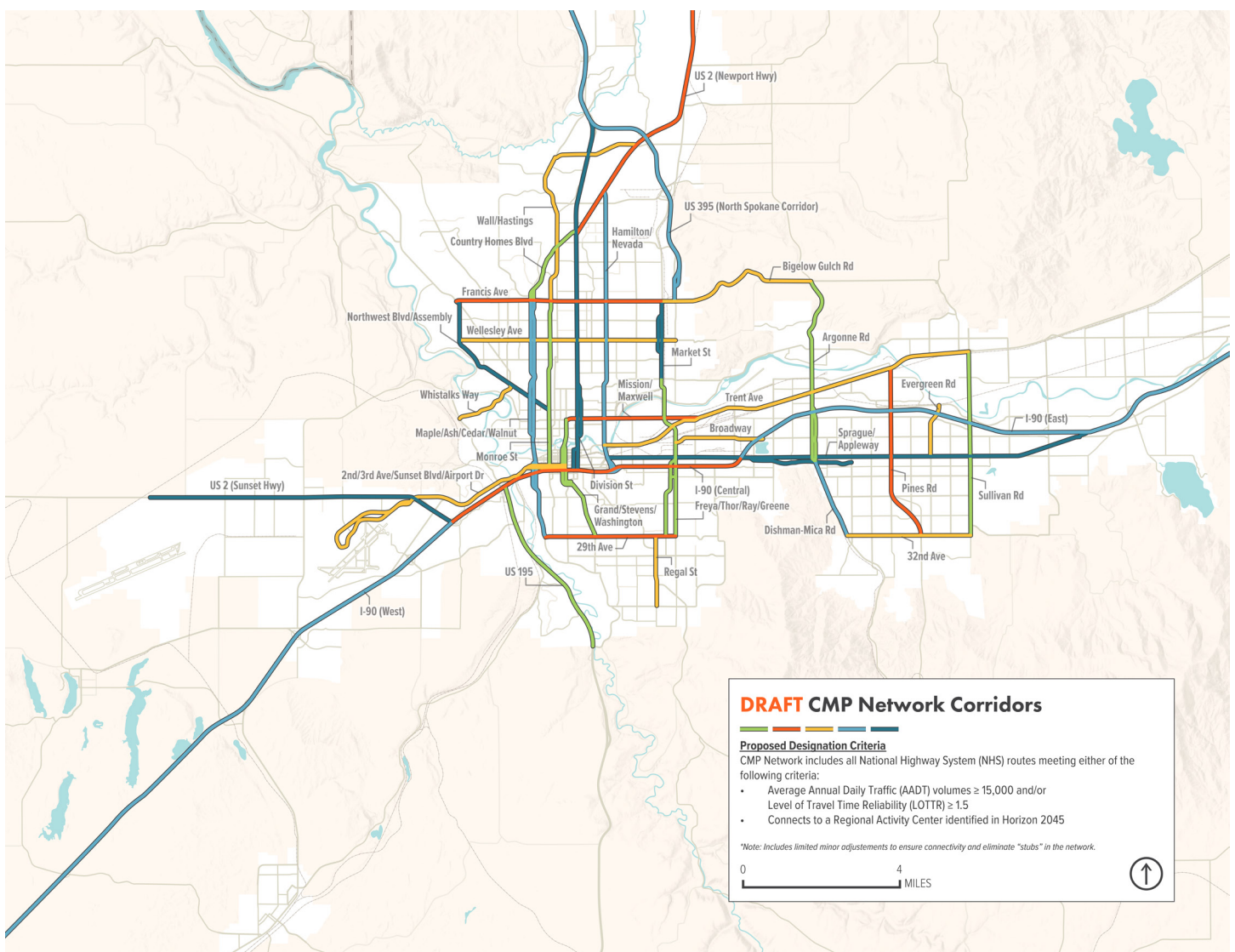
## REGIONAL OBJECTIVES FOR CONGESTION MANAGEMENT *DRAFT*

The Congestion Management Process (CMP) starts with identifying regional objectives, which define what the region would like to accomplish regarding congestion management. To ensure the CMP is consistent with the regional vision established in Horizon 2045, the region's metropolitan transportation plan (MTP), these objectives were developed with the MTP's guiding principles in mind. SRTC's regional objectives for congestion management are listed in the table below, along with their associated guiding principles. Revisions proposed for this CMP update are underlined in ***bold italics***.

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

## CONGESTION MANAGEMENT PROCESS (CMP) NETWORK *DRAFT*

The region's CMP Network defines the geographic area where data is collected and analyzed for the CMP. The CMP Working Group considered a variety of factors to delineate the draft network shown in the map below. These include existing congestion, travel reliability, traffic volumes, and regional connectivity. Data availability and anticipated future congestion were also considered.



To: Board of Directors

From: Lois Bollenback, Executive Director

**TOPIC: EXECUTIVE DIRECTOR'S REPORT**

06/01/2023

**Requested Action:**

None. For information only.

**Key Points:**

- **Ongoing/Upcoming Events & Activities**
  - [Felts Field Neighbor Day](#) – SRTC will staff an information booth at the annual Felts Field Neighbor Day event. Materials to be distributed include Bike Maps, information regarding SRTC upcoming planning activities, and various promotional items. Display posters promoted SRTC planning activities including Bicycle Level of Traffic Stress analysis and results of the Household Travel Survey. (06/10/23)
  - [Juneteenth Celebration](#) – SRTC plans to share regional transportation information at the Dr. Martin Luther King Jr. Community Center (6/17/23)
  - [Spokane Summer Parkways](#) – On the first day of summer, SRTC staff members are going to be taking part in this annual community event celebrating human powered transportation. (06/21/23)
- **Transportation Funding – Awards & Opportunities**
  - In addition to projects reflected in the TIP amendment, congratulations to local partners on the following funding award announcements:
    - Airway Heights received \$2.42 million for improvements on 6<sup>th</sup>/10<sup>th</sup>/12<sup>th</sup> Avenues.
    - Spokane Valley received \$3 million for improvements on S. Barker Road.
- **Communications and Public Relations Coordinator**
  - SRTC is currently advertising to fill this staff position.

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.435-3870

## ACTION ITEMS

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**Consent Agenda** – The consent agenda contained April TTC meeting minutes and the 2023-2026 Transportation Improvement Program June amendment. A motion to approve the consent agenda, which included a recommendation for Board approval of the May TIP amendment, passed unanimously.

### **SFY 2024-2025 Unified Planning Work Program (UPWP)**

Staff recapped the discussions and presentations since the beginning of the year regarding the update to the UPWP. A motion for recommend Board approval of the SFY 2024-2025 UPWP passed unanimously.

### **City of Spokane Riverside Ave Project Scope Change**

Kevin Picanco from City of Spokane shared project information and reasons for the scope change, which is a change from a full reconstruction to a grind and overlay to be less disruptive to the system and coordinate with STA's City Line. A motion for TTC concurrence of the requested scope change passed unanimously.

## INFORMATION & DISCUSSION ITEMS

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### **Preservation Call for Projects: Preliminary Results and Strategies to Address Reduction in Obligation Authority**

Staff recapped the background of \$9.2M set aside by the Board in 2022 to fund a preservation call for projects. However, a reduction in obligation authority means that only \$1.3M is available. Staff and the TIP Working Group have discussed possible strategies to address the shortfall.

SRTC received 18 project applications from 8 agencies, which were scored by a team made of up volunteers from the TTC, TAC and 1 SRTC staff. the group reviewed the list, the amounts requested, and award recommendations from the TIP Working Group. There was discussion about the actions at the federal and state levels that led to this situation.

### **Congestion Management Process (CMP): Regional Objectives and Network**

Staff provided a status report on the CMP update process, which is based on the Federal Highway Administrations 8-step congestion management process model The CMP Working Group met in April to start on developing regional objectives and defining the CMP network. The group reviewed planning factors influencing the development of the regional objectives, corridor data collection that feeds into defining the CMP network, and metrics that are used to analyze the CMP network.

### **WSDOT-Eastern Region/SRTC Collaboration Pilot Project**

Staff shared information about the statewide Investment Strategy Group by developed by WA State Transportation Secretary Roger Millar in 2020, which was designed to rethink how WSDOT and regional planning organizations coordinate together on transportation policy goals. From that group, a pilot program focused on safety was proposed for WSDOT-Eastern Region and SRTC to work on together. The plan is to identify 3-5 safety projects by 3<sup>rd</sup> Quarter which reflect regional and state safety goals.

## **ACTION ITEMS**

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**Consent Agenda** – There was not a quorum; no action was taken.

### **SFY 2024-2025 Unified Planning Work Program (UPWP)**

Staff summarized the presentations of the UPWP update reviewed by the TAC year to date. Due to lack of quorum, no formal action was taken, but members came to a consensus that the UPWP as presented would be recommended for Board approval.

## **INFORMATION & DISCUSSION ITEMS**

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### **Preservation Call for Projects: Preliminary Results and Strategies to Address Reduction in Obligation Authority**

Staff reviewed the Board action in 2022 that set aside \$9.2M of funding for a call for projects for preservation and maintenance projects. An unexpected reduction in obligation authority has reduced the amount of current funding to only \$1.3M. Staff has collaborated with the TIP Working Group to develop strategies to continue come up with additional funds (subject to Board approval):

1. Utilize \$7.9M of future STBG allocations;
2. Approve the Preservation project list totaling \$9.2M in 07/2023;
3. Program \$1.3M of projects now and \$7.9M in the 2024-2027 TIP
4. Maintain flexibility on which projects(s) receive the \$1.3M and amended into the 2023-2026 TIP

A list of draft project programming was reviewed. Members discussed the boundaries of the FHWA urbanized area in our region and concern was expressed about utilizing future funds to pay for projects now.

### **Congestion Management Process (CMP): Regional Objectives and Network**

Staff shared details about the process to update the CMP, which was last updated in 2014. Work on the first two of eight steps is underway by the CMP Working Group and SRTC staff. Members received information about regional objectives development, data collection, and metrics used for analyzing the CMP network.

### **WSDOT-Eastern Region/SRTC Collaboration Pilot Project**

Staff explained how a statewide investment strategy group consisting of WSDOT and MPO/RTPOs throughout the state was launched in 2020. This group proposed a pilot project focused on safety so be conducted by SRTC and WSDOT-Eastern Region. The intent of this collaboration is to identify several safety projects that reflect regional and state policy goals.

Members discussed the need to elevate the safety conversation for the entire community and not just at the agency or municipal level. It was suggested that perhaps SRTC could team up with planning students from local universities to assist with data analysis.

## 2023 Draft Board Agenda Items

	FOR ACTION	FOR INFORMATION & DISCUSSION
<b>JUL</b>	Preservation Call for Projects: Approve Awards	CY 2024 Membership Contributions
	Congestion Management Process Regional Objectives and Network	2024 Unified List Draft
	Consent Agenda: Minutes, Vouchers, TIP Amendment, 2023 Q2 Budget Update	2024 Legislative Priorities
		Bike Level of Traffic Stress
		SRTC/WSDOT Safety Pilot
<b>AUG</b>		
<b>SEP</b>	2024 Legislative Priorities	2024-2026 Transportation Improvement Program (TIP)
	2024 Unified List	TIP Obligation Target Update
	Bike Level of Traffic Stress	CY 2024 Budget & Indirect Cost Plan
	SRTC/WSDOT Safety Pilot	
	Consent Agenda: Minutes, Vouchers, TIP Amendment	
<b>OCT</b>	2024-2026 Transportation Improvement Program	CMP Network Evaluation and Strategies
	CY 2024 Budget & Indirect Cost Plan	