

# Transportation Technical Committee Meeting

Wednesday, June 28, 2023 | 1:00 PM

**Hybrid In-Person/Online Meeting**

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

On Zoom at:

<https://us02web.zoom.us/j/83689653050?pwd=RlVFby9VSGhWY3gxc2J6L1B4OTJYQT09>

Meeting ID: 836 8965 3050 | Passcode: 876943

By Phone: 1-253-215-8782

Meeting ID: 836 8965 3050 | Passcode: 876943

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

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Public comments are welcome and can be shared during the meeting or submitted in advance via email to [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org) or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. The deadline to submit comments in advance is 10:00am the day of the meeting.

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# Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, June 28, 2023 | 1:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1 Call to Order / Record of Attendance	
1:02	2 Public Comments	
1:03	3 TTC Member Comments	
1:05	4 Chair Report on SRTC Board of Directors Meeting	
<b><u>ACTION ITEMS</u></b>		
1:10	5 <b>Consent Agenda</b>	
	a) May TTC Meeting Minutes	3
	b) 2023-2026 Transportation Improvement Program (TIP) July Amendment	6
1:11	6 <b>Preservation Call for Projects: Funding Recommendation</b> ( <i>Kylee Jones</i> )	9
1:21	7 <b>Congestion Management Process: Regional Objectives and Network</b> ( <i>David Fletcher</i> )	12
<b><u>INFORMATION AND DISCUSSION ITEMS</u></b>		
1:26	8 <b>WSDOT Highway System Plan Update</b> ( <i>Jeremy Jewkes, WSDOT</i> )	n/a
1:41	9 <b>SRTC / WSDOT - Eastern Region Safety Collaboration Pilot Project Update</b> ( <i>Mike Ulrich</i> )	15
1:56	10 <b>Working Group Update</b> ( <i>Michael Redlinger</i> )	17
2:03	11 <b>Draft 2024 Unified List of Regional Transportation Priorities</b> ( <i>David Fletcher</i> )	24
2:18	12 <b>Bike Level of Stress Update</b> ( <i>Jason Lien</i> )	29
2:28	13 <b>Highway Urban Boundary Adjustments</b> ( <i>Jason Lien</i> )	30
2:38	14 <b>Agency Update and Future Information Items</b> ( <i>Ryan Stewart</i> )	n/a
2:40	15 <b>Adjournment</b>	

**Spokane Regional Transportation Council – Transportation Technical Committee**

05.24.2023 | Meeting Minutes

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

**# 1 Call to Order/Record of Attendance**

Chair Char Kay called the meeting to order at 1:01pm. In attendance were:

**TTC Members**

Char Kay, *WSDOT-Eastern Region* (Chair)  
 Heather Trautman, *City of Airway Heights* (Vice Chair)  
 Roger Krieger, *City of Deer Park*  
 David Williams, *City of Liberty Lake*  
 Inga Note, *City of Spokane*  
 Colin Quinn-Hurst, *City of Spokane*  
 Kevin Picanco, *City of Spokane*  
 Adam Jackson, *City of Spokane Valley*  
 Julia Whitford, *Kalispel Tribe of Indians*  
 Barry Greene, *Spokane County*  
 Jami Hayes, *Spokane County*  
 Samantha Hennessy, *Spokane Regional Health District*  
 Karl Otterstrom, *Spokane Transit Authority*  
 Matt Kenney, *Spokane Transit Authority*  
 Glenn Wagemann, *WSDOT-Eastern Region*

**Guests**

Sauna Harshman, *WSDOT-Eastern Region*  
 Paul Kropp  
 Brian Jennings, *Spokane Transit Authority*  
 Lisa Key, *City of Liberty Lake*  
 Steven Polunsky, *WA Dept. of Commerce*

**SRTC Staff**

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

**TTC Alternate Members**

n/a

**# 2 Public Comments**

There were no comments.

**# 3 TTC Member Comments**

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

**# 4 Chair Report on SRTC Board of Directors Meeting**

Chair Kay provided an overview of actions and discussions at the April SRTC Board meeting.

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

*Mr. Wagemann made a motion to approve the consent agenda, which included a recommendation for Board approval of the June TIP amendment. Ms. Trautman seconded. Motion passed unanimously.*

## **# 6 SFY 2024-2025 Unified Planning Work Program**

Mr. Stewart recapped the discussions and presentations since the beginning of the year about the update to the Unified Planning Work Program (UPWP), which is done every two years. Topics presented to the TTC have been the UPWP's purpose, requirements, tasks, subtasks, and budget. He shared highlights of the upcoming plan including Equity Planning Framework Implementation, update to the Congestion Management Process, and outreach with state and federal legislators for the Unified List of Regional Transportation Priorities, as well as other tasks. The UPWP also incorporates the work plans of Spokane Transit Authority and WSDOT-Eastern Region.

Chair Kay noted WSDOT-Eastern Region is one of the few regions that coordinates with the local Metropolitan Planning Organization (MPO) on the UPWP. She said WSDOT is discussing aligning work plans with MPOs in other regions as well.

***Mr. Otterstrom made a motion to recommend Board approval of the SFY 2024-2025 Unified Planning Work Program. Mr. Picanco seconded. Motion passed unanimously.***

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

Ms. Jones reported that the City of Spokane submitted a request to change the scope of the Riverside Ave project, SRTC's Executive Director has approved it, and the TTC is being asked to concur with the scope change. Mr. Kevin Picanco took the floor and shared details about the proposed changes, primarily moving from a full rebuild to a grind and overlay. He stated the scope change does not include a request for additional funding, but a reallocation of previously awarded funds.

***Mr. Otterstrom made a motion for TTC concurrence of the City of Spokane Riverside Ave Scope Change. Ms. Note seconded.***

There was discussion about how this project may have been scored differently in the Call for Projects had it been a grind and overlay project from the start.

***Motion passed unanimously.***

## **INFORMATION & DISCUSSION ITEMS**

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

Ms. Jones recapped the process by which the Board set aside \$9.2M of funds in 2022 to fund a preservation call for projects in 2023. 18 project applications were received from 8 agencies totaling \$19M in requests. She described the scoring team, and the group reviewed the draft funding list, the amounts requested for each project, and award recommendations from the TIP Working Group.

The \$9.2M set-aside was based on historical federal funding allocations levels. Because of an unanticipated 12% reduction in federal obligation authority and a parallel action by the state temporarily reducing OA at the local level, there is only \$1.3M available. Staff and the TIP Working Group have been discussing possible strategies to address the shortfall; Ms. Jones outlined possible strategies. Members discussed the actions at the federal and state levels which led to this situation.

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

Mr. Fletcher provided a short refresher on what the CMP is and what it does. He spoke about the CMP update process, which is based on a Federal Highway Administration's 8-step CMP model. The multi-jurisdictional CMP Working Group met in April to evaluate updates to the CMP regional objectives network.

The group reviewed the 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. Mr. Fletcher presented examples of the travel time index, level of travel time reliability, and spoke about travel demand and crash data. The TTC will be asked to make a recommendation to the Board next month. There were no questions or discussion.

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

Mr. Ulrich shared information about the statewide Investment Strategy Group by developed by the WA State Transportation Secretary in 2020, which was designed to reconsider how WSDOT and regional planning organizations coordinate together on transportation policy goals. From work done by the Investment Strategy Group, a pilot program focused on safety was developed to be worked on collaboratively by WSDOT-Eastern Region and SRTC. The program's goal is to identify 3-5 safety projects by 3<sup>rd</sup> Quarter which reflect regional and state safety goals and will be included on the 2024 Unified List of Regional Transportation Priorities. There were no questions or discussion.

#### **# 11 Agency Update**

Mr. Stewart spoke about the Association of Washington Cities conference in Spokane June 20-23 and a meeting scheduled in conjunction with the Joint Transportation Committee. Mr. Lien announced that work will be starting on an adjustment to the highway urbanized area boundaries and plans to update the TTC at the next meeting.

#### **# 12 Adjournment**

There being no further business, the meeting adjourned at 2:24pm.

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Julie Meyers-Lehman, Recording Secretary

To: Transportation Technical Committee

06/21/2023

From: Kylee Jones, Associate Transportation Planner III

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

**Requested Action:**

Recommend Board approval of the CY 2023-2026 Transportation Improvement Program July 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**

City of Spokane

Riverside Ave – Monroe to Wall (Scope Change)

Spokane County

Commute Trip Reduction - 2023

**Board/Committee Discussions:**

This is the first discussion of the proposed July amendment.

**Public Involvement:**

The proposed amendment was published for a public review and comment period from 06/14/23 through 06/23/23. On 06/14/23 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 [number] of public comments.

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



2023-2026 Transportation Improvement Program

July Amendment (23-07)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
City of Spokane	<b>Riverside Ave - Monroe to Wall (Scope Change)</b> Amended- scope change: Grind and overlay, no sidewalk vault infill, limited traffic signal upgrades. Adds protected bike lanes.	Federal			✓
		State	No Funding change		
		Local	_____		
		Total			
Spokane County	<b>Commute Trip Reduction - 2023</b> Was not rolled over from the 2022 into the 2023 STIP. Administrative error. This amendment will bring project into 2023-2026 TIP.	Federal		✓	
		State	No Funding change		
		Local	_____		
		Total			
			_____		

HSIP	Highway Safety Improvement Program
NHFP	National Highway Freight Program
STBG	Surface Transportation Block Grant
CRP	Carbon Reduction Program
TA	Transportation Alternative Program
CRRSSA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021

SRTC MEMBER AGENCIES

**Supporting Information****TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JULY 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 July 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 July amendment will be incorporated into the STIP on or around 08/18/2023.



To: Transportation Technical Committee

06/21/2023

From: Kylee Jones, Associate Transportation Planner III

**TOPIC: PRESERVATION CALL FOR PROJECTS: FUNDING RECOMMENDATION**

**Requested Action:**

Recommend Board approval to fund projects as shown in the **Attachment** for the 2023 Call for Preservation Projects by using the strategy outlined in the **Supplemental Information** document.

**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 and 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 the Preservation Call for Projects on 05/24/23 and the Board reviewed and discussed it at their meeting on 06/08/2023.

**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 recommendation necessary for the Board to approve a list of projects to receive the Preservation set-aside funding awards through this current process 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.

To: Transportation Technical Committee

06/21/2023

From: David Fletcher, Principal Transportation Planner

**TOPIC: CONGESTION MANAGEMENT PROCESS: REGIONAL OBJECTIVES AND CMP NETWORK**

**Requested Action:**

Recommend Board approval of the proposed regional objectives for congestion management and CMP network, as shown in the **Attachment**.

**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 and evaluate 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 resulting proposed 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. The Board discussed this item at their meeting on 06/08/23.

**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

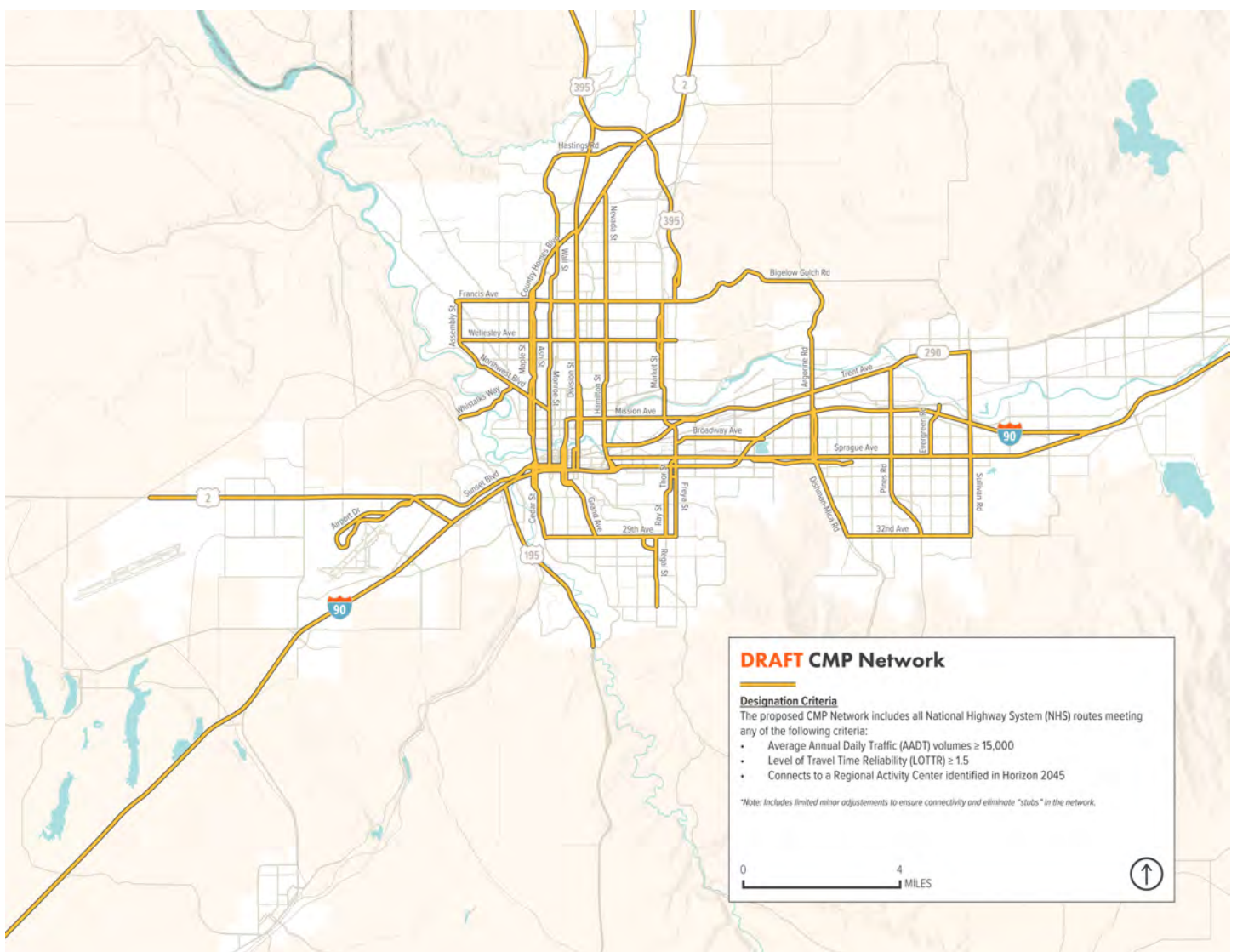
## REGIONAL OBJECTIVES FOR CONGESTION MANAGEMENT *DRAFT*

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.



Map Date: June 20, 2023



To: Transportation Technical Committee

06/21/2023

From: Mike Ulrich, Principal Transportation Planner

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

**Requested Action:**

None. For information and discussion.

**Key Points:**

- In 2020, WSDOT Secretary Roger Millar convened a statewide investment strategy group. The group is made up of WSDOT Regional Administrators, other WSDOT leadership, and MPOs and RTPOs across the state.
- The purpose of that group is for WSDOT and the MPOs and RTPOs to work as partners to create a collaborative approach for coordinating transportation investment priorities that reflect regional and state transportation policy goals.
- Through the course of that group's work a pilot project was proposed focused on safety. SRTC and WSDOT ER leadership developed an outline of the work effort.
- 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 was presented at the May meeting.
- WSDOT ER and SRTC have collaborated to recommend a list of ten safety projects that reflect regional and state transportation policy goals. That list of projects can be found in the Attachment.
- At the June meeting, staff will provide a presentation detailing how these projects were selected.

**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 project was discussed were open to the public.

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



## High Fatal & Serious Injury (FSI) Crash Intersections

Intersection	FSI Crashes	Bike/Ped FSI Crashes	EPDO* Crashes	Severity Rate**
University Rd & Sprague Ave	3	3	456	8,077.8
Freya St & Sprague Ave	3	1	390	6,065.8
Freya St & Alki Way	3	1	347	5,281.8
Browne St & 2nd Ave	3	3	384	4,773.4
Regal St & 44th Ave	2	2	311	15,756.0

## High Fatal & Serious Injury (FSI) Crash Segments

Segment	FSI Crash Rate	FSI Crashes	Bike/Ped FSI Crashes	EPDO* Crashes	Severity Rate**
<b>Rowan Ave</b> <i>Division St to Lidgerwood St</i>	64.25	1	1	99	6,361.0
<b>Spotted Rd</b> <i>US 2 to Airport Dr</i>	18.81	2	0	251	2,360.8
<b>5th Ave</b> <i>Thor St to Freya St</i>	12.33	2	1	297	1,831.1
<b>Browne St</b> <i>Sprague Ave to 3rd Ave</i>	5.94	4	4	543	806.7
<b>Division St</b> <i>Sprague Ave to 2nd Ave</i>	4.42	7	7	808	510.7

### Notes:

\*Equivalent Property Damage Only (EPDO) Crashes weights crashes based on their severity. It is calculated using the following formula: (76.8 \* Fatal & Serious Injury Crashes) + (8.4 \* Evident & Possible Injury Crashes) + Property Damage Only Crashes

\*\*Severity rate is calculated as the number of EPDO Crashes per 1 Million Vehicle Miles Traveled (VMT). VMT calculated using 2018 Highway Performance Monitoring (HPMS) Average Annual Daily Traffic (AADT) volumes.



To: Transportation Technical Committee

06/21/2023

From: Michael Redlinger, Associate Transportation Planner II

**TOPIC: WORKING GROUP UPDATE**

**Requested Action:**

None. For Information and Discussion.

**Key Points:**

- This spring, concurrent with the development of charters for the CMP Working Group and Equity Working Group, SRTC drafted an information sheet to better define the role of working groups in SRTC work. **(See attachment 1)**
- The information sheet contains an overview as well as general information on the purpose, role, composition, participation, and procedures
- During the March TAC and TTC meetings, SRTC promised to return to the committees with an update on the Equity Working Group this June. The draft Equity Working Group charter is also included as an attachment with this item. **(See attachment 2)**
- The founding of an Equity Working Group is one of the near-term recommendations in SRTC's Equity Planning Framework.
- SRTC aims to recruit participants in Q3 and Q4 2023 and convene the working group beginning in January 2024.
- SRTC is seeking feedback from committee members on outreach and recruitment contacts related to this group.

**Board/Committee Discussions:**

The TTC and TAC discussed the Equity Working Group at their March meeting.

**Public Involvement:**

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

**Staff Contact:** Michael Redlinger, SRTC | [mredlinger@srtc.org](mailto:mredlinger@srtc.org) | 509.343.6370

# SRTC Working Groups

## INFO SHEET

SPOKANE REGIONAL TRANSPORTATION COUNCIL | APRIL 2023

### OVERVIEW

Working groups are one of several different types of advisory groups that SRTC employs to inform its planning work. They support specific projects or programs by providing a forum for stakeholders to collaborate on these planning efforts and share their expertise. This info sheet provides a brief description of their purpose and role, along with details regarding their composition and participation. It also includes a template working group charter to be used by SRTC staff when forming working groups.

### PURPOSE AND ROLE

While the roles of working groups may vary based on the specific needs of a project or program, their general purpose is to provide expertise to SRTC planning efforts where staff decisions can be better informed by additional input. This expertise is often technical in nature; however, it may also be related to community perspectives or any other area where additional knowledge and understanding is useful. Unlike SRTC advisory committees, working groups do not provide formal recommendations to the SRTC Board of Directors, rather their input informs staff and can be shared with advisory committees for their consideration.

### COMPOSITION, PARTICIPATION, AND PROCEDURES

The following list provides some general information regarding composition, participation, and procedural guidelines for SRTC working groups.

- Working groups are typically formed to support an individual planning effort and disbanded upon the completion of that work. However, this is not a requirement as they may support ongoing SRTC programs, such as the Transportation Improvement Program (TIP).
- Regardless of the group's intended duration, membership should be intentionally selected to represent the full range of stakeholders for the planning effort it supports.
- Working groups are not subject to the public open meetings act. Therefore, no quorums or public notification are needed.
- SRTC will develop an agenda for each working group meeting.
- The attached template will be used as a general outline to form a working group.



# [Project Name]

## WORKING GROUP CHARTER

SPOKANE REGIONAL TRANSPORTATION COUNCIL | [DATE]

### OVERVIEW

[Provide a brief description of the project.]

### PURPOSE AND ROLE

[Provide a brief overview of the purpose and role of the working group.]

### ACTIVITIES AND DELIVERABLES

[Provide a list of anticipated working group activities and/or deliverables.]

### COMPOSITION, PARTICIPATION, AND PROCEDURES

[Provide a brief description of any participation guidelines and composition factors, along with a working group roster. Include any details regarding adding and/or removing members.]

### MEETINGS AND TIMEFRAME

[Provide a brief overview and/or timeline of the project that includes anticipated working group meeting dates. As needed, include meeting days, times, lengths, platforms, and any other relevant details.]

# Equity

## WORKING GROUP CHARTER

SPOKANE REGIONAL TRANSPORTATION COUNCIL | JUNE 2023

### OVERVIEW

Spokane Regional Transportation Council (SRTC) and its Board of Directors value diversity, equity, inclusion, and dignity for all. SRTC is committed to equitable delivery of all its programs and services.

In that spirit, the Equity Planning Framework was approved by the Board of Directors in December 2022. The document includes 12 key recommendations for the agency, which were roughly sorted into near-term, mid-term, and longer-term groups for implementation.

One of the near-term recommendations is the establishment of an equity work group or advisory group as a continuing activity. As proposed, the Equity Working Group can help ensure that equity remains a living and evolving part of SRTC's planning process.

This group and its work are reflected in SRTC's 2023-2025 UPWP.

### PURPOSE AND ROLE

#### **Purpose:**

An Equity Working Group is being formed with representatives from the public to provide a forum for representation at SRTC from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success. The Equity Working Group will help ensure that equity remains a living, evolving part of SRTC's planning process by providing an equity lens on existing SRTC planning and outreach activities.

#### **Role:**

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

### ACTIVITIES AND DELIVERABLES

#### **Potential Activities**

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

In addition to processes related to group member onboarding, items listed below in bold, blue text are anticipated near-term priorities for SRTC's work plan. Longer-term, SRTC hopes to work with the Equity Work Group to produce a collaborative work plan.

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

## COMPOSITION, PARTICIPATION, AND PROCEDURES

### Composition:

Equity planning is about everybody – and the Equity Advisory Group should be a fundamentally inclusive space. Though the following are not requirements, they are aspirations:

- 8-12 regular members, but no upper limit on participation
- Representatives from BIPOC, Hispanic, Low Income, Disability, Urban and Rural (or small town) communities
- Gender diversity
- Youth (e.g. students) and elderly
- Though, at the outset, it may prove challenging to include non-English speakers directly, we should also aim to include voices from Spokane's various cultural communities – such as the Ukrainian/East Slavic and Vietnamese communities



- Caucasian English-speaking voices are also very much welcome. Equity planning is about everybody – and the Equity Advisory Group should be a fundamentally inclusive space
- To the degree possible, we should encourage participation by people who are already plugged-in to their respective communities – such as representatives from nonprofits or individuals with experience in public service and outreach.
- From SRTC, the group should include the Title VI Coordinator and Community Engagement Coordinator. (Not counted towards the number of regular members)
- On a voluntary basis, participants may be asked to review materials between meetings.

#### **Recruiting Members and Onboarding:**

- The Equity Working Group is founded without term limits. Members may stay with the group as long as they're able to contribute.
- If aspirations related to composition have not been met, or if active work group participants are leaving the group, SRTC will engage in outreach to recruit additional participants.
- SRTC should lay the foundation for recruitment by forging (and maintaining) relationships with key messengers. SRTC member agencies, community organizations such as The Zone and Latinas en Spokane, neighborhood councils, and other community organizations can be important points of contact when recruiting new participants.
- Although the working group is fundamentally inclusive, recruitment should nonetheless be done through a participant signup sheet. The sheet should include basic information such as name, street address of home or employer, gender, occupation and/or experience, and race/ethnicity.
- An onboarding session should be held whenever taking on new members.

## **MEETINGS AND TIMEFRAME**

The working group will be continuous. While new members may be recruited each year, there is no end date for convening the working group.

The group does not require a quorum to meet and is not subject to the Open Public Meeting Act. Meetings will not be recorded, but meeting notes will be available for those who missed meetings.

More specific information as proposed:

- Initially, meetings should take place after 5 PM to minimize conflict with citizens' working schedules, but the final meeting schedule for each year should be set by group consensus based on availability. (such as a Doodle poll or similar)



- Meetings should be virtual or hybrid to ensure accessibility for all. (or for as many people as possible)
- An agenda should be produced and distributed prior to each meeting. Agendas should also include the link for virtual participation and can help provide a record of group discussions from meeting to meeting.
- At the end of each meeting, time should be allocated on the agenda for open discussion and Q&A.
- A short survey or comment form could be distributed to participants after each meeting to collect feedback on how we can refine our process and ensure continuous communication.
- In addition to meeting times, additional time may be allocated as requested by group members, and the Title VI coordinator will provide availability for additional conversations.

Group members are expected to maintain positive conduct towards fellow participants and agency staff, and to discuss any disagreements respectfully. Disruptive or combative behavior is not permitted during meetings and is grounds for removal. Threats or harassment towards other group members at any time during or between meetings is grounds for removal.

To: Transportation Technical Committee

06/21/2023

From: David Fletcher, Principal Transportation Planner

**TOPIC: DRAFT 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to annually updating the Unified List.
- At their May 11 meeting, the SRTC Board of Directors approved the 2024 Unified List project evaluation criteria. This was followed by a project submittal period from May 17 through June 2. Projects were required to be on member jurisdictions' current legislative agendas and consistent with SRTC's Horizon 2045 MTP.
- In total, local agencies submitted 27 projects to be considered for inclusion in the draft 2024 Unified List. These projects were self-scored by local agencies, using the approved project evaluation criteria. Project submittals were then reviewed for accuracy by SRTC staff. A map and list of these projects, summarizing their scores by criteria area, is provided in the **Attachment**.

**Board/Committee Discussions:**

The 2024 Unified List process and timeline were presented to the TTC and TAC at their April meetings. The SRTC Board approved Resolution 23-14, outlining the Unified List project evaluation criteria, at their May meeting.

**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



## 2024 Unified List of Regional Transportation Priorities

LIST OF SUBMITTED PROJECTS **DRAFT**

## IMPLEMENTATION

&lt; LIST SORTED BY TOTAL SCORE &gt;

							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	STATE FUNDING REQUEST								
STA Fleet Electrification	STA	IP-1	Other Transit	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$ 38,800,000	\$ -	135	21	24	30	20	0	20	20
South Barker Road Corridor	Spokane Valley	IP-2	Roadway Capital	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	\$ 15,338,700	134	21	28	20	20	15	10	20
Fish Lake Trail Connection Phases 1-3	Spokane	IP-3	Bike/Ped	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$ 19,474,569	\$ 14,598,813	110	10	30	20	10	0	20	20

## DEVELOPMENT

&lt; LIST SORTED BY TOTAL SCORE &gt;

							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY		
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST										STATE FUNDING REQUEST	
Division St Active Transportation Access Improvements	Spokane	DV-1	Bicycle & Pedestrian	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$	25,800,000	\$	25,800,000	173	28	30	20	10	30	25	30
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Roadway Capital	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$	24,480,200	\$	21,467,200	165	20	30	30	20	15	20	30
Division Bus Rapid Transit (BRT)	STA	DV-3	HPT	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.	\$	202,000,000	\$	-	163	28	30	30	30	0	25	20
I-90/Valley High Performance Transit (HPT)	STA	DV-4	HPT	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	\$	-	163	28	30	30	30	0	25	20
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	DV-5	Safety	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.	\$	37,217,324	\$	TBD	152	24	28	20	10	30	10	30
Argonne Rd Safety Improvements	Spokane County	DV-6	Safety	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$	7,280,000	\$	TBD	146	22	24	20	30	30	0	20

# 2024 Unified List of Regional Transportation Priorities

June 22, 2023

## LIST OF SUBMITTED PROJECTS **DRAFT**

### DEVELOPMENT (CONTINUED)

< LIST SORTED BY TOTAL SCORE >

							PROJECT EVALUATION CRITERIA							
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	STATE FUNDING REQUEST	TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
Argonne Bridge at I-90	Spokane Valley	DV-7	Bridge	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$ 24,000,000	\$ 22,500,000	137	29	28	20	20	0	20	20
Wall St Safety & Capital Improvements	Spokane County	DV-8	Safety	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$ 15,490,000	\$ TBD	136	24	22	10	20	30	10	20
West Plains Connection - Spokane Phase	Spokane	DV-9	Roadway Capital	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$ 4,877,622	\$ 4,877,622	134	24	30	20	10	0	20	30
I-90 TSMO Improvements	WSDOT	DV-10	TSMO	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.	\$ 24,000,000	\$ 2,640,000	128	29	24	10	20	15	10	20
Sullivan/Trent Interchange	Spokane Valley	DV-11	Rail/Hwy Crossing	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.	42,774,021	35,179,224	127	27	30	20	30	0	10	10
6th Ave Multimodal Improvements	Airway Heights	DV-12	Bicycle & Pedestrian	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	7,280,000	2,860,800	125	15	30	30	10	0	20	20
Spokane Falls Blvd	Spokane	DV-13	Roadway Capital	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	8,149,426	7,397,546	124	28	26	10	10	0	20	30
3rd Ave: Perry to Havana Improvements	Spokane	DV-14	Roadway Capital	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	123	27	26	20	10	0	20	20
Hayford/US 2 Congestion & Safety Project, 21st Ave Improvements	Airway Heights	DV-15	Roadway Capital	Improve and extend 21st Ave, from Garfield Rd to Deer Heights Rd, including bike lanes, landscaped swales, sidewalk, and a roundabout at 21st Ave & Hayford Rd.	12,890,000	11,600,000	103	23	30	20	0	0	10	20
Elk Chatteroy Rd - US 2 to Tallman Rd	Spokane County	DV-16	Reconstruction	Reconstruct road to two 12' travel lanes with 5' paved shoulders on both sides and additional 1' gravel shoulder and guardrails where appropriate.	\$ 24,000,000	\$ TBD	49	7	22	10	10	0	0	0

INITIATION

< LIST SORTED BY TOTAL SCORE >

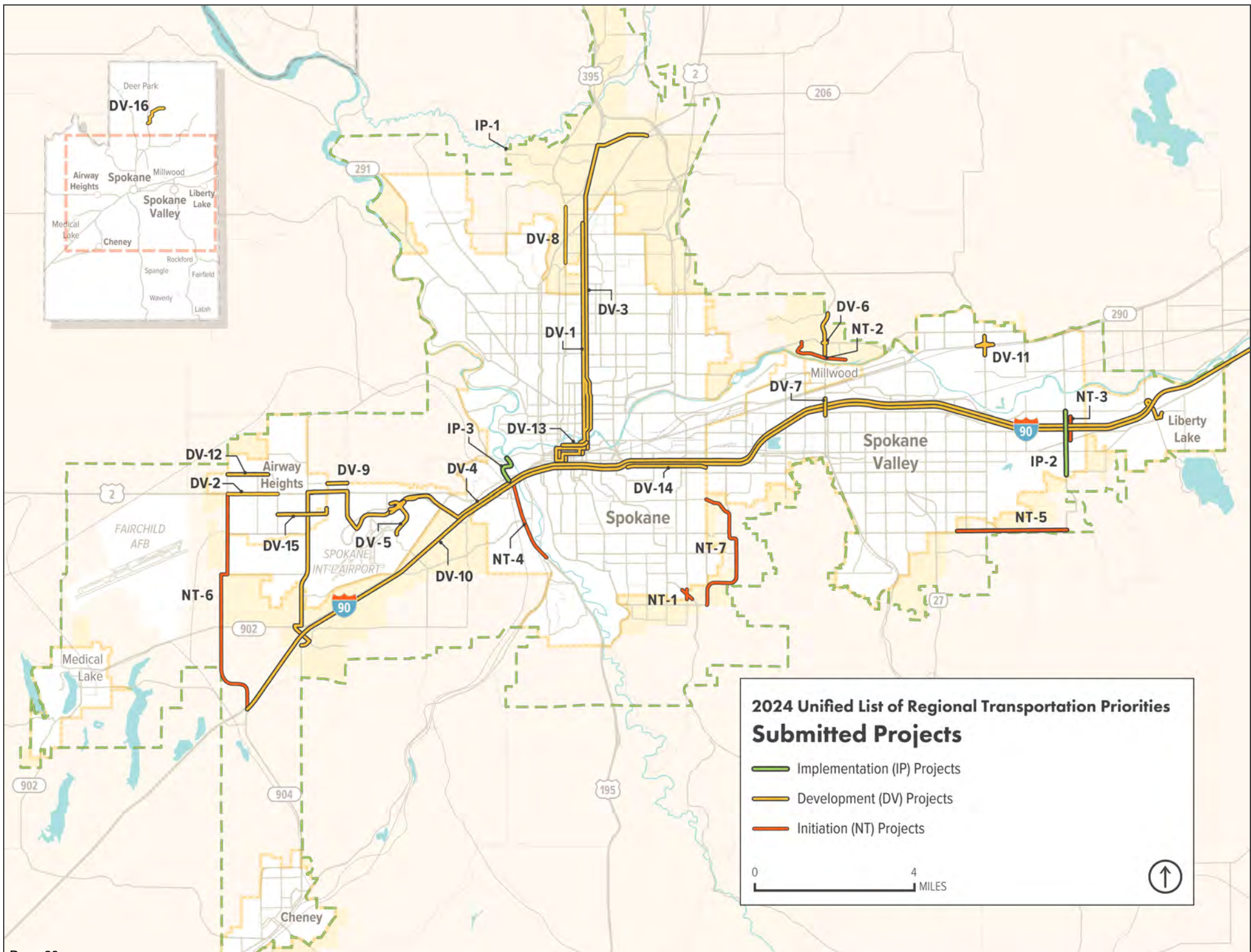
							PROJECT EVALUATION CRITERIA							
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	STATE FUNDING REQUEST	TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
Freya Street / Palouse Highway Roundabout	Spokane	NT-1	Roadway Capital	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	151	23	23	20	20	15	20	30
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Bike/Ped	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.	\$ 8,470,000	\$ TBD	141	12	24	30	10	15	20	30
Barker Rd & I-90 Interchange	Spokane Valley	NT-3	Reconstruction	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$ 40,000,000	\$ 40,000,000	141	22	24	20	20	15	10	30
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	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	131	11	30	20	0	30	10	30
32nd Ave Corridor Project	Spokane County	NT-5	Reconstruction	Reconstruct and realign roadway, including adding sidewalks and bike lanes in urban areas, shoulders in rural areas, and a roundabout at Sullivan Rd	\$ 23,500,000	\$ TBD	99	7	17	20	10	15	10	20
Craig Rd I-90 to US 2 & I-90/ SR 904 Interchange Revisions	Spokane County	NT-6	Reconstruction	Realign and widen Craig Rd, from I-90/SR 904 interchange to US 2.	\$ 49,859,000	\$ TBD	97	18	24	20	10	15	10	0
Glenrose Road Reconstruction	Spokane County	NT-7	Reconstruction	Road reconstruction, realignment, and addition of sidewalks where feasible on Glenrose Rd from 57th Ave and up Carnahan Rd to the City of Spokane Valley limits.	\$ 33,400,000	\$ TBD	81	19	22	20	10	0	10	0

PROJECT STATUS CATEGORY CRITERIA

INITIATION	DEVELOPMENT	IMPLEMENTATION
<div>✓ Design is &lt; 30% complete</div> <div>✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study</div>	<div>✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured</div> <div>✓ Project is identified in a local, regional, and/ or state plan</div>	<div>✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway</div> <div>✓ Project is identified in a local, regional, and/ or state plan</div>

SUBMITTED PROJECTS SUMMARY

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST	STATE REQUEST AMOUNT	% REQUESTED
IMPLEMENTATION	3	\$ 83,894,569	\$ 29,937,513	36%
DEVELOPMENT	16	\$ 504,238,593	\$ 142,322,392	28%
INITIATION	7	\$ 178,611,333	\$ 63,294,333	35%
TOTAL	26	\$ 766,744,495	\$ 235,554,238	31%





To: Transportation Technical Committee

From: Jason Lien, Principal Transportation Planner

**TOPIC: BICYCLE LEVEL OF TRAFFIC STRESS UPDATE**

06/21/2023

**Requested Action:**

None. For information and discussion.

**Key Points:**

- Conducting a Bicycle Level of Traffic Stress (LTS) analysis is a task listed in the SRTC Unified Planning Work Program (UPWP) concluding this fiscal year. The intent of analyzing LTS is to provide a useful data point in understanding the function of, and barriers on, the Regional Bicycle Priority Network in Horizon 2045.
- Over the past few months, staff collected data that are relevant to bike LTS such as vehicle thru-lanes, speed, presence of parking, bike facility width, and traffic volume. Using this data and established [bike LTS methodology](#), preliminary results were calculated to determine the level of stress a rider may experience while cycling along a particular route, ranging from LTS 1 (low stress) to LTS 4 (high stress).
- With the technical analysis complete, staff will present the findings to the TTC and coordinate feedback over the next 1.5 months. The LTS ratings may be viewed in this [AGOL map](#). The ratings will be finalized by August, coinciding with a committee item to consider recommendation of approval of the LTS results to the SRTC Board. The Board is scheduled to take action at their September 2023 meeting.
- Please direct any questions or feedback to staff contact Jason Lien.

**Board/Committee Discussions:**

Staff introduced the topic to the Board at their March 2023 meeting and updated the TTC and TAC at their March 2023 meetings.

**Public Involvement:**

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

**Staff Contact:** Jason Lien, SRTC | [jlien@srtc.org](mailto:jlien@srtc.org) | 509.343.6370

To: Transportation Technical Committee  
From: Jason Lien, Principal Transportation Planner

06/21/2023

**TOPIC: HIGHWAY URBAN AREA BOUNDARY ADJUSTMENTS**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- Every 10 years, the FHWA urbanized area boundary is revisited following the decennial census. WSDOT has formed a Boundary Review Team and is facilitating this process statewide. SRTC will coordinate boundary adjustments for our region for submittal to the WSDOT team, using the 2020 Census urban area as the basis for delineating the FHWA urbanized area (UA).
- Two urban geographies need to be reviewed in the SRTC planning area—the Spokane/Spokane Valley metro area and Cheney. WSDOT prepared a [GIS map](#) to view the current UA boundary against the 2020 Census urban delineations (among other data layers).
- Guidelines for boundary adjustments include: inclusion of all the 2020 Census urban areas, the polygon boundary must be contiguous (one for Spokane area and one for Cheney), and inclusion of city limits within the UA boundary. Additional details will be provided at the committee meeting.
- The current FHWA UA boundary was established in 2013. Submittal of the new adjusted UA boundary is planned by the end of August 2023. The process will involve coordination with area jurisdictions to arrive at the final submittal.

**Board/Committee Discussions:**

This is the first discussion with the TTC.

**Public Involvement:**

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

**Staff Contact:** Jason Lien, SRTC | [jlien@srtc.org](mailto:jlien@srtc.org) | 509.343.6370