

# PRESERVATION CALL FOR PROJECTS: FUNDING RECOMMENDATION

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**SRTC Board of Directors – For Action**

**Kylee Jones, Associate Transportation Planner III**

**Agenda Item 4 | Page 36**

**July 13, 2023**

# Requested Action

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Approve Resolution R-23-22 to award funding allocations for the 2023 Call for Preservation Projects as shown in the Attachment.

# Preservation Call - Background

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- In 2022, the Board set aside \$9.2M for preservation projects.
- Board established “Principles of Investment” for preservation call
  1. Limit project applications to include grind and overlays, chip seals and other sealant projects;
  2. Limit individual project awards not to exceed \$1.5 million
  3. Limit any one jurisdiction total awards not to exceed \$3 million

# Call for Preservation Projects 2024-2026 Overview

- Received 18 project applications
- 8 agencies applied
- Applications scored by 3 TTC, 3 TAC, 1 SRTC staff
- \$19M in project requests

## Funding splits

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

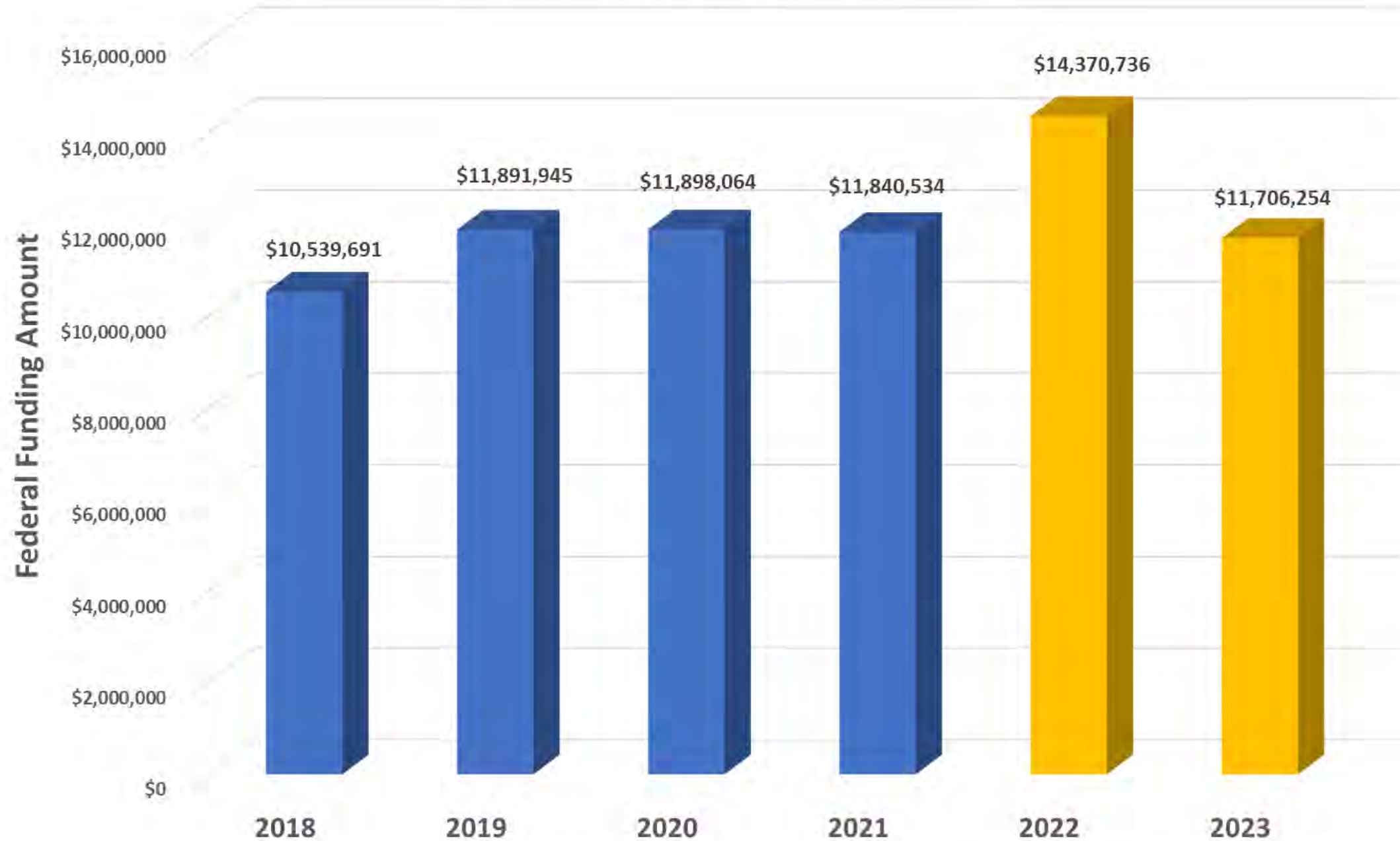
# Draft Awards & Ranking

## 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
Total						\$ 19,049,779	\$ 9,016,000

## SRTC Annual Allocations

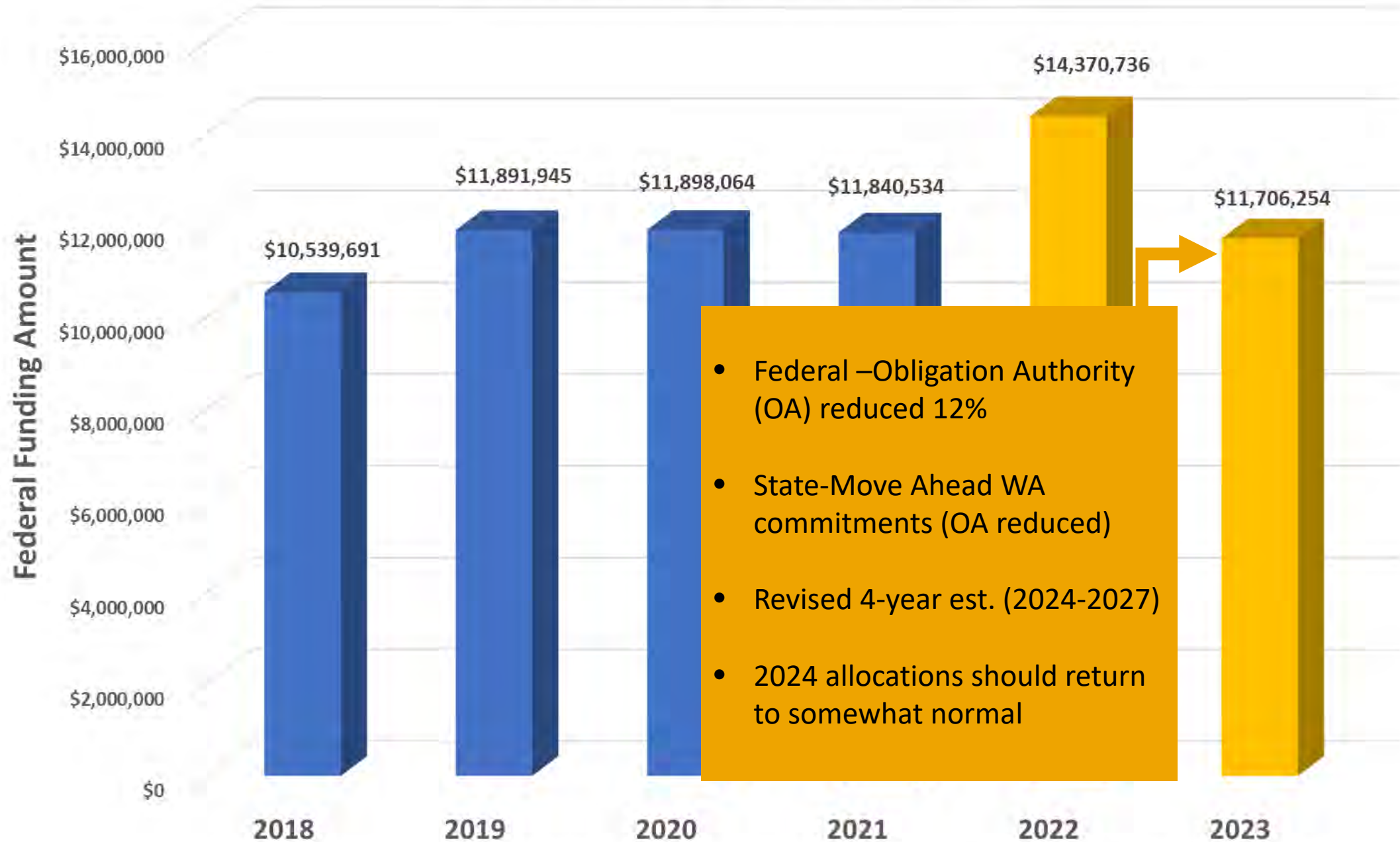




# SRTC Annual Allocations



# SRTC Annual Allocations





# 2023 Reduction in Obligation Authority (OA)

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Strategy to address reduction in funding estimates:

1. Request to utilize \$7.9M in STBG allocation from 2027 to fill the gap on an interim basis.
2. If annual allocations return to normal levels, the 2027 borrowed allocation will be returned for programming.

# Draft Awards & Ranking

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

Awarded Projects to be Programmed in 2024-2026

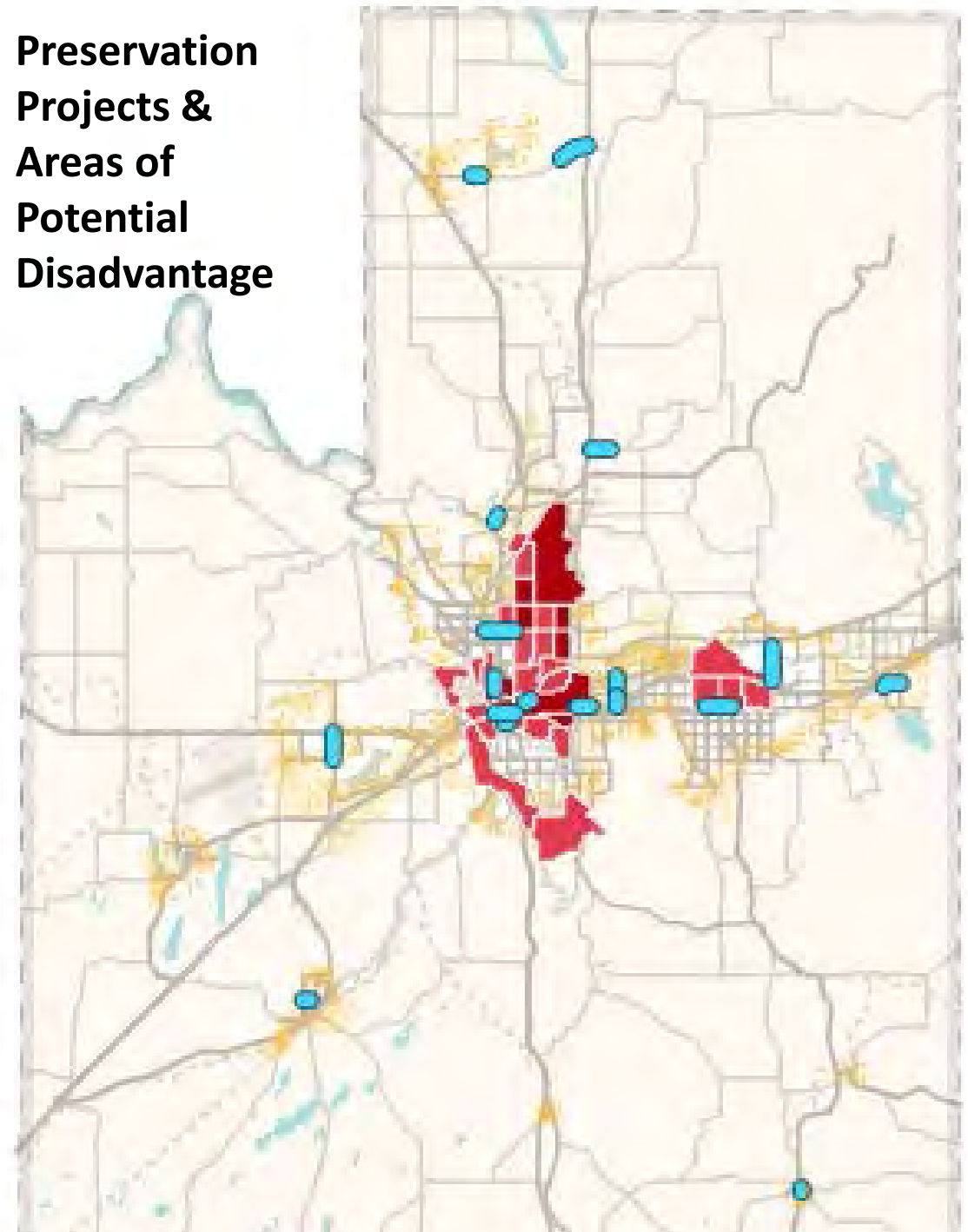
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Total						\$ 19,049,779	\$ 9,016,000

# Next Steps

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- July** Board approval & Award letters sent out
- Aug** Projects programmed in the 2024-2027 TIP
- Jan** 2024 funding becomes available

**Preservation  
Projects &  
Areas of  
Potential  
Disadvantage**



# Requested Action

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Approve Resolution R-23-22 to award funding allocations for the 2023 Call for Preservation Projects as shown in the Attachment.



A high-angle, nighttime photograph of a city, likely Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a vehicle in the foreground. The city is set against a backdrop of dark, forested hills and mountains under a twilight sky. The text "Thank you!" is overlaid on the right side of the image.

# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

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# NEXT AGENDA ITEM





Congestion Management Process



# 2023 CMP Update

## Regional Objectives + CMP Network

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SRTC Board of Directors – For Action

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July 13, 2023

# Requested Action

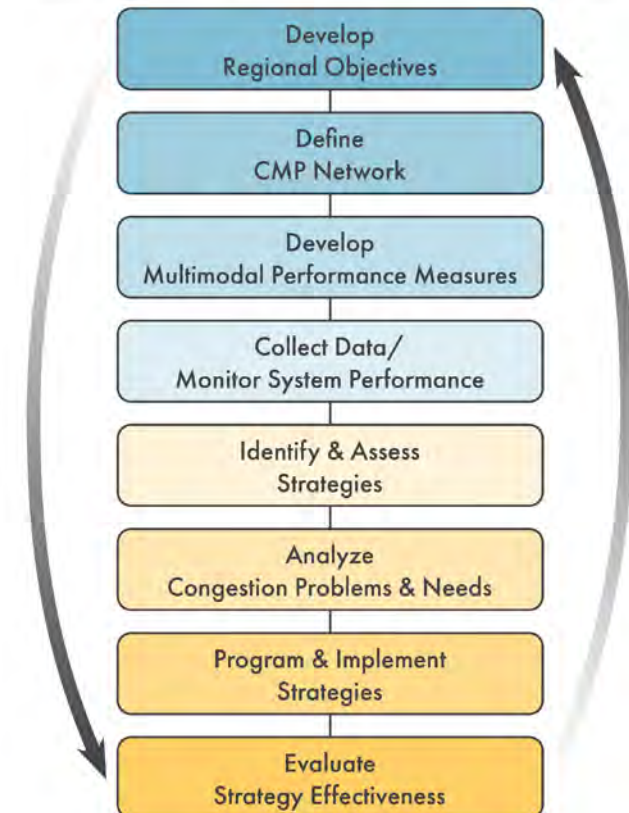
**Approval of the Congestion Management Process Regional Objectives and Network, as shown in the Attachment.**



# CMP Update

- CMP Working Group met in April & May to work on steps 1 & 2 of the CMP
- **Step 1: Develop Regional Objectives**
  - What the region would like to accomplish regarding congestion management
- **Step 2: Define CMP Network**
  - The geographic area where data is collected and analyzed for the CMP

## Congestion Management Process (CMP) Steps



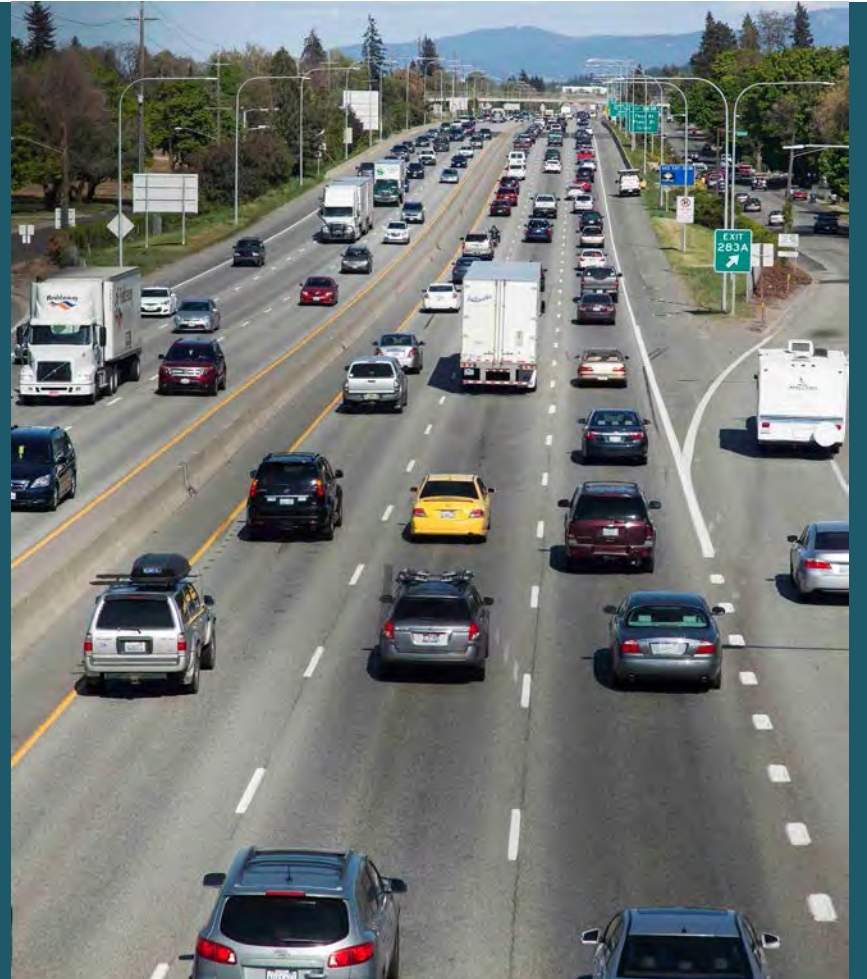
# **DRAFT** Regional Objectives *for Congestion Management*

Guiding Principles	Regional Objectives
Economic Vitality	Raise awareness that congestion is related to economic vitality and ensure <u><i>the benefits of improved economic vitality outweigh the disadvantages of congestion</i></u>
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 <u><i>and emphasize system redundancy to improve the resiliency and reliability of the transportation network</i></u>
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



# Defining the CMP Network

- Existing & Forecasted Congestion
- Travel Demand
- Regional Connectivity
- Best Practices Review





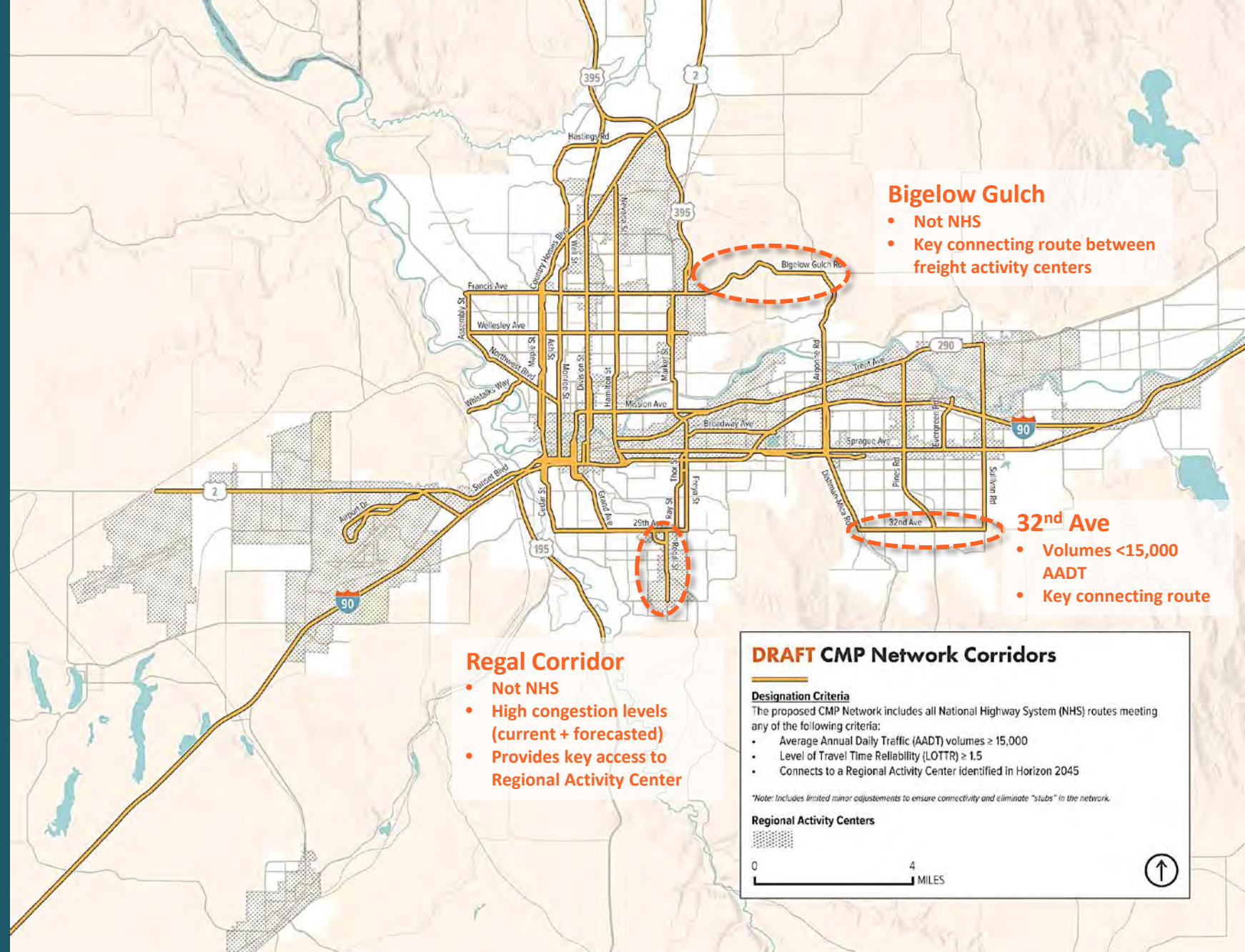
Draft

# CMP Network

## Designation Criteria:

NHS routes with any of the following attributes:

- 15,000+ AADT
- 1.5+ Level of Travel Time Reliability (LOTR)
- Connects to a regional activity center identified in the MTP





# Requested Action

**Approval of the Congestion Management Process Regional Objectives and Network, as shown in the Attachment.**





# NEXT AGENDA ITEM



# Transportation Priorities

Adam Jackson  
Engineering Manager  
July 2023





# Local Projects with Regional, State, and National Impacts

## Completed/Funded

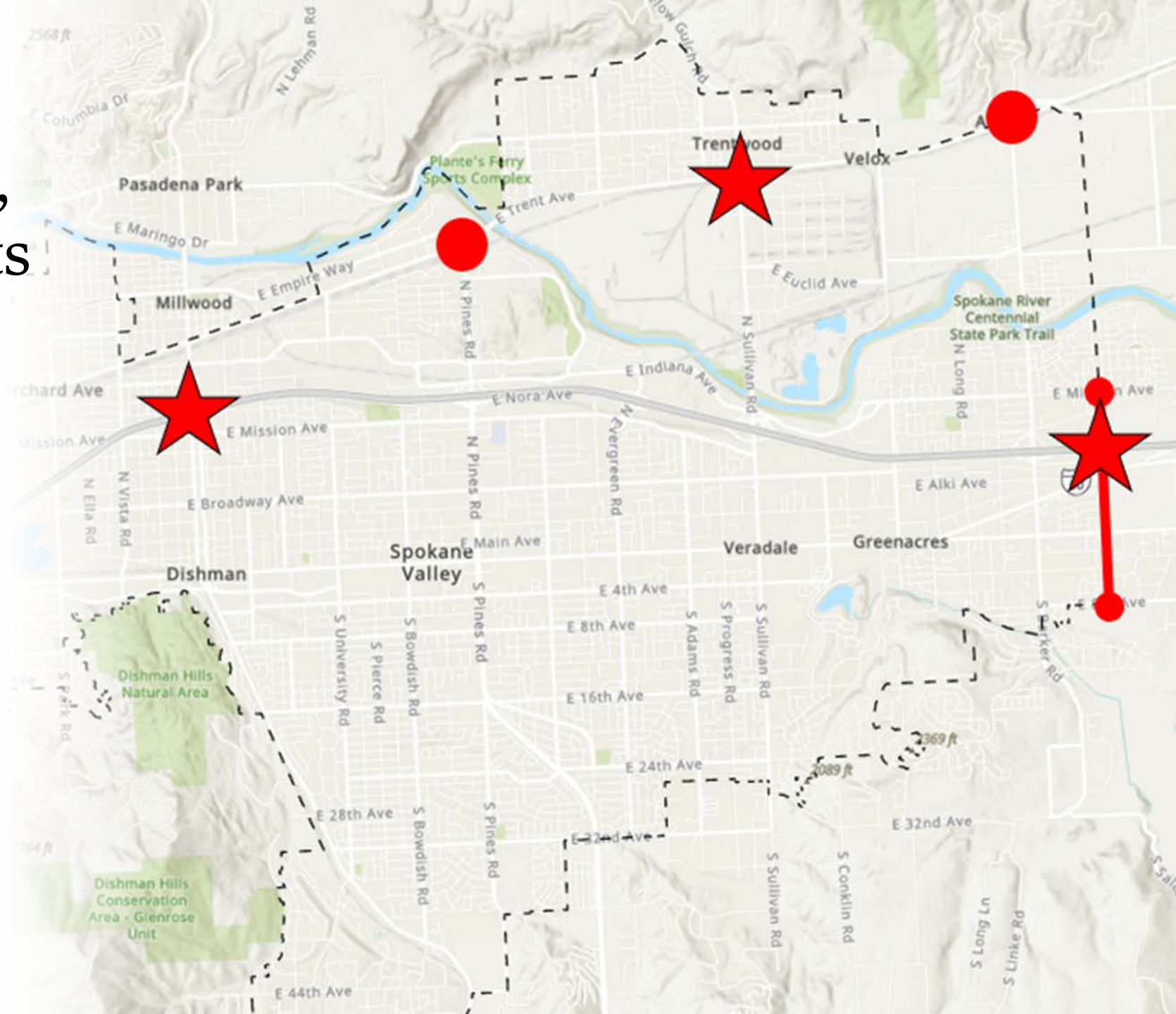
- Barker Road/BNSF GSP
  - Completed in 2023
- Pines Road/BNSF GSP
  - Construction 2023-2025

## Planned Priority Projects

- Argonne Road Bridge at I-90
- Sullivan & Trent Interchange
- Barker Road & I-90 Interchange
- South Barker Corridor (Mission-8<sup>th</sup>)

## Ongoing Focus

- Street Maintenance & Preservation





# Completed/Funded Projects

## Barker Road/BNSF Railway Grade Separation Project

Construction 2020-2023

Total Project Cost: \$26 Million



## Pines Road/BNSF Railway Grade Separation Project

Construction 2023-2025

Total Project Cost: \$40 Million



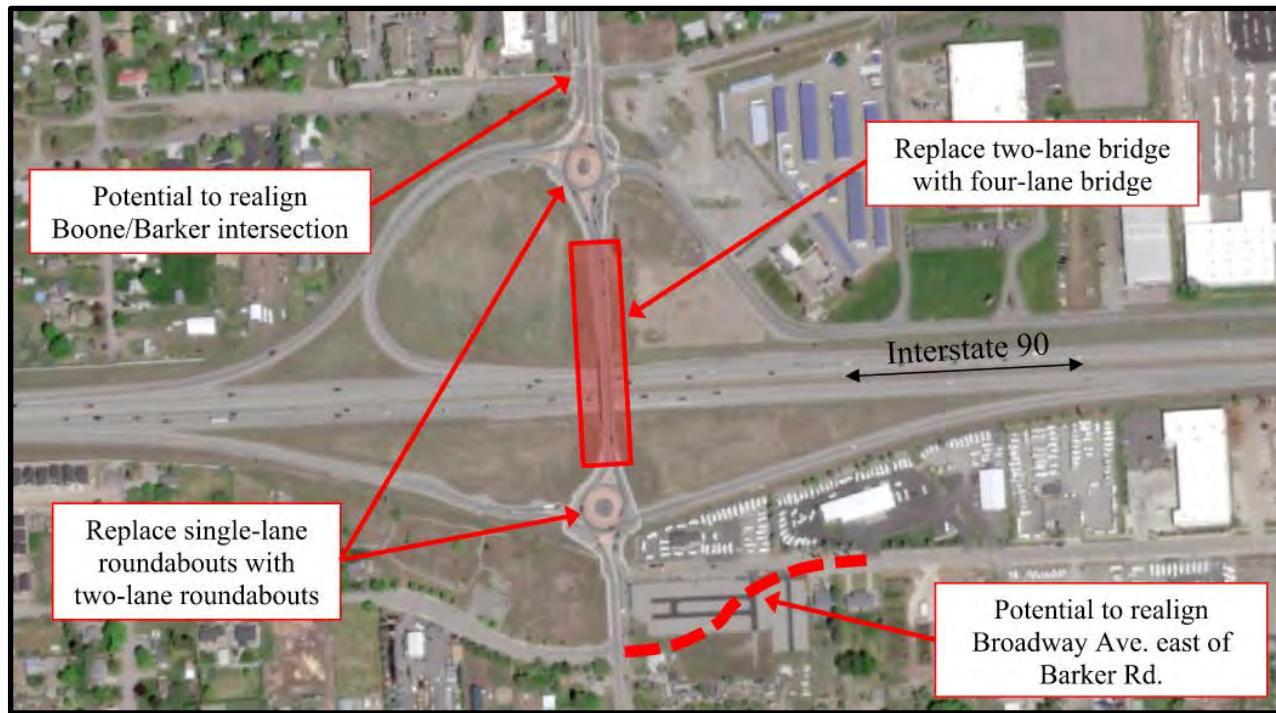




# 2024 Federal Agenda Projects

- Sullivan/Trent Interchange** ↑
- 2023-2024 PE & ROW
  - Construction Unfunded
  - Est. Total Project Cost: \$42 Million
- Argonne Rd. Bridge at I-90** →
- 2024 Preliminary Design
  - STA Park & Ride 2026 CN
  - Est. Total Project Cost: \$24 Million





# 2024 Federal Agenda Projects

## Barker Rd. & I-90 Interchange

- 2023-2024 Initialize Design
- WSDOT Coordination
- Est. Total Project Cost: \$40 Million

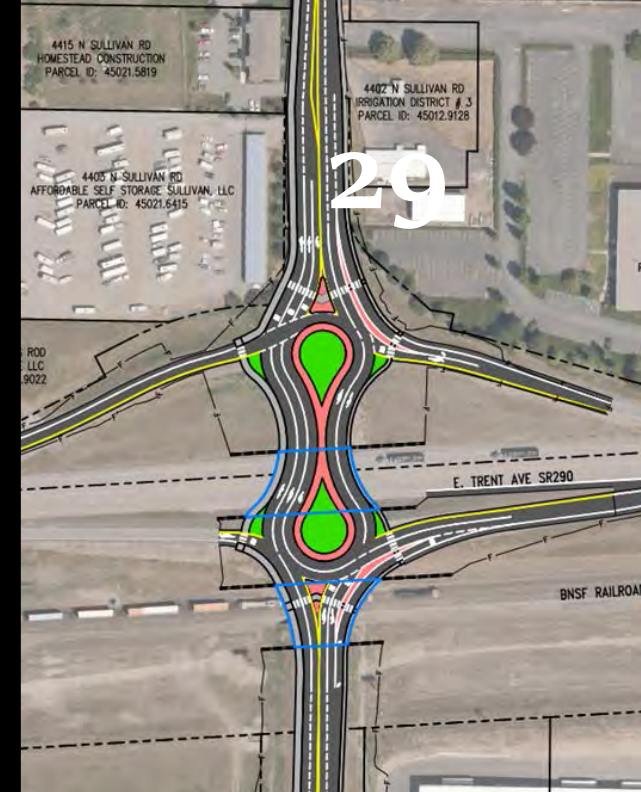
## South Barker Corridor

- 5-Lane Section (Mission-Appley)
- 3-Lane Section (Appley-8<sup>th</sup>)
- Est. Total Project Cost: \$29 Million
- Roundabouts: Sprague, 4<sup>th</sup>, 8<sup>th</sup> Ave.









# Comments & Discussion

Adam Jackson

[ajackson@spokanevalleywa.gov](mailto:ajackson@spokanevalleywa.gov)

509-720-5024





# NEXT AGENDA ITEM

# UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES: DRAFT 2024 LEGISLATIVE PRIORITY STATEMENTS

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SRTC Board of Directors – For Information & Discussion

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July 13, 2023



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.

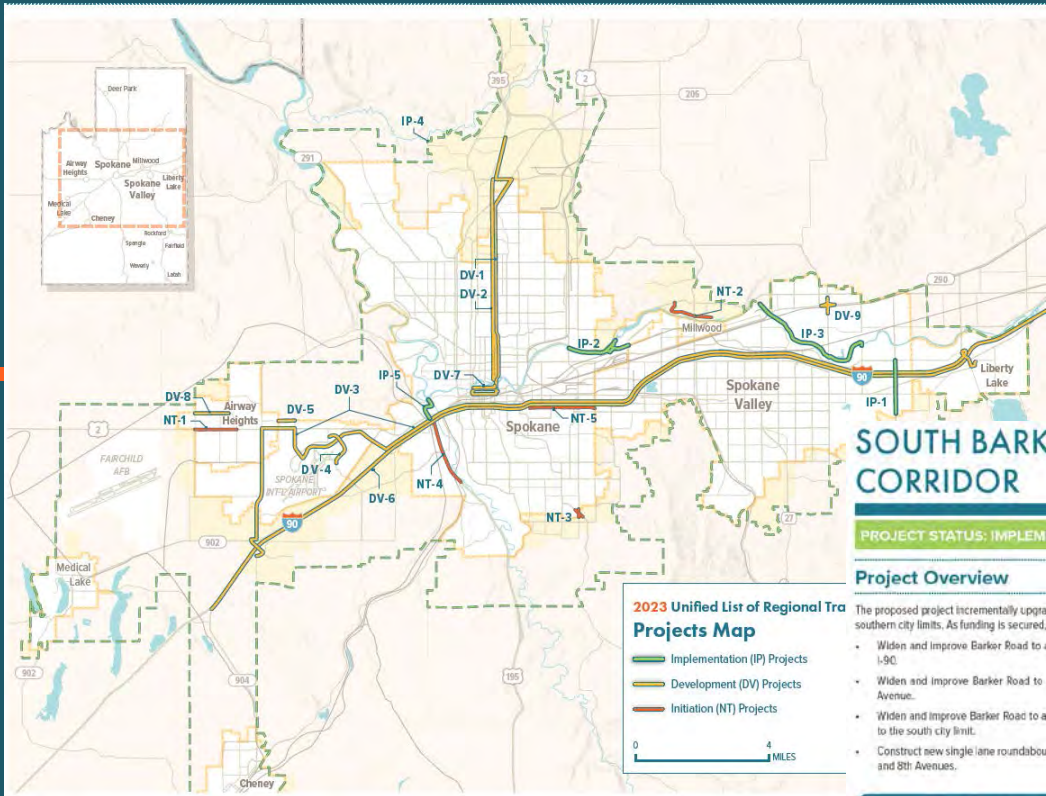
Priority C

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.



SOUTH BARKER ROAD CORRIDOR

PROJECT STATUS: IMPLEMENTATION

Project Overview

The proposed project incrementally upgrade Barker Road from Mission Avenue to the southern city limits. As funding is secured, the following elements will be constructed:

- Widen and improve Barker Road to a five-lane urban roadway from Mission Avenue to I-90
- Widen and improve Barker Road to a five-lane urban roadway from I-90 to Appleway Avenue.
- Widen and improve Barker Road to a three-lane urban roadway from Appleway Avenue to the south city limit.
- Construct new single lane roundabouts at the Barker Road intersections of Sprague, 4th, and 8th Avenues.

Project Location



About the Area

The Barker Road corridor parallels the east boundary of Spokane Valley. The road intersects with I-90, providing access to more than 800 acres of industrial property and 220 acres of homes. The area is experiencing rapid industrial growth north of the interstate, in unincorporated Spokane County and the City of Liberty Lake. Barker Road is a key arterial for vehicles accessing I-90 or the east-west Sprague Avenue corridor.





# Coordination

SRTC Members

State & Federal Legislators

MPOs & RTPOs

Local Chambers & Transportation Stakeholders

Washington State Transportation Commission

Washington Association of Counties

Association of Washington Cities

# Draft 2024 Legislative Priority Statements

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

- Direct additional funding to state and local agencies to achieve zero fatal and serious injuries by 2030.
- Promote increased coordination and integration between WSDOT, MPOs, and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.
  - Pursue additional recommendations as identified in a pilot collaboration with WSDOT-Eastern Region and SRTC.

## 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.

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### 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.

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# Draft 2024 Legislative Priority Statements

## 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.

## C: Support increased funding for Regional Transportation Planning Organizations (RTPOs)

- Increase the RTPO program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80 and HB 1181.

### 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.

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#### Priority B

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

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#### Priority C

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# Additional: Draft 2024 Legislative Statements

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## **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.

## **E: Fund regionally critical projects on the SRTC UNIFIED LIST**

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



# Additional: Draft 2024 Legislative Statements

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## **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.

## **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 including the public's awareness and understanding of the issue.
- Support pilot projects that will assist in identifying transportation revenue strategies.

# Additional: 2024 Draft Legislative Statements

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**H: Enhance transportation investments that support Fairchild Air Force Base (FAFB) as the significant military installation in Spokane County.**

- Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.

**I: Maintain Move Ahead Washington investments**

- Ensure project investments in Move Ahead Washington are upheld and continue as scheduled to avoid delays that increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.

**J: Modernize the Federal Funding Formula for transportation**

- Reevaluate the federal funding formula to distribute federal highway dollars to states which use outdated 2000 census data that limit investment for critical transportation infrastructure in high-growth states.

# Discussion/Suggestions-2024 Priority Statements

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# NEXT AGENDA ITEM





# *DRAFT* 2024 Unified List of Regional Transportation Priorities

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SRTC Board of Directors  
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July 13, 2023

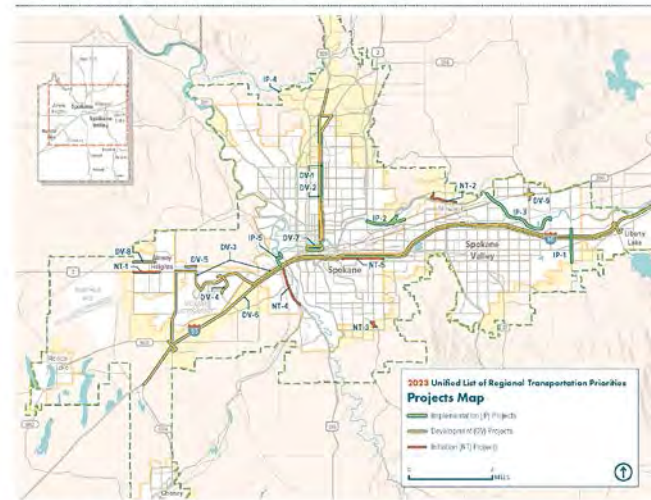
# Overview

The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

## 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 benefit 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
South Barker Road Corridor	Spokane Valley	IP-1	Widen and reconstruct Barker Rd to a 5 lane urban arterial (Wynne to Appleway), a 3 lane urban arterial (Appleway to city limit) and add roundabouts at Sprague, 4th, and 8th Aves.	\$28,620,000	\$18,167,000	\$10,453,000 All Phases
Millwood Trail - Spokane Phase	Spokane	IP-2	Construct a shared-use pathway along the south side of the Spokane River, beginning at Spokane Community College just east of Green St, linking with Centennial and Children of the Sun trails.	\$6,405,542	\$6,288,884	\$6,288,884 All Phases
Spokane Valley River Loop Trail	Spokane Valley	IP-3	Construct 5 miles of new paved trail and install two pedestrian bridges spanning the Spokane River, at Plant's Ferry and near Flora Park.	\$16,500,000	\$14,750,000	\$0
STA Fleet Electrification	STA	IP-4	Purchase of battery-electric buses (BEV) 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
Fish Lake Trail Connection Phases 1-3	Spokane	IP-5	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$18,550,292	\$12,584,920 All Phases

### DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
Division Bus Rapid Transit (BRT)	STA	DV-1	Enhances transit along corridor with more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BTL) for more than half the corridor.	\$194,000,000	\$141,000,000	\$6,000,000 PE
Division St Active Transportation Access Improvements	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
I-90/Valley High Performance Transit	STA	DV-3	Rebuild two BRT corridors, from West Plains/SA to Spokane Valley and Liberty Lake. Construct two new park & ride (P&R) stations and regional station and modify Minidoka Park & Ride.	\$36,000,000	\$19,740,000	\$12,400,000 All Phases
Spotted Rd & Airport Dr Safety & Multimodal Improvements	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
West Plains Connection - Spokane Phase	Spokane	DV-5	0.5 mile segment of planned 66/16th/20th Ave corridor project extending roadway in a 2 lane boulevard to 3 lane urban collector for at 3.65 miles; adding bike lanes, sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622	\$4,877,622 All Phases
I-90 TSMO Improvements	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
Spokane Falls Blvd	Spokane	DV-7	Construct full depth roadway, repair sidewalks, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$12,382,835	\$11,630,955	\$8,074,000 All Phases
6th Avenue Multimodal Improvements	Airway Heights	DV-8	1 mile segment of planned 66/16th/20th Ave corridor project extending roadway in an urban collector for 3.65 miles. Project includes various multimodal improvements on 6th Ave from Gray Rd to Russell St.	\$5,203,800	\$2,803,800	\$2,803,800 All Phases
Sullivan/Trent Interchange	Spokane Valley	DV-9	Reconstruct Sullivan Rd SR 290 interchange, including width ramps, to restore long term capacity and safety projected traffic growth from 2022 Bigelow Falls-Factor Road connection.	\$42,950,867	\$40,388,367	\$26,000,000 All Phases



# State + Federal Delegation Feedback

- Prepare Unified List earlier (September)
- Focus priorities + include fewer projects
- Provide project rankings
- Develop separate products for state & federal use





# Projects Funded

## 2023 Unified List

- **Millwood Trail** (*City of Spokane*)
- **Spotted Rd & Airport Dr Safety & Multimodal Improvements** (*Spokane Int'l Airport*)
- **6<sup>th</sup>/10<sup>th</sup>/12<sup>th</sup> Ave Improvements** (*City of Airway Heights*)
- **Division BRT** (*STA*)
- **I-90 TSMO Improvements** (*WSDOT*)
- **South Barker Improvements** (*City of Spokane Valley*)
- **US 195 Corridor Projects — Inland Empire Way Study** (*City of Spokane*)

## 2022 Unified List

- **Bigelow Gulch** (*Spokane County*)
- **Pacific Ave Greenway** (*City of Spokane*)
- **Pines Grade Separation** (*City of Spokane Valley*)
- **Wellesley Ave: Freya to Havana** (*City of Spokane*)

**YELLOW = Fully funded projects**  
**BLUE = Partially funded projects still on Unified List**



# 2024 Update Schedule

May 11: Project Evaluation Criteria Approved by SRTC Board

May 17 – June 2: Project Submittal Period

June 3 – June 20: SRTC Review Period / Draft List Development

Unified List of Regional Transportation: 2024 Update Project Management Schedule																														
Target Completion Date: Sept 2023	Apr-23				May-23				Jun-23				Jul-23				Aug-23				Sep-23				Oct-23					
Project Tasks (Red & blue cells indicate TTC/TAC/Board touches)	3	10	17	24	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30
(t1) Collect and Review Local Legislative Agendas																														
(t2) Update Project Evaluation Criteria				C		B																								
(t3) Update Project Information Form				*																										
(t4) Project Submittal Period																														
(t5) Verify Projects Self-Score																														
(t6) Develop Draft Project List												C		B								C								
(t7) Finalize Project List																								B						
(t8) Finalize Folio																														
Project Deliverables (grey cells indicate draft, black cells indicate final)																														
Project Evaluation Criteria																														
Project List																														



# SRTC Review + Draft List Development

**Project submittal forms reviewed by SRTC staff to ensure:**

- Projects identified as legislative priorities by local agencies
- Correct project status category
- Accuracy of self-scoring
- Sufficient documentation provided





# 2024 List Project Submittals Summary

**26** *PROJECTS*

*(2 projects excluded due to lack of documentation regarding their status as current legislative priorities)*

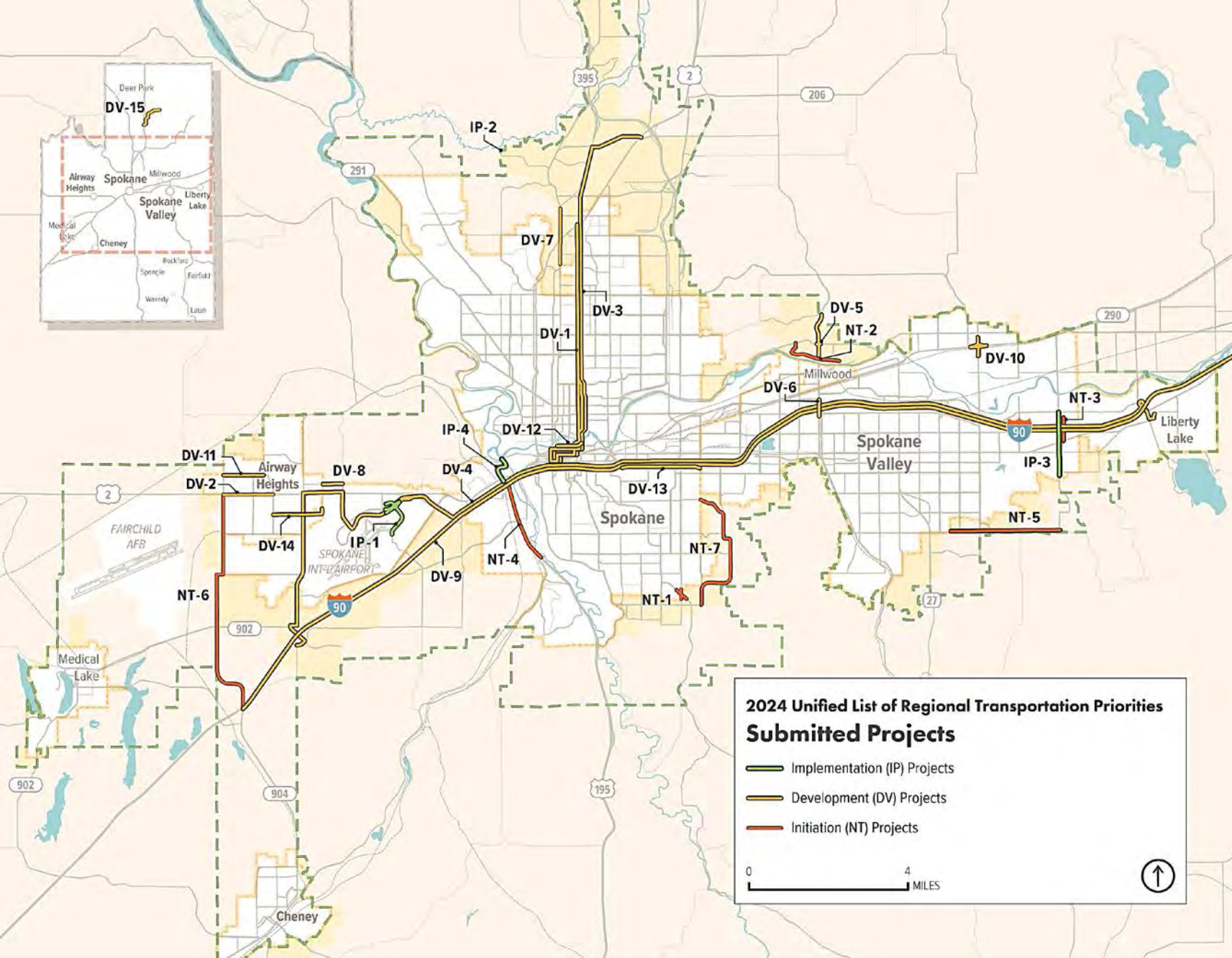
**\$767 Million** *TOTAL COST OF SUBMITTED PROJECTS*

**\$516 Million** *TOTAL UNFUNDED NEED OF SUBMITTED PROJECTS*

**\$402 Million** *TOTAL FEDERAL REQUEST OF SUBMITTED PROJECTS*

**\$239 Million** *TOTAL STATE REQUEST OF SUBMITTED PROJECTS (Does not include 8 projects w/state requests TBD)*





MAP ID	PROJECT TITLE	AGENCY
IP-1	Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA
IP-2	STA Fleet Electrification	STA
IP-3	South Barker Rd Corridor	Spokane Valley
IP-4	Fish Lake Trail Connection Phases 1-3	Spokane
DV-1	Division St Active Transportation Access Improvements	Spokane
DV-2	US Hwy 2 Multimodal Improvements	Airway Heights
DV-3	Division Bus Rapid Transit (BRT)	STA
DV-4	I-90/Valley High Performance Transit (HPT)	STA
DV-5	Argonne Rd Safety Improvements	Spokane County
DV-6	Argonne Bridge at I-90	Spokane Valley
DV-7	Wall St Safety & Capital Improvements	Spokane County
DV-8	West Plains Connection - Spokane Phase	Spokane
DV-9	I-90 TSMO Improvements	WSDOT
DV-10	Sullivan/Trent Interchange	Spokane Valley
DV-11	6th Ave Multimodal Improvements	Airway Heights
DV-12	Spokane Falls Blvd	Spokane
DV-13	3rd Ave: Perry to Havana Improvements	Spokane
DV-14	Hayford/US 2 Congestion & Safety Project, 21st Ave Improvements	Airway Heights
DV-15	Elk Chattaroy Rd - US 2 to Tallman Rd	Spokane County
NT-1	Freya St/Palouse Hwy Roundabout	Spokane
NT-2	Centennial Trail Argonne Gap	Spokane County
NT-3	Barker Rd & I-90 Interchange	Spokane Valley
NT-4	US 195 Corridor Projects	Spokane
NT-5	32nd Ave Corridor Project	Spokane County
NT-6	Craig Rd I-90 to US 2 & I-90/SR 904 Interchange Revisions	Spokane County
NT-7	Glenrose Corridor - 5th Ave to Spokane Valley City Limits	Spokane County





# 2024 Unified List of Regional Transportation Priorities

## Submitted Projects

							PROJECT EVALUATION CRITERIA							
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	TOTAL COST	STATE FUNDING REQUEST	PROJECT STATUS CATEGORY	TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS & MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	Safety	\$ 37,217,324	\$ 3,000,000	IMPLEMENTATION	152	24	28	20	10	30	10	20
STA Fleet Electrification	STA	IP-2	Other Transit	\$ 38,800,000	\$ 0	IMPLEMENTATION	135	21	24	30	20	-	20	20
South Barker Road Corridor	Spokane Valley	IP-3	Roadway Capital	\$ 28,620,000	\$ 15,338,700	IMPLEMENTATION	134	21	29	20	20	15	10	20
Fish Lake Trail Connection Phases 1-3	Spokane	IP-4	Bike/Ped	\$ 19,474,569	\$ 14,598,813	IMPLEMENTATION	110	10	30	20	10	-	20	20
Division St Active Transportation Access Improvements	Spokane	DV-1	Bicycle & Pedestrian	\$ 25,800,000	\$ 25,800,000	DEVELOPMENT	173	28	30	20	10	30	25	20
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Roadway Capital	\$ 24,480,200	\$ 21,467,200	DEVELOPMENT	165	20	30	30	20	15	20	20
Division Bus Rapid Transit (BRT)	STA	DV-3	HPT	\$ 202,000,000	\$ 0	DEVELOPMENT	163	28	30	30	10	-	25	10
I-90/Valley High Performance Transit (HPT)	STA	DV-4	HPT	\$ 36,000,000	\$ 0	DEVELOPMENT	163	28	30	30	30	-	25	10
Argonne Rd Safety Improvements	Spokane County	DV-5	Safety	\$ 7,280,000	\$ TBD	DEVELOPMENT	146	22	28	20	30	30	-	20
Argonne Bridge at I-90	Spokane Valley	DV-6	Bridge	\$ 24,000,000	\$ 22,500,000	DEVELOPMENT	137	29	24	20	20	-	20	20
Wall St Safety & Capital Improvements	Spokane County	DV-7	Safety	\$ 15,490,000	\$ TBD	DEVELOPMENT	136	24	22	10	20	30	10	20
West Plains Connection - Spokane Phase	Spokane	DV-8	Roadway Capital	\$ 4,877,622	\$ 4,877,622	DEVELOPMENT	134	24	30	20	20	-	20	20
I-90 TSMO Improvements	WSDOT	DV-9	TSMO	\$ 24,000,000	\$ 2,640,000	DEVELOPMENT	128	29	24	10	20	15	10	20
Sullivan/Trent Interchange	Spokane Valley	DV-10	Rail/Hwy Crossing	\$ 42,774,021	\$ 35,179,224	DEVELOPMENT	127	27	30	20	10	-	10	20
6th Ave Multimodal Improvements	Airway Heights	DV-11	Bicycle & Pedestrian	\$ 7,280,000	\$ 2,860,800	DEVELOPMENT	125	15	30	30	20	-	20	20
Spokane Falls Blvd	Spokane	DV-12	Roadway Capital	\$ 8,149,426	\$ 7,397,546	DEVELOPMENT	124	28	20	10	10	-	20	20
3rd Ave: Perry to Havana Improvements	Spokane	DV-13	Roadway Capital	\$ 8,000,000	\$ 8,000,000	DEVELOPMENT	123	27	26	20	10	-	20	20
Hayford/US 2 Congestion & Safety Project, 21st Ave Improvements	Airway Heights	DV-14	Roadway Capital	\$ 12,890,000	\$ 11,600,000	DEVELOPMENT	103	23	30	20	-	-	10	20
Elk Chattaroy Rd - US 2 to Tallman Rd	Spokane County	DV-15	Reconstruction	\$ 24,000,000	\$ TBD	DEVELOPMENT	49	7	22	10	20	-	-	-
Freya St/Palouse Hwy Roundabout	Spokane	NT-1	Roadway Capital	\$ 4,988,000	\$ 4,900,000	INITIATION	151	23	22	20	20	15	20	20
Centennial Trail Argonne Gap	Spokane County	NT-2	Bicycle & Pedestrian	\$ 8,470,000	\$ TBD	INITIATION	141	12	24	30	10	15	20	20
Barker Rd & I-90 Interchange	Spokane Valley	NT-3	Reconstruction	\$ 40,000,000	\$ 40,000,000	INITIATION	141	22	24	20	20	15	10	20
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	\$ 18,394,333	\$ 18,394,333	INITIATION	131	11	30	20	-	30	10	20
32nd Ave Corridor Project	Spokane County	NT-5	Reconstruction	\$ 23,500,000	\$ TBD	INITIATION	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	\$ 49,859,000	\$ TBD	INITIATION	97	18	20	20	10	15	10	-
Glenrose Corridor - 5th Ave to Spokane Valley City Limits	Spokane County	NT-7	Reconstruction	\$ 33,400,000	\$ TBD	INITIATION	81	19	22	20	10	-	10	-

\*The Craig Rd I-90 to US 2 & I-90/SR 904 Interchange Revisions project has received \$3 million in congressionally directed spending for project development. Funding for additional phases may require an amendment to the Horizon 2045 Metropolitan Transportation Plan.





Draft

# 2024 Unified List of Regional Transportation Priorities

Option A

Include all  
**IMPLEMENTATION**  
projects

Include  
**DEVELOPMENT**  
projects above  
this line

Include  
**INITIATION**  
projects above  
this line

							PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS & MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
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Draft

# 2024 Unified List of Regional Transportation Priorities

## Option B

Include all  
**IMPLEMENTATION**  
projects

Include  
**DEVELOPMENT**  
projects above  
this line

Include  
**INITIATION**  
projects above  
this line

							Total Score	Economic Vitality	Cooperation & Leadership	Stewardship	Operations & Maintenance	Safety & Security	Quality of Life	Equity
Project Title	Agency	Map ID	Project Type	Total Cost	State Funding Request	Project Status Category								
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	Safety	\$ 37,217,324	\$ 3,000,000	Implementation	152	24	28	20	10	30	10	10
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\*The Craig Rd I-90 to US 2 & I-90/SR 904 Interchange Revisions project has received \$3 million in congressionally directed spending for project development. Funding for additional phases may require an amendment to the Horizon 2045 Metropolitan Transportation Plan.





# NEXT AGENDA ITEM



# WSDOT ER / SRTC Safety Collaboration Pilot Project Update

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SRTC Board of Directors – For Information and Discussion

Agenda Item 9 | Page 51

07/13/2023

# Objectives

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- Develop a framework for collaboration
- Identify 3-5 safety projects of mutual priority to the state and the region

*Exploratory effort that will take shape as project evolves*

# Pilot Team

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- 3 WSDOT ER Staff
- 3 SRTC Staff
- WSDOT Regional Administrator
- SRTC Executive Director
- 6 Meetings



# Screening Methodology



## Step 1

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



## Step 3

Assign volumes to the arterial road network.



## Step 5

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

## Step 2

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



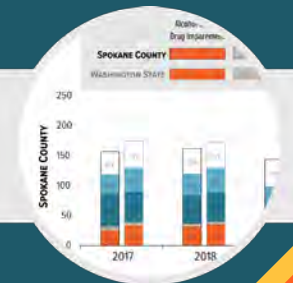
## Step 4

Calculate severity index and identify high injury network.

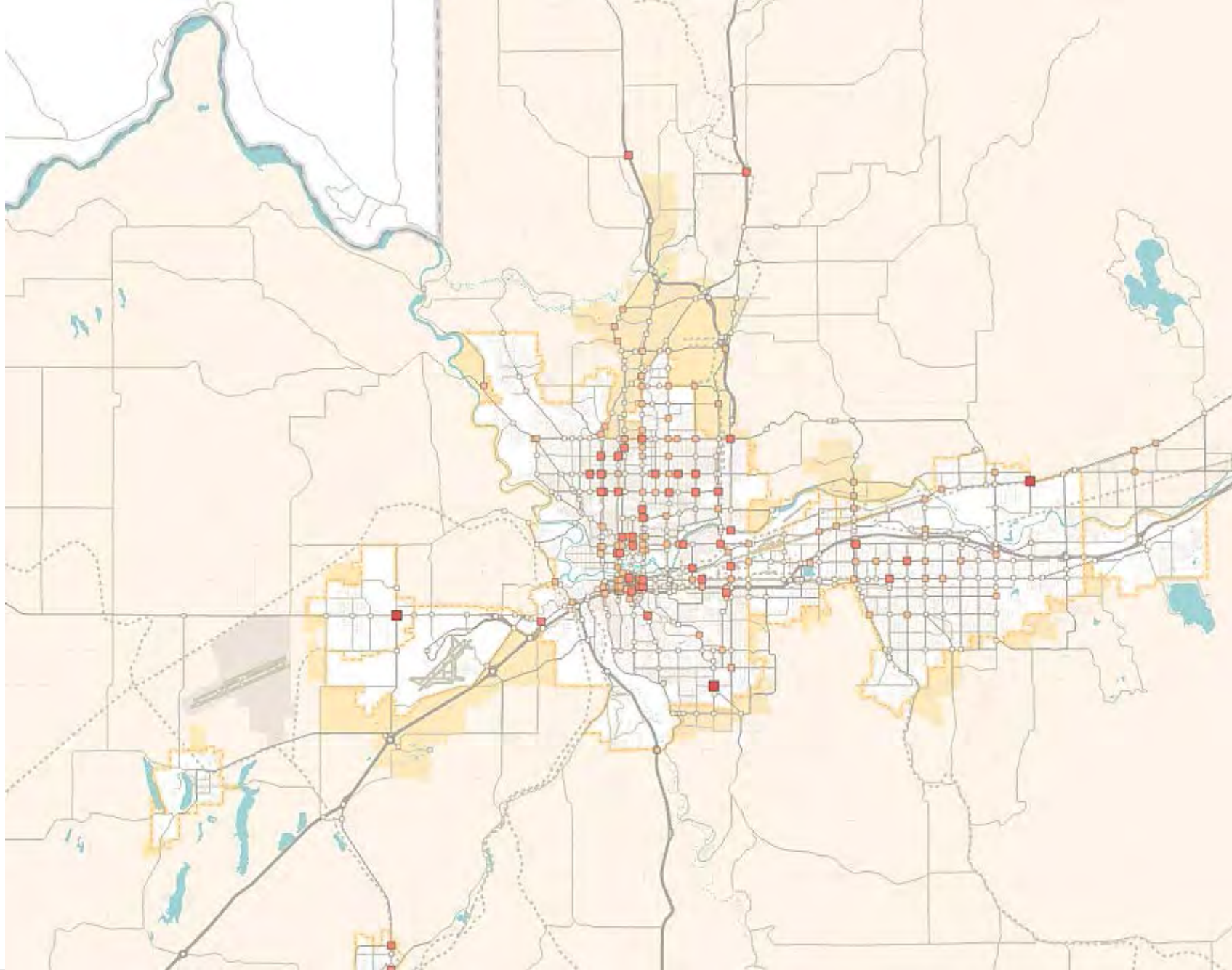


## Step 6

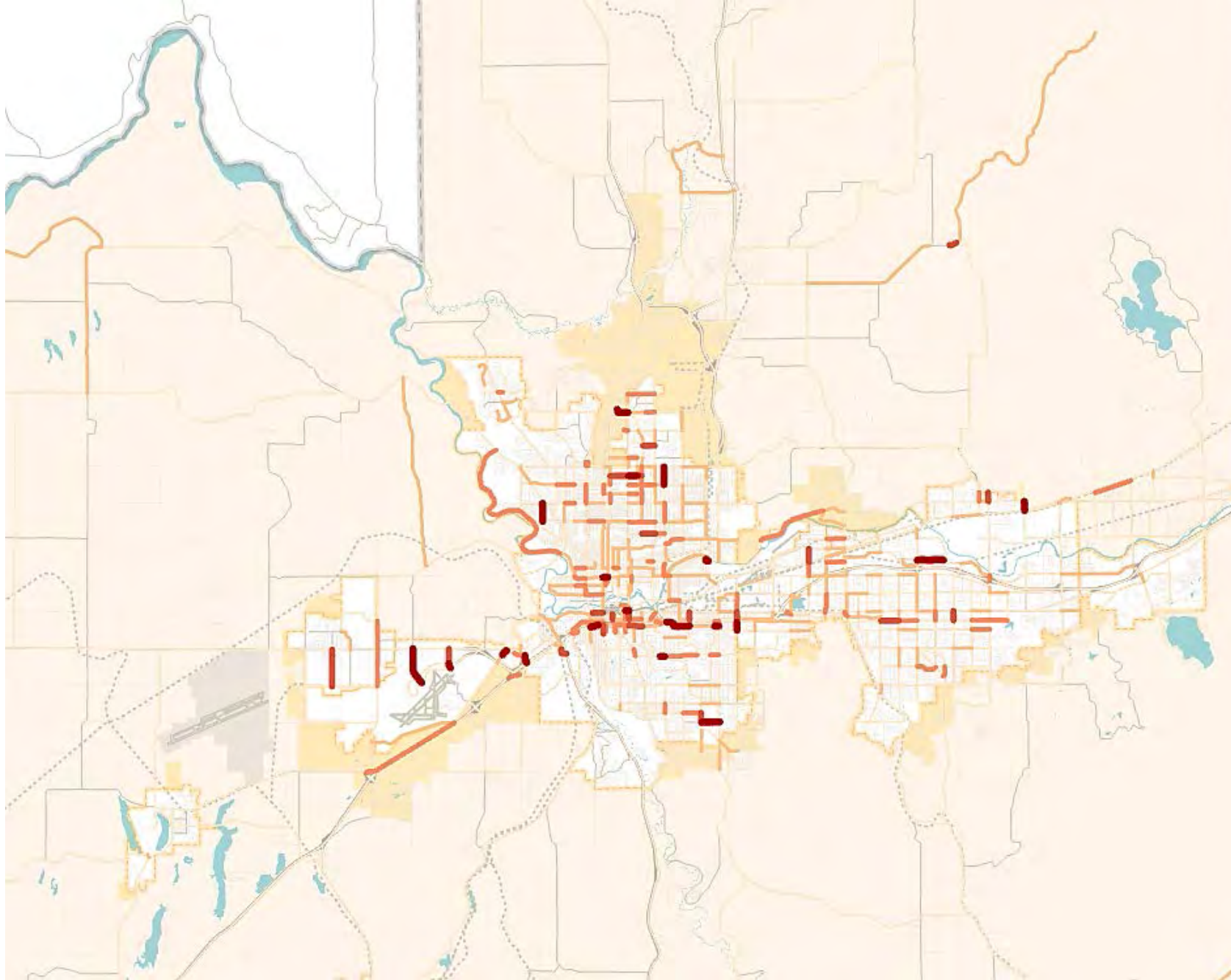
Analyze causal factors on regional scale.



## CRASH SEVERITY RATES BY INTERSECTION



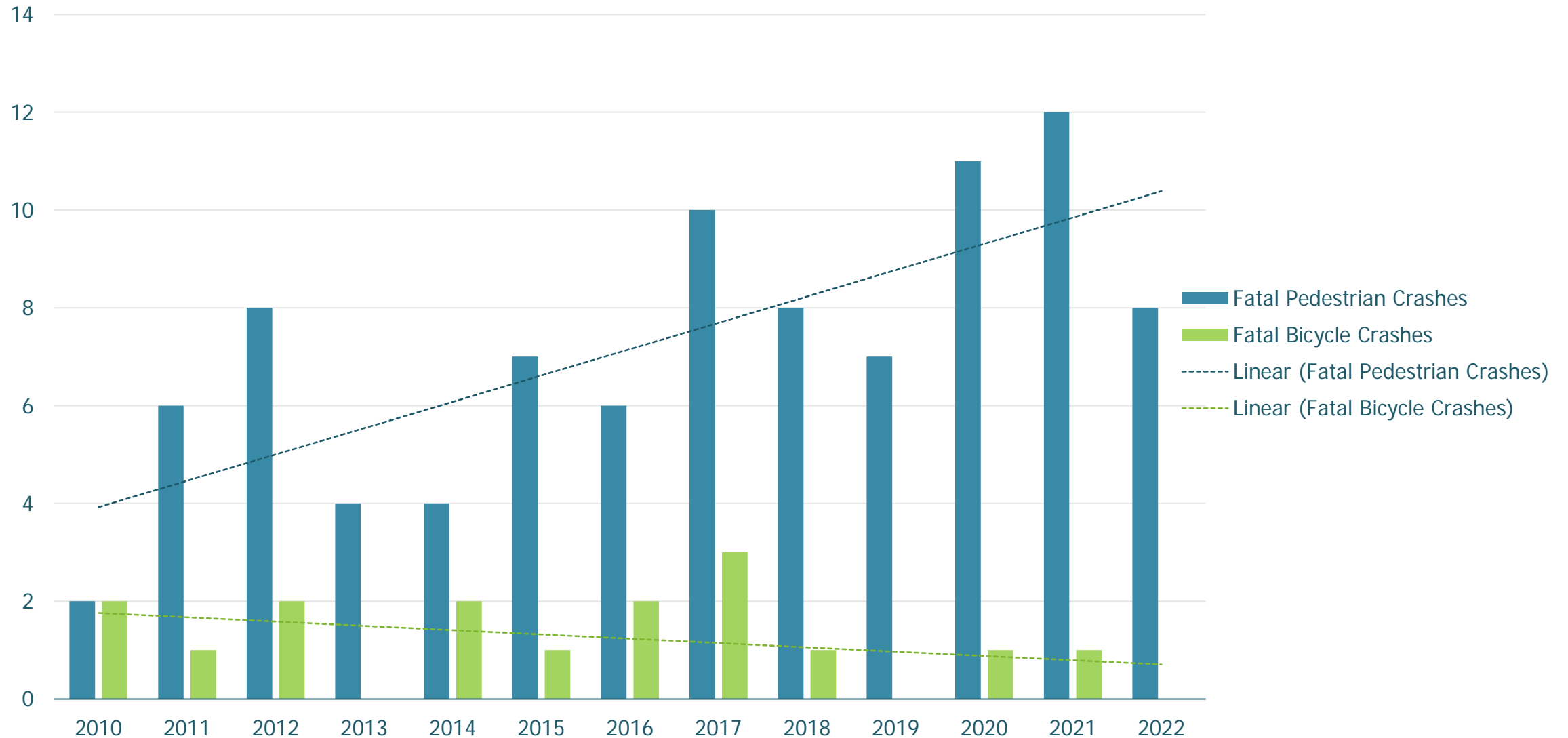
## CRASH SEVERITY RATES BY SEGMENT





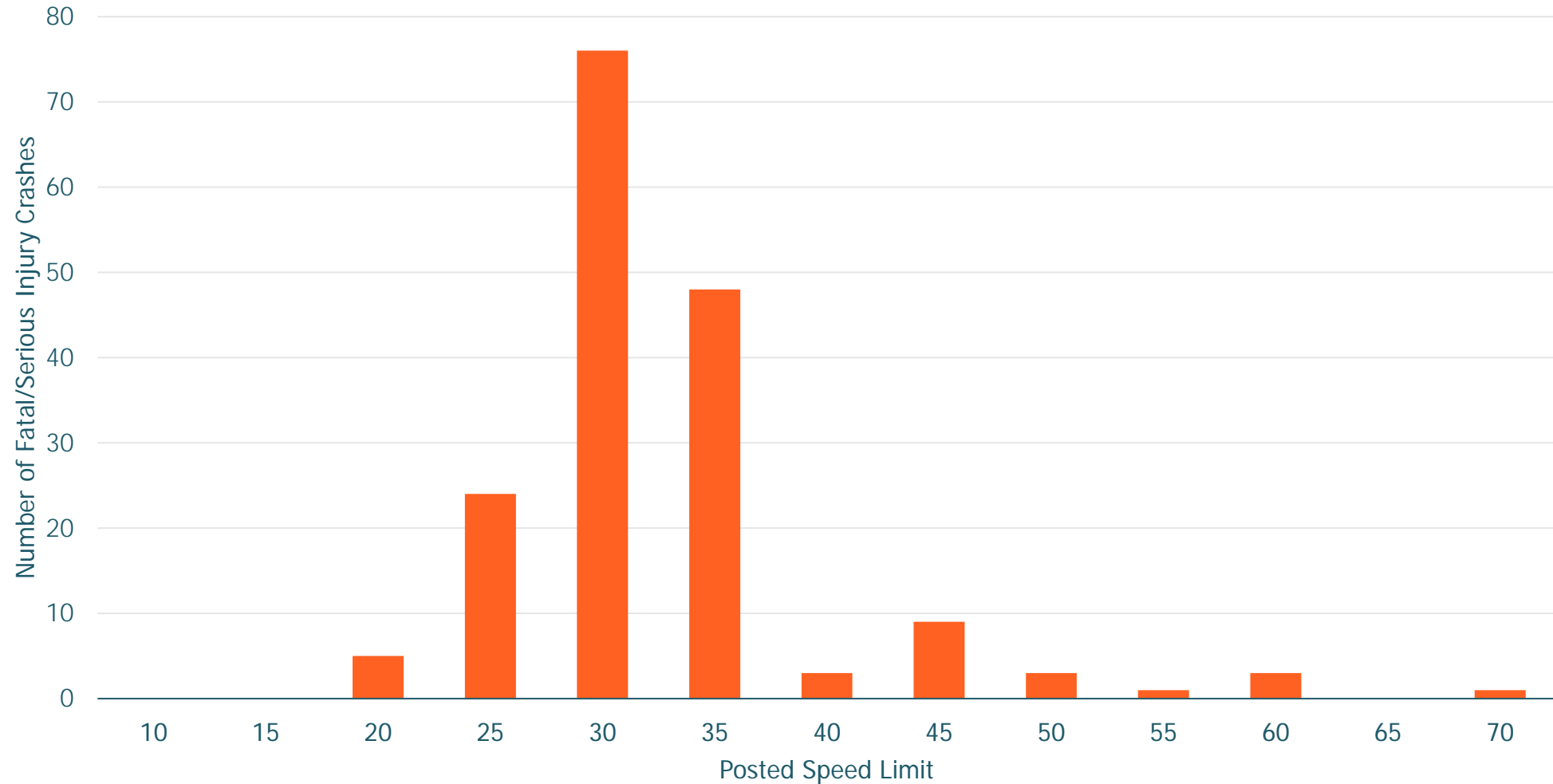
# Fatal Crashes Involving Pedestrians & Bicyclists

Spokane County, WA | 2010–2022



# Posted Speeds at Crash Fatal and Serious Injury Crash Locations Involving a Bicycle or Pedestrian

Spokane County, WA | 2018–2022



### Highest Number of Fatal/Serious Injury (FSI) Crashes

- 1 Trent Ave & Flora Rd
- 2 US 2 & Colbert Rd
- 3 University Rd & Sprague Ave
- 4 Grand & 14th Ave
- 5 Ash St & Wellesley Ave
- 6 Freya St & Sprague Ave
- 7 Washington St & Mission Ave
- 8 Freya St & Alki Way
- 9 Market St & Garland Ave
- 10 Nevada St & Empire Ave (tie)  
Browne St & 2nd Ave (tie)

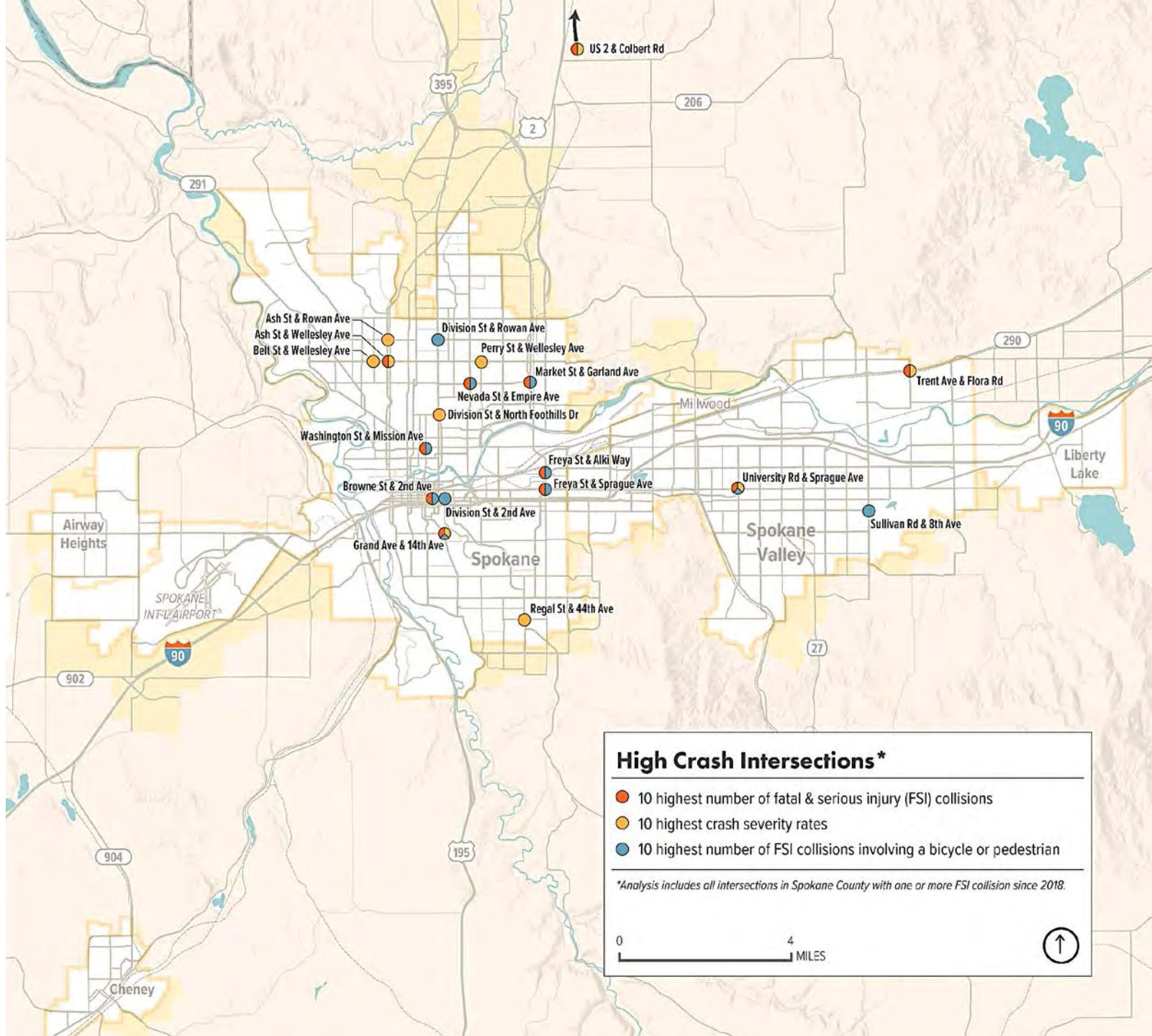
### Highest Crash Severity Rates

- 1 Regal St & 44th Ave
- 2 Ash St & Rowan Ave
- 3 Trent Ave & Flora Rd
- 4 Perry St & Wellesley Ave
- 5 University Rd & Sprague Ave
- 6 Division St & North Foothills Dr
- 7 US 2 & Colbert Rd
- 8 Grand & 14th Ave
- 9 Wellesley Ave & Belt St
- 10 Ash St & Wellesley

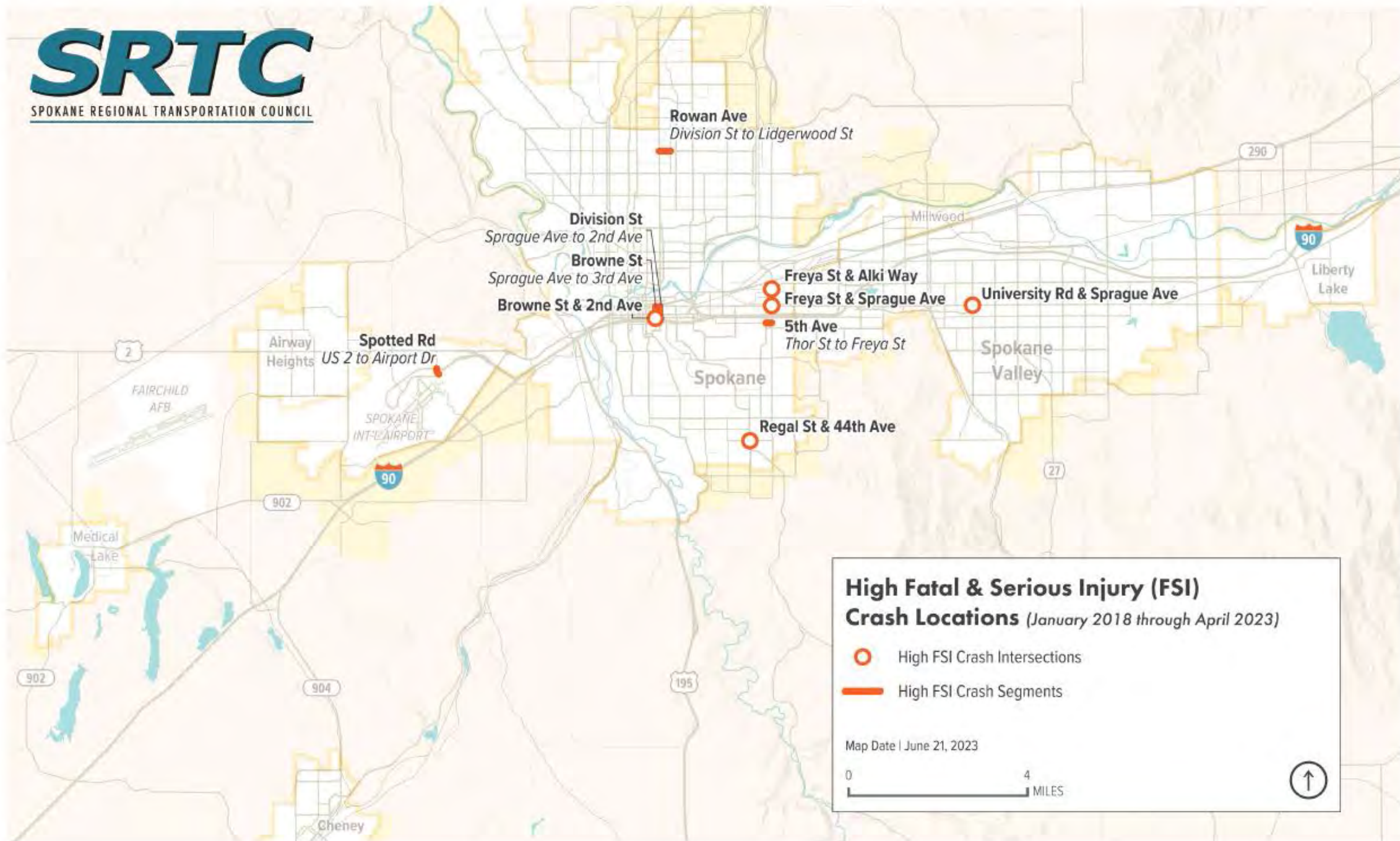
### Highest Number of FSI Crashes Involving a Bicycle or Pedestrian

- 1 Market St & Garland Ave
- 2 Browne St & 2nd Ave
- 3 Sullivan Rd & 8th Ave
- 4 Division St & 2nd Ave
- 5 Division St & Rowan Ave
- 6 University Rd & Sprague Ave
- 7 Grand & 14th Ave
- 8 Freya St & Sprague Ave
- 9 Washington St & Mission Ave
- 10 Freya St & Alki Way

\*Analysis of all intersections in Spokane County with one or more FSI collision since 2018.







# Refined List of Candidate Locations

Candidate Location	Jurisdiction	Identified Project?	Description
5th Ave - Thor St to Freya St	CoS	N	-
Freya St & Alki Ave	CoS	N	-
Rowan Ave - Division St to Lidgerwood St	CoS	N	-
University Rd & Sprague Ave	CoSV	Y	Sprague redesign at City Hall
Browne St - Sprague Ave to 3rd Ave	CoS	Y	Pacific Greenway
Division St - Sprague Ave to 2nd Ave	CoS	Y	Pacific Greenway
Spotted Rd - US 2 to Airport Dr	SIA	Y	Grade separated interchange
Browne St & 2nd Ave	CoS	Y	Pacific Greenway
Freya St & Sprague Ave	CoS	Potential	-
Regal St & 44th Ave	CoS	Potential	-

# Path Forward

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- We've identified challenges in developing a more collaborative framework that we're trying to work through
- How can we support local jurisdictions and WSDOT and impact the reduction in serious and fatal injury crashes?
- What recommendations can we make to identify a more productive role for SRTC in the process?
- Process/policy recommendations or projects will be brought back in September



# Next Steps

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- **August: Meeting #7 – Pilot Team**
- **August: Committee Action**
- **September: Board Action (in parallel with Unified List Adoption)**

# Questions

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Mike Ulrich, AICP

Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384



# NEXT AGENDA ITEM



# Bicycle Level of Traffic Stress Update

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SRTC BOARD OF DIRECTORS – FOR INFORMATION AND DISCUSSION

JASON LIEN

AGENDA ITEM 10, PG. 53

07/13/2023





# Bike Level of Traffic Stress

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## ❑ Project Purpose:

- ❑ Understand bike rider experience on our network
- ❑ Where are there higher stress areas and gaps?
- ❑ Data point for SRTC and partners to evaluate needs

## ❑ Project Deliverable:

- ❑ Grading system of routes on the Regional Bicycle Priority Network



# LTS Data

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- ❑ Compile data for street segments:
  - ❑ #Thru-lanes
  - ❑ Posted speed
  - ❑ Parking
  - ❑ Bike facility width
  - ❑ Traffic volume
- ❑ Use data to categorize network segments into LTS 1-4

# LTS Method

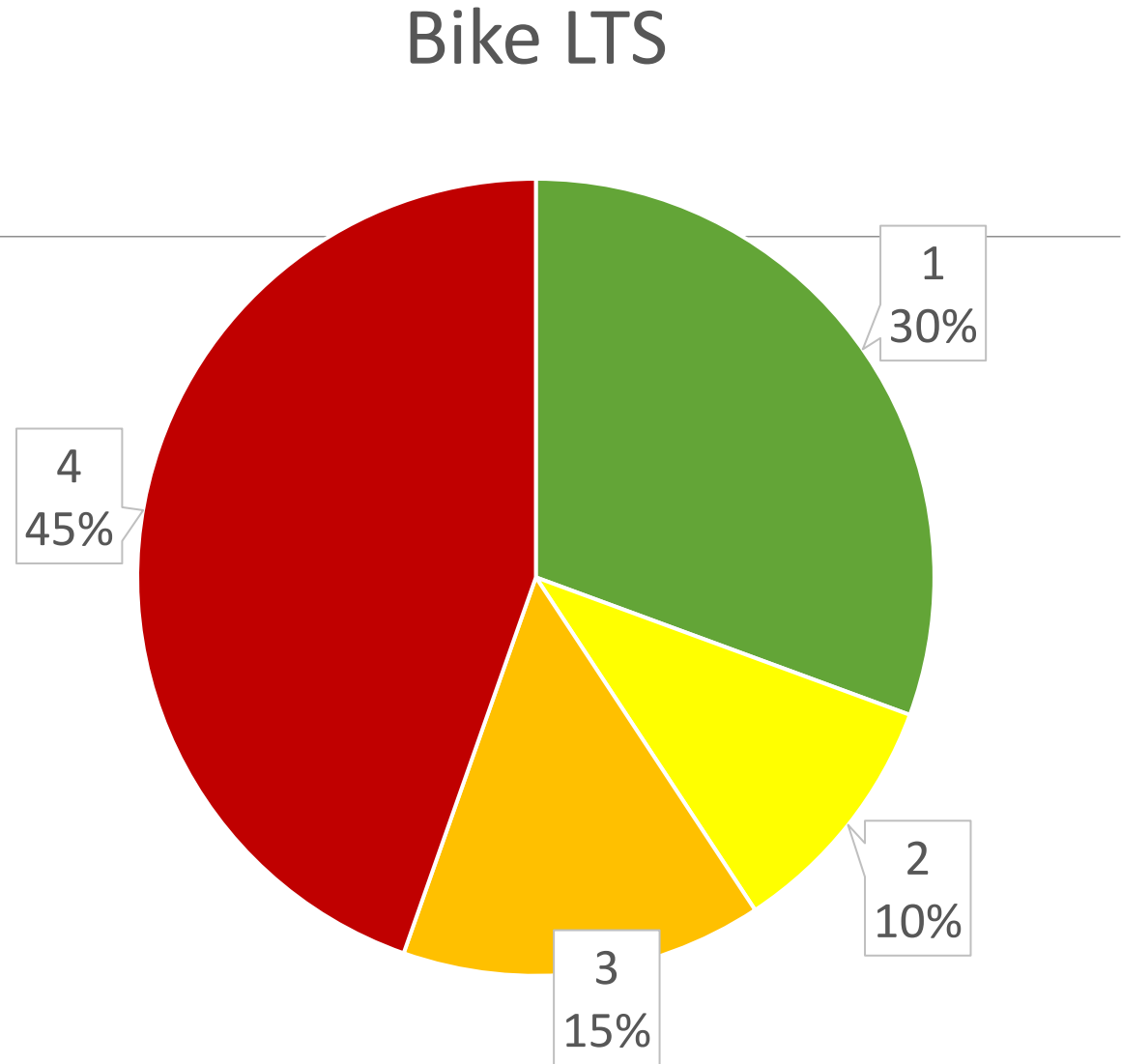
Table 3  
Criteria for Bike Lanes Not Alongside a  
Parking Lane

	LTS $\geq 1$	LTS $\geq 2$	LTS $\geq 3$	LTS $\geq 4$
Street width (thru lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(n.a.)
Bike lane width	6 ft or more	5.5 ft or less	(n.a.)	(n.a.)
Speed limit or prevailing speed	30 mph or less	(n.a.)	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)



# Results – Overall

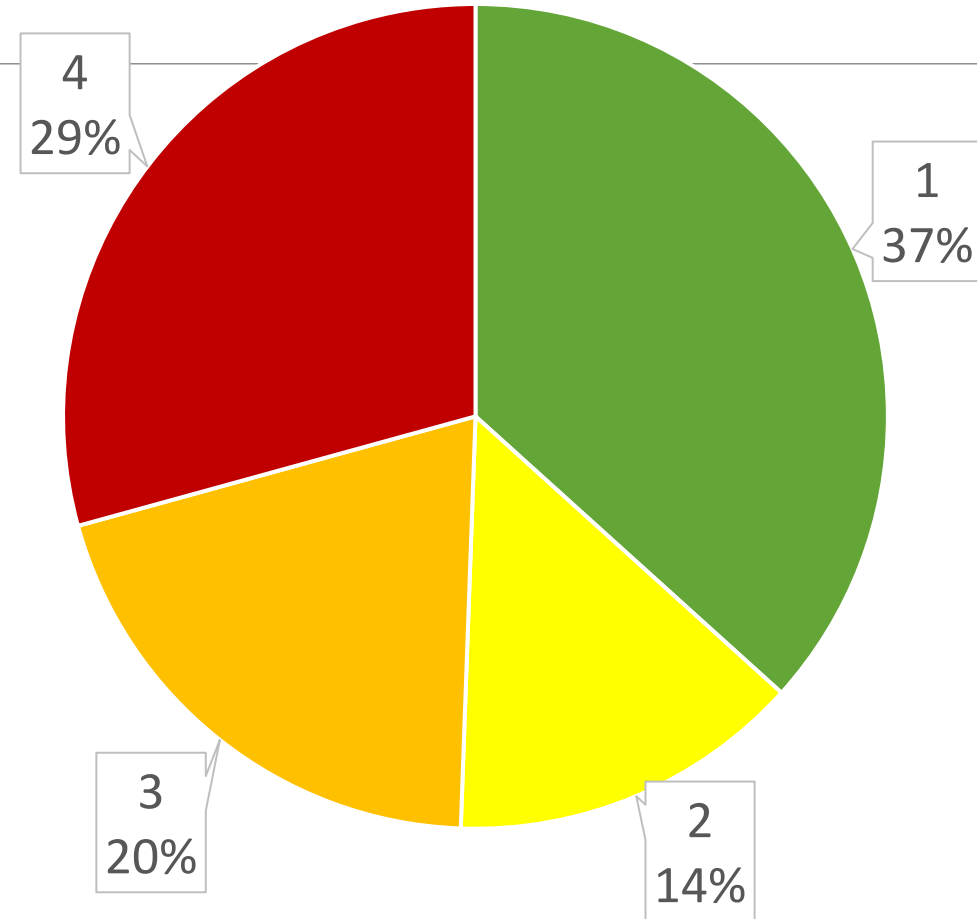
- 1 = Lowest Stress
- 4 = Highest Stress
- 37 miles unclassified



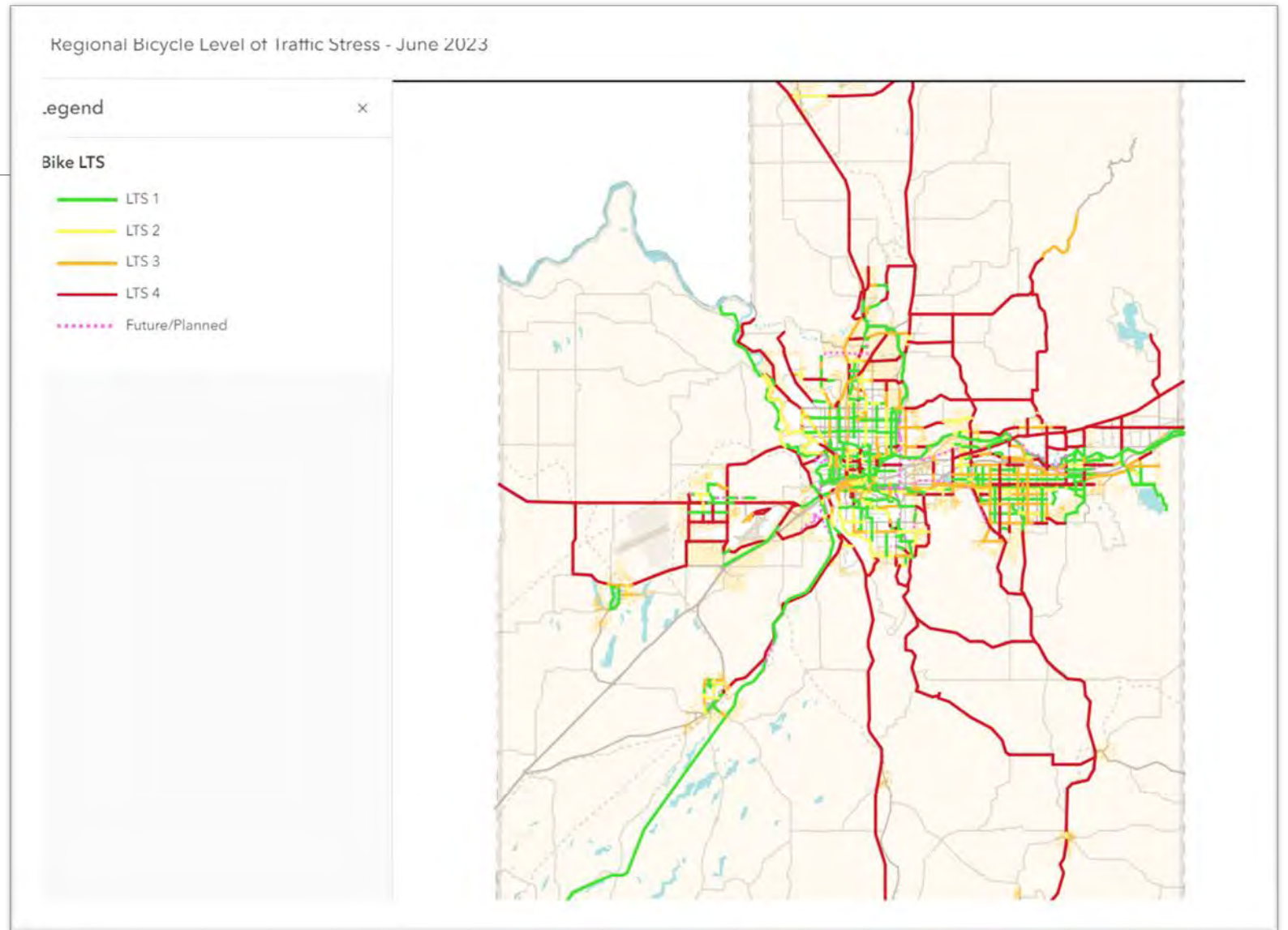
# Results – Urban Area

- 1 = Lowest Stress
- 4 = Highest Stress
- 35 miles unclassified

Bike LTS



# Online Map



# Next Steps

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- ☐ Review results – thru Aug 11
- ☐ Add info on unsignalized crossings at major intersections
- ☐ TTC/TAC recommendation in August
- ☐ Board action in September



# Questions or Comments

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Michael Redlinger

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509.343.6370



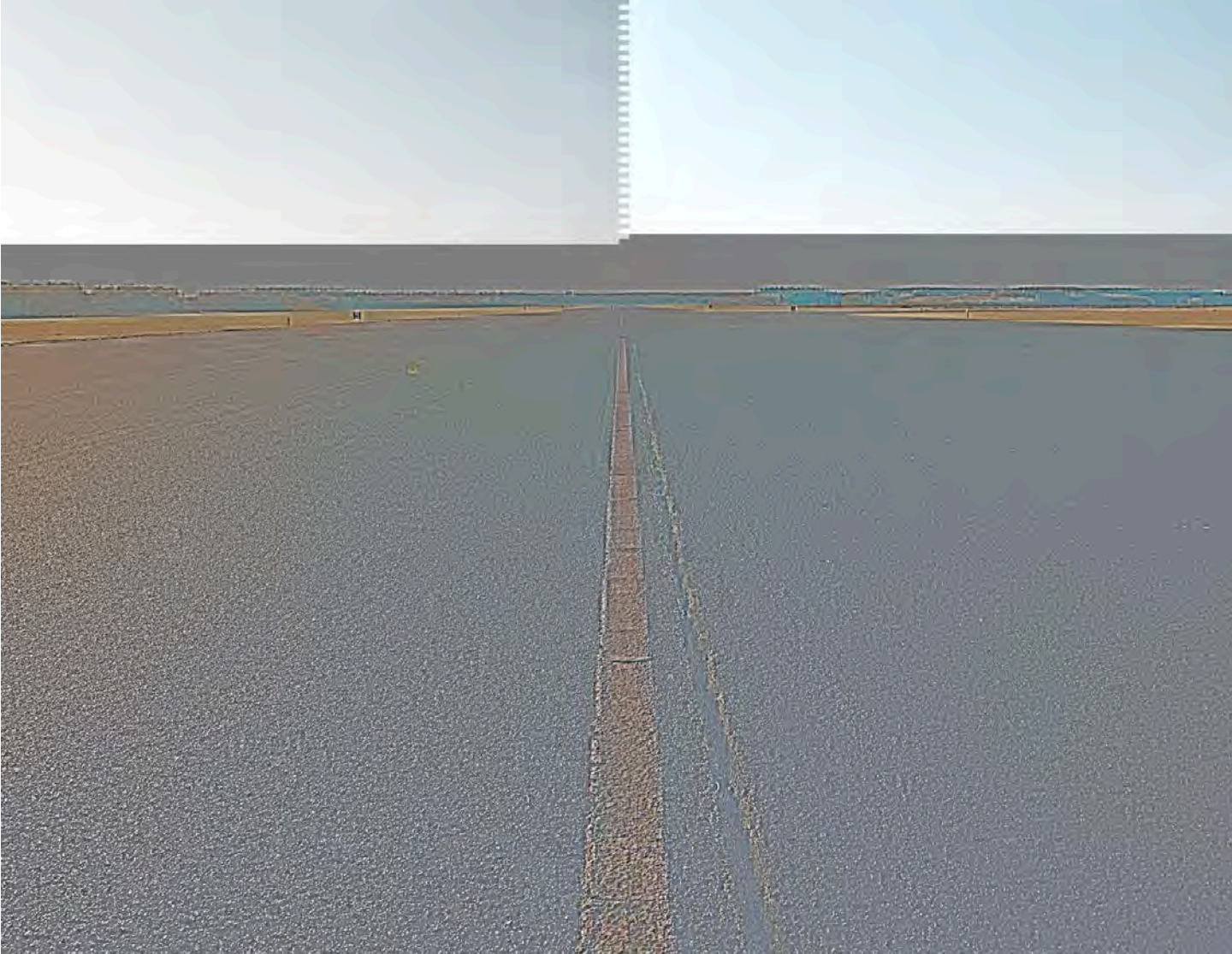
# NEXT AGENDA ITEM

# Working Group Update

**SRTC BOARD OF DIRECTORS – FOR INFORMATION AND DISCUSSION**

**AGENDA ITEM 11, PAGE 54**

**JULY 13, 2023**



# Working Group Update

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## SRTC Working Groups Information Sheet

- Attachment 1

## Equity Working Group Update

- Attachment 2



# Working Groups at SRTC

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## ILA:

**Subcommittees** provide advice and recommendations to the board

## Working groups:

Inform and provide recommendations for SRTC staff

Technical expertise or experience to better inform projects that we're working on

*E.g.*

- *CMP Working Group*
- *Equity Working Group*
- *TIP Working Group*
- *Equity planning work group*
- *Freight subject matter expert team*
- *Et al.*



# Equity Working Group

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Moving forward as **Working Group**

**Draft charter** included as attachment

Highlights...

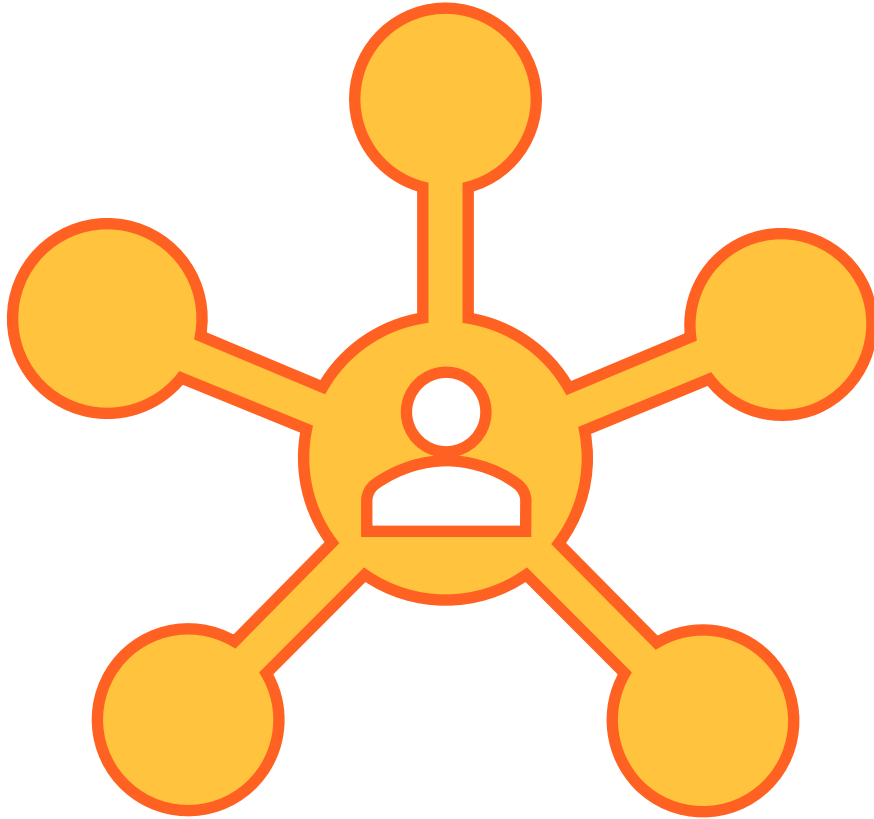
Purpose and Role

Activities and Deliverables

Composition, Participation, Procedures

Meetings, Timeframe





# Outreach and Recruitment

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## Participation Form

- Basic information

## Network of outreach contacts to help broadcast (ex.)

- Local and regional agencies
- Libraries
- Universities
- Nonprofits and service providers
- Grange

## Foundational:

- Maintaining relationships, forging new relationships, building dialogue





**Outreach and initial recruitment**

**Back to Board in Fall/Winter**

**Target: First full meeting of group in  
December 2023 or January 2024**

**Next Steps**





# Thank you!

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