

WELCOME TO THE 10/12/23

SRTC Board of Directors Meeting



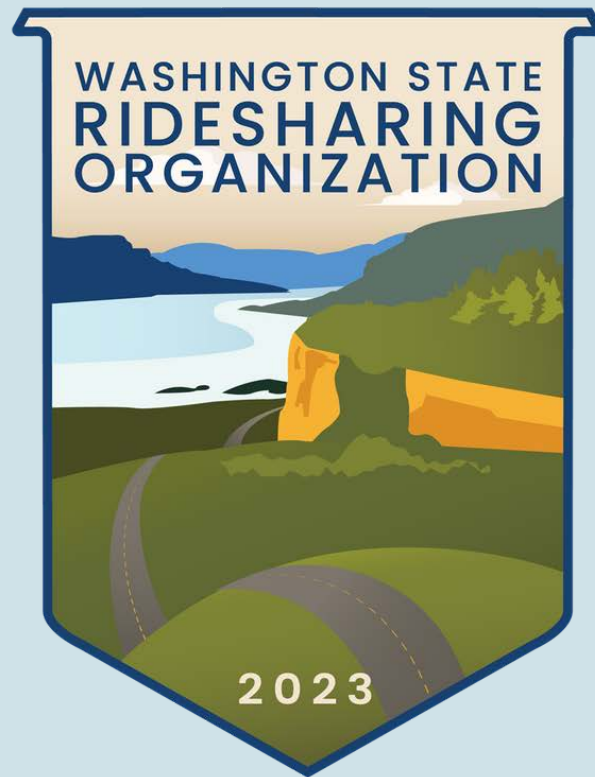
INFRADAY PACIFIC NORTHWEST

SEPTEMBER 19, 2023
FUTURE OF INFRASTRUCTURE IN THE PNW
SHERATON GRAND SEATTLE
INFRADAY.COM/PNW

Mike presents on "Urban Mobility: Rethinking the Future of Transportation" - Sept. 19

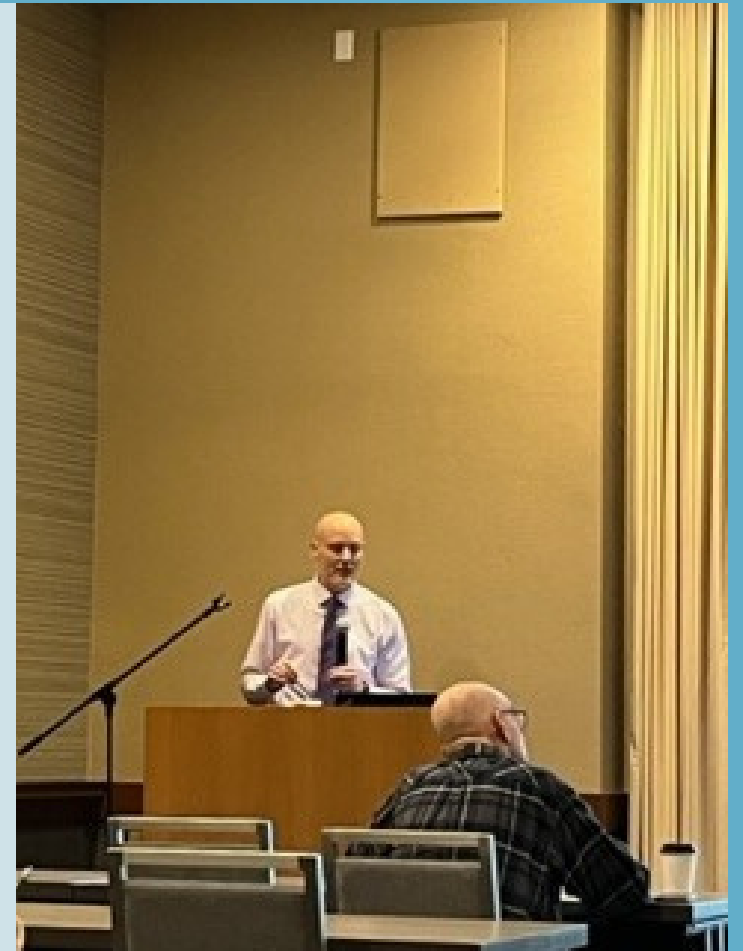
WELCOME TO THE 10/12/23

SRTC Board of Directors Meeting



NAVIGATING THE TRAIL AHEAD

WSRO 2023 Annual Conference



Jason presents on “Increasing Cycling in Your Community” - Oct. 03

WELCOME TO THE 10/12/23

SRTC Board of Directors Meeting



SRTC's new Administrative-Executive Coordinator - Oct. 09

WELCOME TO THE 10/12/23 SRTC Board of Directors Meeting



**ACCELERATING
TO A
CLEAN FUTURE**

THE ROAD TO SUSTAINABLE
TRANSPORTATION

— 2023 Transportation Summit —

OCT 19, 2023 | 8:00 AM TO 10:00 AM
CenterPlace Regional Event Center

Presented in Partnership by

Please email
shayward@srtc.org
to rsvp for a seat at
an SRTC table.

Keynote Speaker Charlie Allcock
Senior Infrastructure Advisor
International Council on Clean Transportation



Event info.



Board members, please email shayward@srtc.org to rsvp for a seat at an SRTC Table.

WELCOME TO THE 10/12/23

SRTC Board of Directors Meeting



Please take this quick, 6 question survey to provide input for our TMA Certification Review!

CY 2024 Budget & Indirect Cost Plan

SRTC Board of Directors – For Action
Lois Bollenback, Executive Director

Agenda Item 4, Page 11

10/12/23



Summary

REVENUES:

- Include federal, state and local funds as well as grant funding and carry forward.

EXPENDITURES:

- Personnel includes salary increases with a 4% cost of living as well as a merit & retention increase.
- Renovation expenses/IT upgrades have been removed and will be amended into the budget pending ongoing research.

	CY 2023 Amended	CY 2024 Proposed	\$S change	% change
REVENUES				
1 SRTC Cash Reserve (suite 504 expand & contingency)	160,000	25,000		
2 Designated Local Funds from prior year (SRTC - SS4A)	32,467	38,500	6,033	18.6%
3 FHWA PL (Federal Public Law Funds) \$162,000 forward prior year	811,718	984,488	172,770	21.3%
4 FTA (Federal Section 5303 Funds) \$50,247 forward prior year	286,422	335,077	38,655	13.0%
5 STBG Planning Funds	350,000	500,000	150,000	42.9%
6 Designated Grant - FHWA - SS4A (Safe Streets 4 All)	400,000	280,000	(120,000)	-30.0%
7 STBG D.A.T.A. & Study Project Funds	300,000	-	(300,000)	-100.0%
8 RTPO (State Planning Funds)	144,651	144,651	-	0.0%
9 Designated Grants (WA Dept Commerce - ETS)	850,000	1,200,000	350,000	41.2%
10 Local Member Contributions	274,789	276,299	1,510	0.5%
11 Local Member Contributions - designated SS4A from prior year	45,000	31,500	(13,500)	-30.0%
12 Spokane County Treasury Interest	6,000	15,000	9,000	150.0%
13 TOTAL REVENUES	3,671,047	3,830,516	159,468	4.3%
EXPENDITURES				
Personnel				
16 Salaries	1,079,341	1,136,980	57,639	5.3%
17 Accrued Vacation Payouts \ Unemployment	1,500	15,000	13,500	900.0%
18 FICA	82,684	88,126	5,442	6.6%
19 WA State Retirement System	112,144	108,354	(3,790)	-3.4%
20 Insurance/Benefits	182,436	182,500	64	0.0%
21 Total Personnel	1,458,105	1,530,960	72,855	5.0%
Contractual and Professional Services				
23 Legal Services	25,000	25,000	-	0.0%
24 Consultant & Prof Svcs	208,123	2,250	(205,873)	-98.9%
25 Professional Services - ETS Grant Work	850,000	1,200,000	350,000	41.2%
26 Consultant Services & SS4A	435,000	304,500	(130,500)	-30.0%
27 Consultant Services & MTP Update	-	405,000	405,000	-
28 Consultant Services & TIP Database	21,000	18,750	(2,250)	-10.7%
32 Consultant Services & D.A.T.A.	300,000	-	(300,000)	-100.0%
33 State Audit Charges	17,000	20,500	3,500	20.6%
34 Total Contractual and Professional Services	1,856,123	1,976,000	119,877	6.5%
Materials and Services				
35 Publications	500	500	-	0.0%
37 Postage	300	300	-	0.0%
38 Operating Supplies	4,500	4,500	-	0.0%
39 Minor Furniture/Equipment	1,000	1,000	-	0.0%
40 Telephone	5,760	4,860	(900)	-15.6%
41 Advertising	3,120	3,000	(120)	-3.8%
42 Rent - Office Space	84,500	95,000	10,500	12.4%
43 Rent - Meeting Rooms	500	500	-	0.0%
44 Lease - Copier (and usage charges)	2,550	2,550	-	0.0%
45 Property and Liability Insurance	17,000	20,000	3,000	17.6%
46 Printing	750	750	-	0.0%
47 Interfund Charges County Treasurer (Fees)	4,860	4,860	-	0.0%
48 Contingency	25,000	25,000	-	0.0%
49 Total Materials and Services	150,340	162,820	12,480	8.3%
Travel, Training, and Staff Development				
50 Mileage & Parking	2,400	2,400	-	0.0%
52 Travel / Training (Staff)	42,700	42,700	-	0.0%
53 Educational Speaker Series	5,000	5,000	-	0.0%
54 Board/Staff Retreats, Facilitators, Food	3,700	3,700	-	0.0%
55 Dues, Subscriptions, and Memberships	10,709	9,625	(1,084)	-10.1%
56 Total Travel, Training, and Staff Development	64,509	63,425	(1,084)	-1.7%
IT Operations				
57 IT Professional Services	28,400	29,060	660	2.3%
59 Software	40,640	39,820	(820)	-2.0%
60 Hardware - New, Replacement, Repairs & Maintenance	60,000	10,500	(49,500)	-82.5%
61 Online Services	12,930	17,930	5,000	38.7%
62 Total IT Services	141,970	97,310	(44,660)	-31.5%
63 TOTAL EXPENDITURES	3,671,047	3,830,516	159,468	4.3%

Action

Recommend Board approval of Resolution R-23-26 adopting the Calendar Year 2024 Budget and Indirect Cost Plan.

2024 – 2027 Transportation Improvement Program (TIP)

Board of Directors – For Action

Ryan Stewart, Principal Transportation Planner

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10/12/23

Action

Approval of Resolution R-23-27 adopting the 2024-2027 TIP and approving the finding of transportation conformity with air quality plans.

What is the TIP?

- 4-year program of regional transportation projects
- Any project receiving federal funds or regionally significant
- Full document at [SRTC.org](https://www.srtc.org) under the Transportation Improvement Program tab

2024 - 2027 Transportation **IMPROVEMENT PROGRAM**

**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**

421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

📞 509-343-6370

✉ contact.srtc@srtc.org

🌐 www.srtc.org

**SRTC Project
Selection**

(STBG, CMAQ, TA Set-
Aside, CRP)

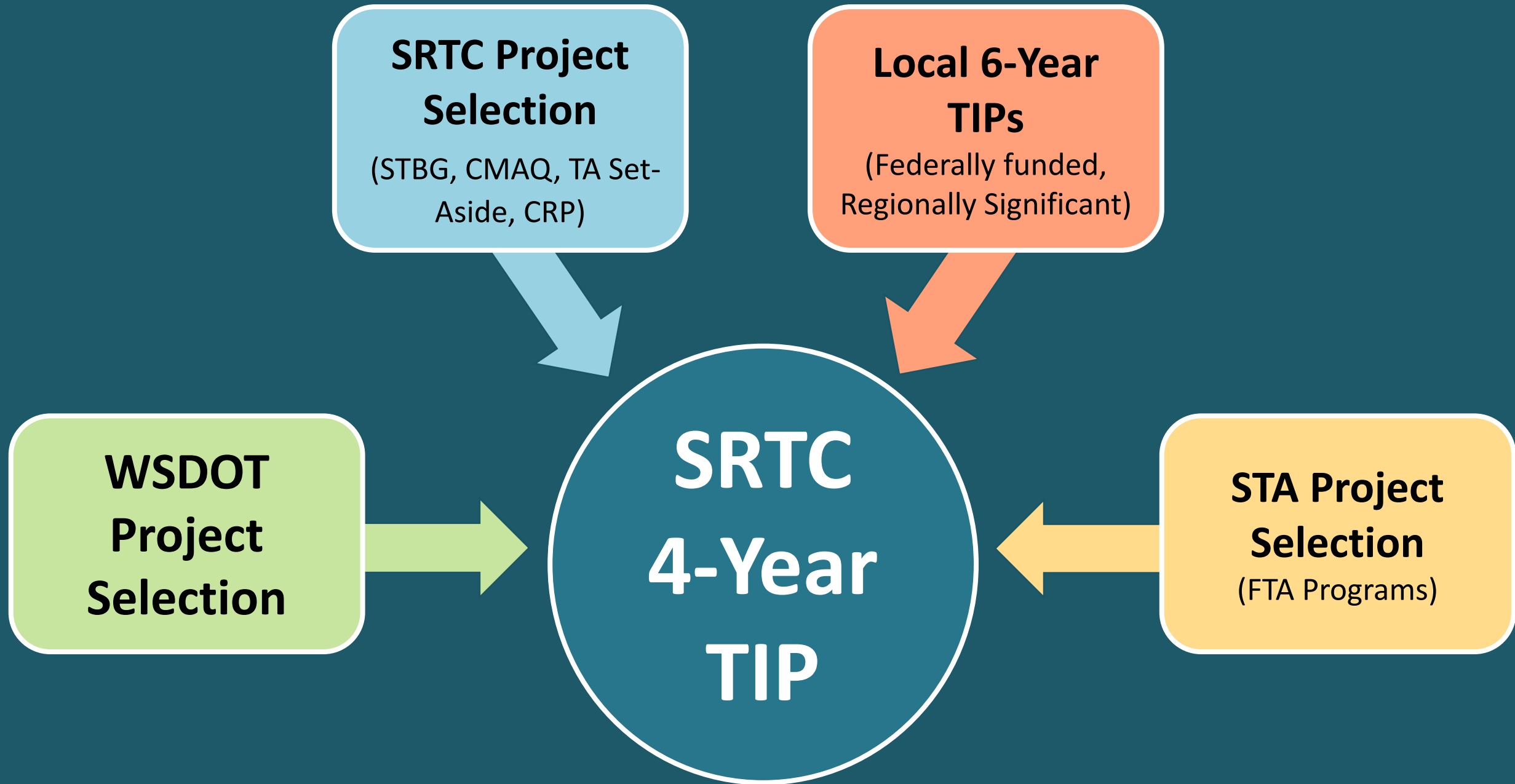
**Local 6-Year
TIPs**

(Federally funded,
Regionally Significant)

**WSDOT
Project
Selection**

**STA Project
Selection**
(FTA Programs)

**SRTC
4-Year
TIP**



SRTC TIP Determination Process



Consistent with
SRTC's MTP-
Horizon 2045



Consistent with
Regional Plans



Conforms with
State Air
Quality Plans



Fiscally
Constrained



2024-2027 TIP Overview - DRAFT



75 Projects (Total)



\$839 M (4-years)

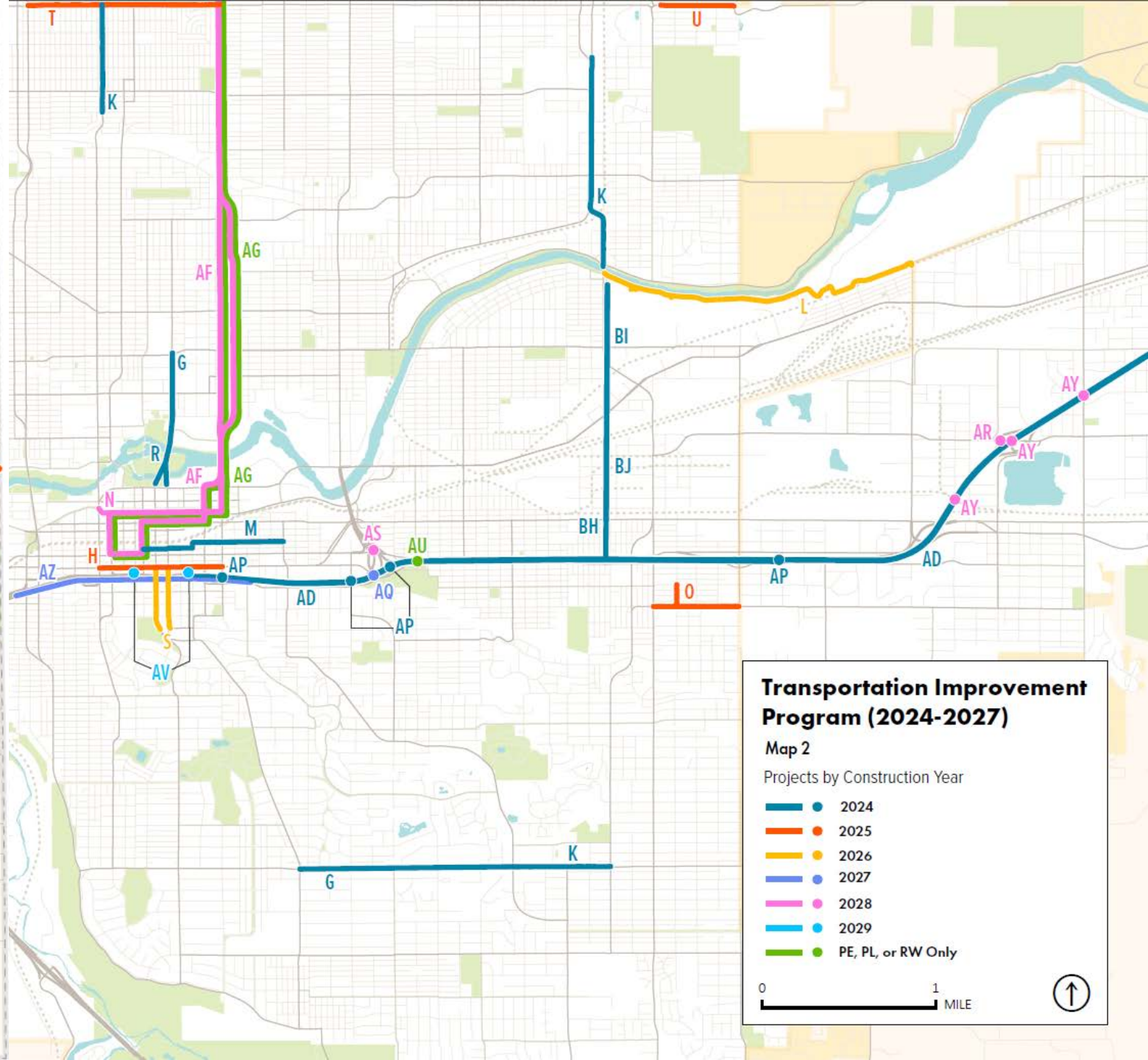
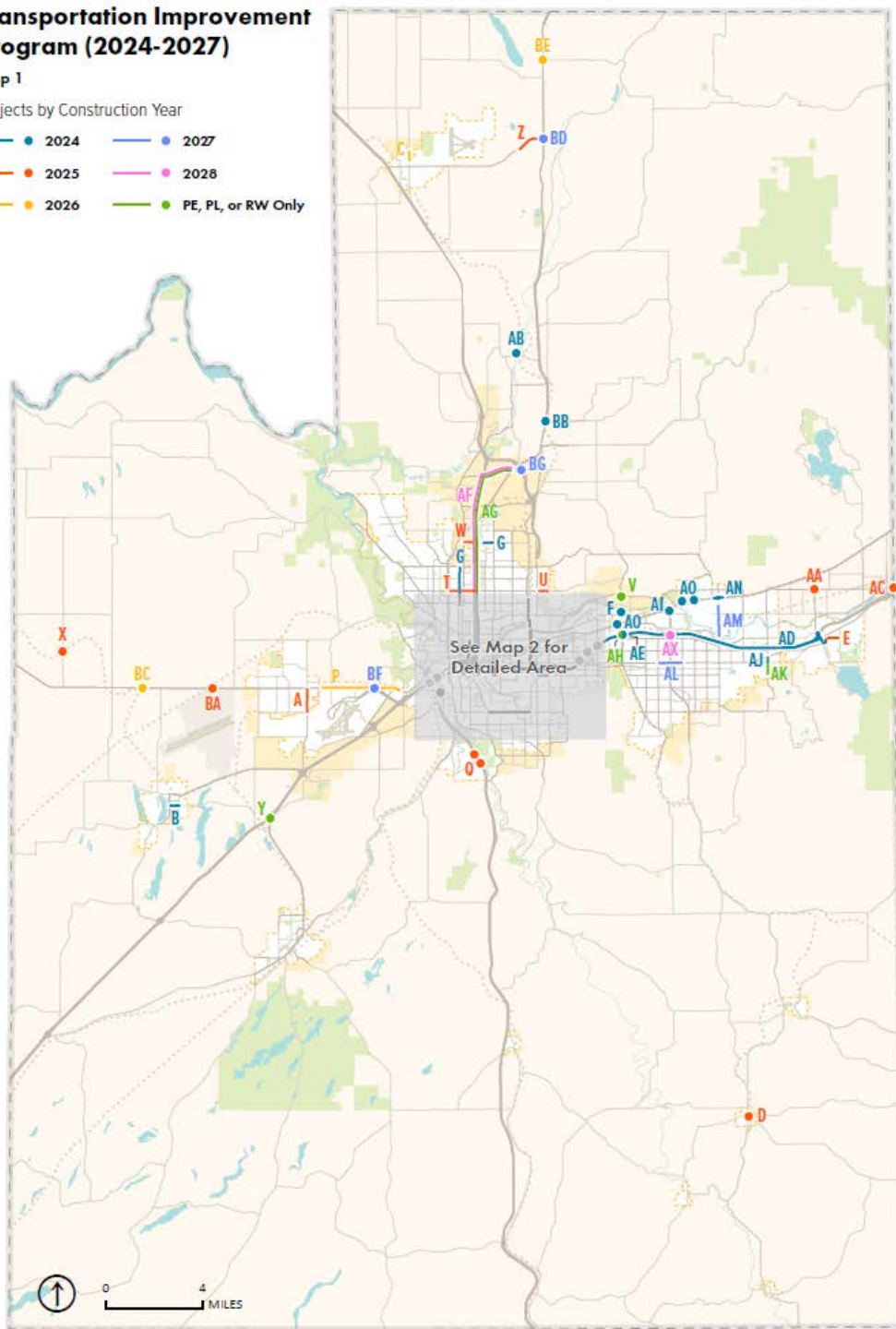


27 Projects = \$43 M (SRTC Managed)

DRAFT

Project Type	Number of Projects	% of Projects		Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	8	11%	▼	32,044,316	4%	13%
Bridge	12	16%	▼	34,778,477	4%	14%
High Performance Transit	1	1%	▼	5,401,000	1%	2%
Planning	2	3%	▼	2,678,035	0%	1%
Preservation	14	19%	▼	30,406,137	4%	12%
Rail/Highway Crossing	2	3%	▼	44,761,208	5%	18%
Reconstruction	4	5%	▼	13,420,330	2%	5%
Roadway Capital	2	3%	▼	5,718,960	1%	2%
Roadway Capital - NSC	3	4%	▼	583,719,048	70%	
Safety & Security	8	11%	▼	5,887,825	1%	2%
Transit	6	8%	▼	67,871,173	8%	27%
TDM	1	1%	▼	1,296,632	0%	1%
TSMO	12	16%	▼	10,707,558	1%	4%
TOTAL	75	100%		838,690,699	100%	100%

—● 2024 —● 2027
—● 2025 —● 2028
—● 2026 —● PE, PL, or RW Only



What's new?

Agency	Project Name
Airway Heights	South Hayford Road Preservation
Fairfield	Railroad Ave Rehabilitation
Liberty Lake	Mission Avenue Overlay-E Country Vista Dr to N Molter Dr
Spokane Co.	Coulee Hite Railroad Safety Project
Spokane Co.	Deer Park - Milan Rd Preservation
Spokane Transit	Argonne Station Park and Ride
Spokane Valley	Sullivan Preservation - Spokane River to Kiernan
Spokane Valley	Sprague Preservation at SR 27

DRAFT

2024-2027 TIP Public Engagement

General outreach – SRTC's PPP

30-day TIP Public Comment Period

September 1 – October 1, 2023

TIP Public Meeting (Hybrid)

Thursday, September 21st 12:00 – 1:00 PM

- Recording is available on srtc.org



2024- 2027 TIP Timeline

- Oct 12 – SRTC Board Action Item
- Oct 20 – Projects due to WSDOT in Secure Access WA
- Jan 2024 – FHWA/FTA STIP Approval

Action

Approval of Resolution R-23-27 adopting the 2024-2027 TIP and approving the finding of transportation conformity with air quality plans.



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6370 | rstewart@srtc.org | www.srtc.org

Establishment of an Annual Evaluation Process for the Executive Director

SRTC Board of Directors – For Action
Lois Bollenback, Executive Director

Agenda Item 6, Page 44

10/12/23

FOR ACTION
AGENDA ITEM 6
Resolution R-22-28
10/12/2023 Board Meeting

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-28 SRTC
**ESTABLISHING AN EVALUATION PROCESS FOR THE
EXECUTIVE DIRECTOR**

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

WHEREAS, the SRTC Board operates pursuant to an Interlocal Agreement of the member parties that, among other responsibilities, establishes the powers and duties of the SRTC Board of Directors authorizes the Board to retain an Executive Director, determine the duties and authority of that position and fix the salaries, wages and other associated compensation; and

WHEREAS, the Interlocal Agreement identifies the establishment of an Administrative Committee as a standing committee of the SRTC Board; and

WHEREAS, Resolution R-22-19 SRTC establishes an Administrative Committee as a subset of the SRTC Board with a duty to complete a performance appraisal of the Executive Director on an annual basis, and make a recommendation of compensation adjustment; and

WHEREAS, the SRTC Executive Director Employment Agreement includes a provision that states the review and evaluation shall be in accordance with criteria developed by the Board and reviewed by the Employee and shall provide an adequate opportunity for the Employee to discuss the evaluation.

NOW, THEREFORE BE IT RESOLVED, that SRTC Board is establishing an annual evaluation process pursuant to the requirements authority set forth above and as outlined below:

1. The **SRTC Chair** will inform the Board of Directors that the annual evaluation process is beginning (September/October). The Administrative Services Manager will provide all board members with a brief feedback tool (optional) to submit input to the Administrative Committee for consideration in completing the evaluation.
2. The **Executive Director** will provide Administrative Committee members with a report of:
 - Deliverables established in the UPWP
 - Financial activities for the organization
 - Current status/update of Executive Director Calendar Year Work Plan
 - Noteworthy items/accomplishments

Process Summary

- SRTC Chair will inform the Board that the process is beginning
- Executive Director will provide a report of information to the Administrative Committee
- Administrative Committee will utilize materials provided to complete an evaluation (actual tool is in development)
- Chair and Administrative Committee members will provide feedback to the Executive Director for development of a Work Plan for the upcoming year.
- During an Executive Session, the Chair/Administrative Committee members will provide a recommendation to the full board.

Action

**Recommend Board approval of Resolution R-23-28
Establishing an Evaluation Process for the Executive Director.**

CY 2024 Transportation Improvement Program (TIP) Guidebook

SRTC Board of Directors – For Information and Discussion
Ryan Stewart, Principal Transportation Planner

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10/12/23

TIP Guidebook

- Outlines goals & objectives of the TIP
- Identifies policies & procedures
- Important timelines
- Updated annually

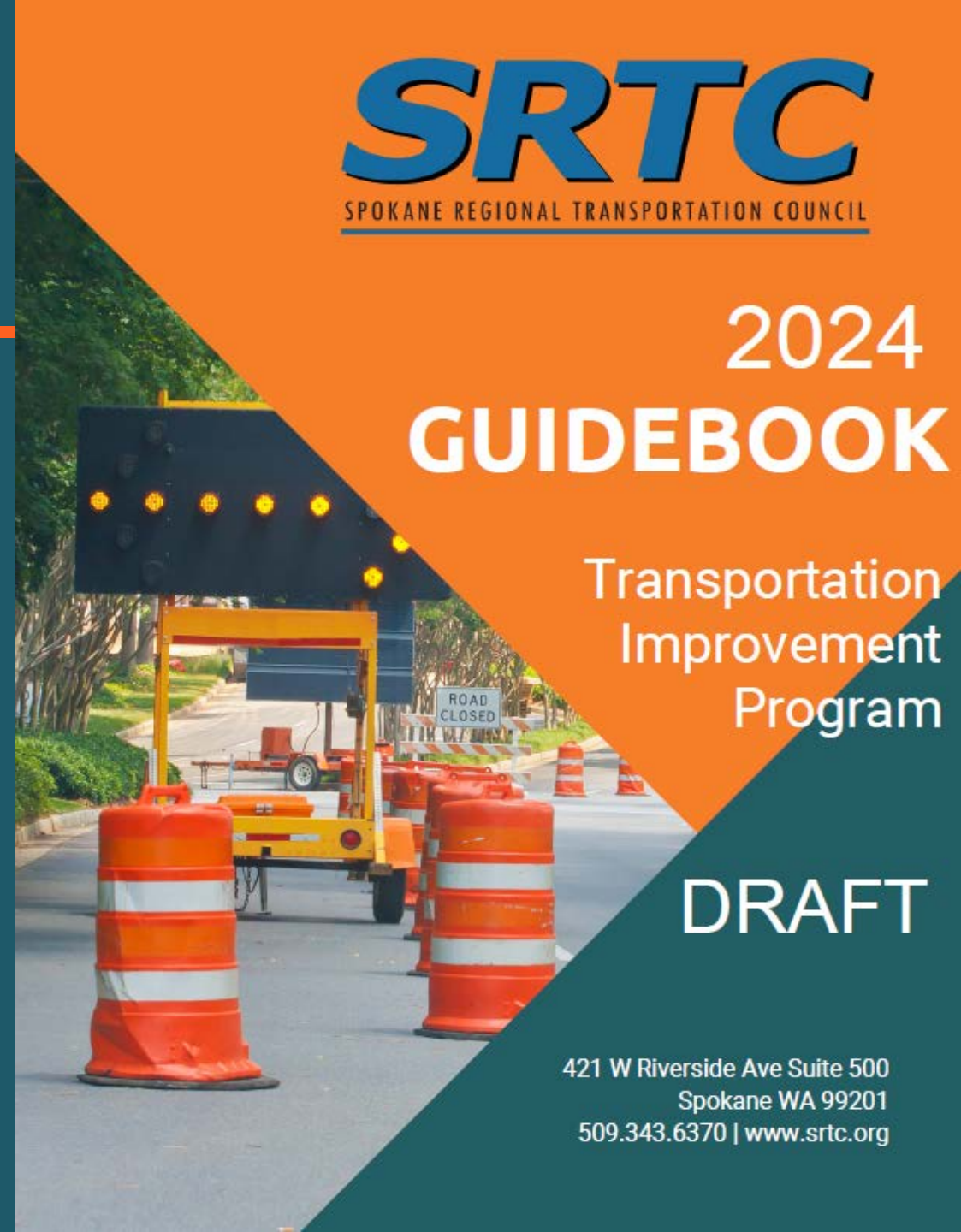


2024 GUIDEBOOK

Transportation
Improvement
Program

DRAFT

421 W Riverside Ave Suite 500
Spokane WA 99201
509.343.6370 | www.srtc.org



2024 Updates

- **Added language about the Carbon Reduction Program (CRP)**
- **Minor updates to Policies 1.4, 2.1, 2.3, 3.1**
- **Added language to Policy 4.8 and Policy 6.8**
- **Developing a policy for time-sensitive amendments**
- **Updated amendments and administrative modification schedules**

Policy 3.6 (DRAFT)

Special Amendment Circumstances

In the case when a TIP Amendment is time-sensitive and the SRTC Board does not have a regularly scheduled meeting, or a Board meeting is cancelled due to unforeseen events, SRTC will process the TIP Amendment and retroactively request Board approval at the next available Board meeting. SRTC staff will coordinate with the Board Chair in these circumstances.

Policy 4.8

SRTC will consider the following strategies to meet an obligation target when shortfalls are anticipated:

- Advancing projects **or project phases** from future years.
- Exchange federal funds for local funds between phases or stages of a single project or between projects in the same agency.
- Advancing contingency list projects **if funding is available**.
- Increase the federal share of awarded projects (no more than maximum federal share can be awarded)
- **Swap different types of federal funding between eligible projects or project phases for fiscal constraint or to help meet annual obligation target. (Example: Replace HIP funding with STBG, so STBG funds will count toward annual obligation target)**
- **Reassign deobligated funding.**

Policy 6.8 – Contingency Funding Process

Contingency funds become available if previously selected projects from that fund source are removed from the TIP by Board action, funds are voluntarily returned by the sponsoring agency, or additional funds become available for some other reason (for example: annual allocations higher than anticipated). The SRTC is responsible to reassign those funds.

As stated in Policy 4.7 SRTC maintains a Contingency List which will be used as the basis for this contingency funding process for available STBG, STBG-SA, CMAQ or other SRTC-awarded funds. The following criteria guides the contingency funding process:

- Evaluate the eligibility of Contingency List projects that meet the technical requirements of the available funding sources;
- Review project readiness from the above identified projects to maximize project delivery;
- Review the capability of available funding to complete a project or phase;
- Analyze obligation authority targets and schedules to ensure the programming of SRTC- managed federal funds meet project obligations targets;
- **Evaluate the distribution of available funds across all agencies and agency designations;**
- Provide a recommendation for the use of contingency funds.

Schedule updates

Amendment & Admin. Mod.

- No July TAC & TTC Meeting
- No Aug Board Meeting

January Amendment	
Amendment Request Due Date	12/01/23
SRTC Staff Review & Air Quality	12/04 – 12/08/23
Public Comment Period (10 day)	12/11 – 12/20/23
TTC & TAC Recommendation	12/20/23
SRTC Board Approval	1/11/24
WSDOT STIP Amendment Due Date	1/19/24
FHWA/FTA STIP Approval	~2/16/24

February Amendment	
Amendment Request Due Date	1/5/24
SRTC Staff Review & Air Quality	1/8 – 1/12/24
Public Comment Period (10 day)	1/15 – 1/24/24
TTC & TAC Recommendation	1/24/24
SRTC Board Approval	2/8/24
WSDOT STIP Amendment Due Date	2/16/24
FHWA/FTA STIP Approval	~3/15/24

March Amendment	
Amendment Request Due Date	2/2/24
SRTC Staff Review & Air Quality	2/5 – 2/9/24
Public Comment Period (10 day)	2/12 – 2/21/24
TTC & TAC Recommendation	2/21/24
SRTC Board Approval	3/14/24
WSDOT STIP Amendment Due Date	3/16/24
FHWA/FTA STIP Approval	~4/19/24

April Amendment	
Amendment Request Due Date	3/1/24
SRTC Staff Review & Air Quality	3/4 – 3/8/24
Public Comment Period (10 day)	3/11 – 3/20/24
TTC & TAC Recommendation	3/20/24
SRTC Board Approval	4/11/24
WSDOT STIP Amendment Due Date	4/15/24
FHWA/FTA STIP Approval	~5/17/24

May Amendment	
Amendment Request Due Date	4/5/24
SRTC Staff Review & Air Quality	4/8 – 4/12/24
Public Comment Period (10 day)	4/15 – 4/24/24
TTC & TAC Recommendation	4/24/24
SRTC Board Approval	5/9/24
WSDOT STIP Amendment Due Date	5/17/24
FHWA/FTA STIP Approval	~6/21/24

June Amendment	
Amendment Request Due Date	5/3/24
SRTC Staff Review & Air Quality	5/6 – 5/10/24
Public Comment Period (10 day)	5/13 – 5/22/24

July Amendment	
Amendment Request Due Date	6/7/24
SRTC Staff Review & Air Quality	6/10 – 6/14/24
Public Comment Period (10 day)	6/17 – 6/26/24
TTC & TAC Recommendation	6/26/24
SRTC Board Approval	7/11/24
WSDOT STIP Amendment Due Date	7/19/24
FHWA/FTA STIP Approval	~8/16/24

August Amendment	
Amendment Request Due Date	No Amendment
SRTC Staff Review & Air Quality	No Amendment
Public Comment Period (10 day)	No Amendment
TTC & TAC Recommendation	No Amendment
SRTC Board Approval	No Amendment
WSDOT STIP Amendment Due Date	No Amendment
FHWA/FTA STIP Approval	No Amendment

September Amendment	
Amendment Request Due Date	8/2/24
SRTC Staff Review & Air Quality	8/5 – 8/9/24
Public Comment Period (10 day)	8/12 – 8/21/24
TTC & TAC Recommendation	8/28/24
SRTC Board Approval	9/12/24
WSDOT STIP Amendment Due Date	9/20/24
FHWA/FTA STIP Approval	~10/18/24

October Amendment	
Amendment Request Due Date	9/6/24
SRTC Staff Review & Air Quality	9/9 – 9/13/24
Public Comment Period (10 day)	9/16 – 9/25/24
TTC & TAC Recommendation	9/25/24
SRTC Board Approval*	10/10/24
WSDOT STIP Amendment Due Date	10/18/24
FHWA/FTA STIP Approval	~11/15/24

*The SRTC Board will also be approving 2025-2028 TIP at this meeting.

No amendments will be processed by WSDOT in November or December; the amendment process for the 2024 TIP is closed after the October cycle.

Next Steps

- **Oct 12 – SRTC Board Informational**
- Oct 25 – TAC & TTC Action
- Nov 9 – SRTC Board Approval



Questions?

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

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Transportation Improvement Board

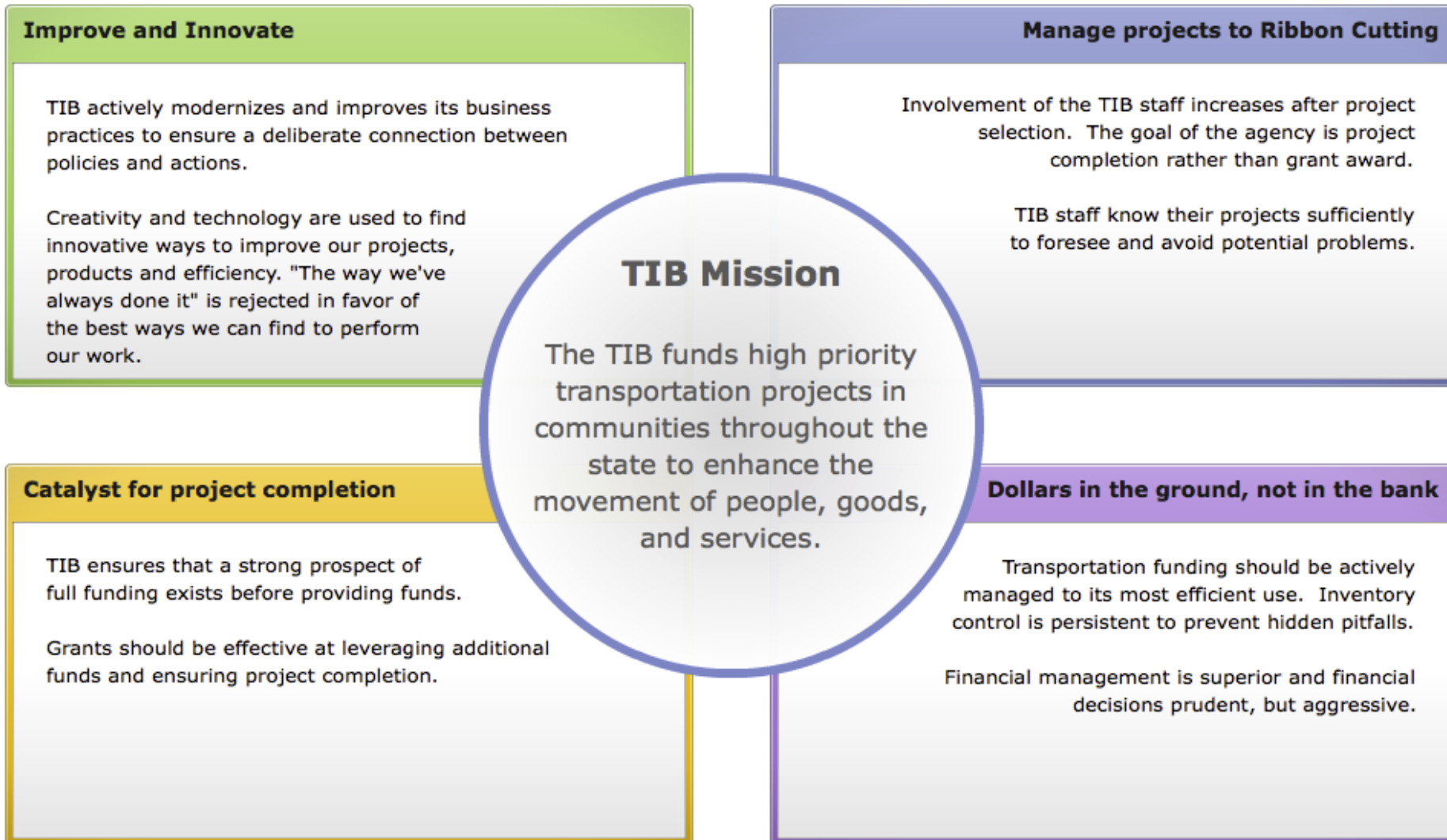
Spokane Regional Transportation Council

Ashley Probart, Executive Director
October 12, 2023



Overview: TIB Mission and Core Values

Eligibility: All 281 Cities and Urban portions of Counties

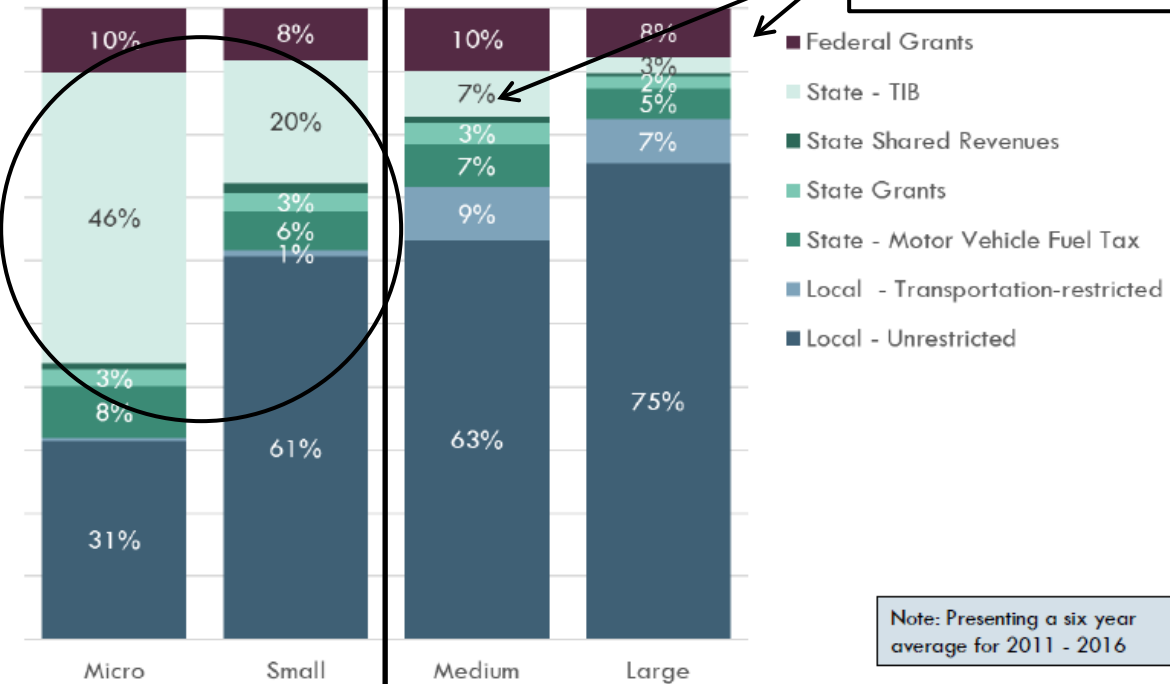




Programs and projects: A local government perspective

City Transportation Revenues by City Type

TIB is the lifeline for small city funding. 20% of TIB funding



Game changer on urban arterial projects-80% of TIB funding.

Note: Presenting a six year average for 2011 - 2016



Assessment of City Transportation Funding Needs in Washington State | JTC Briefing 12-13-18

16

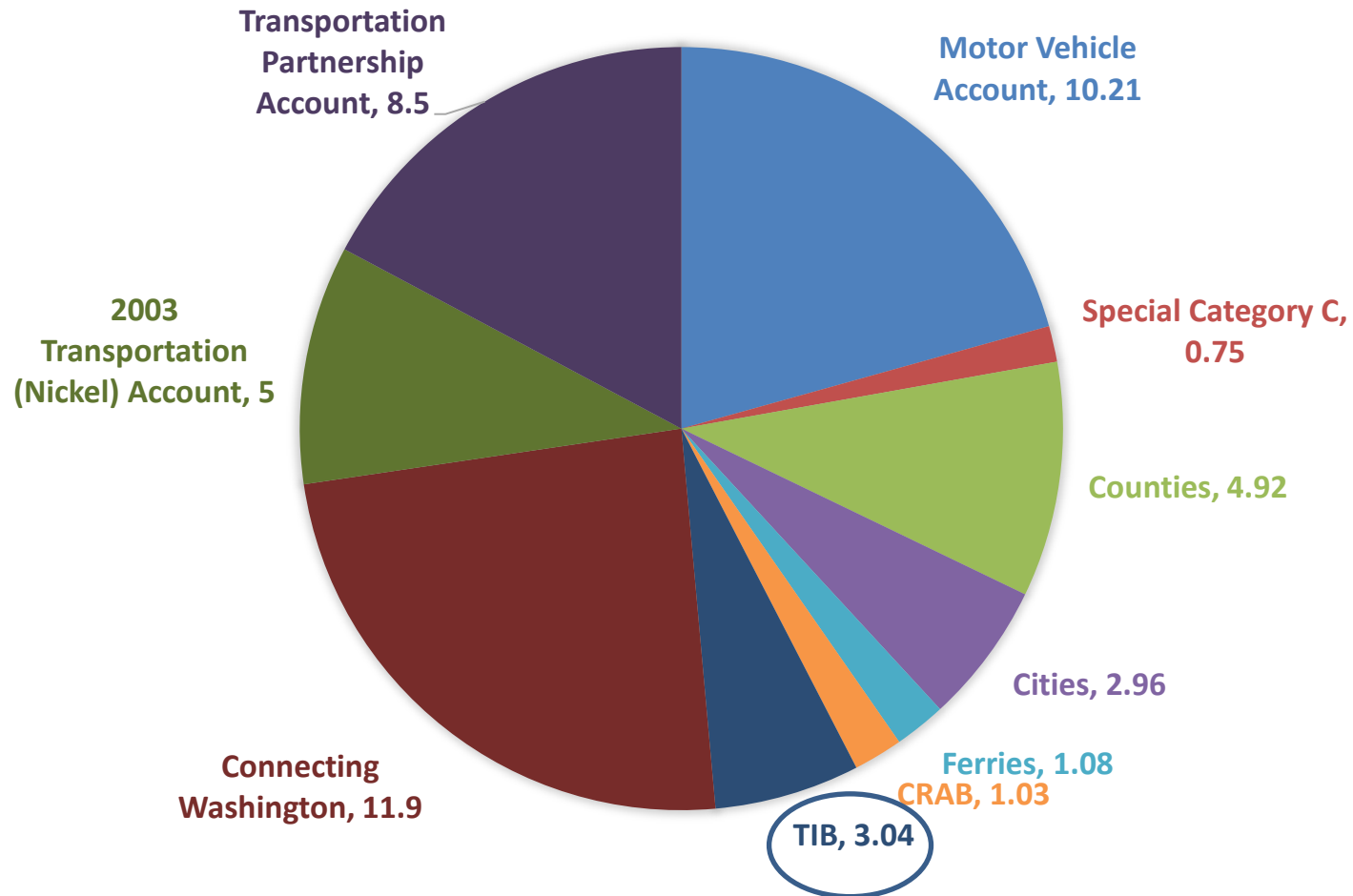
5,000 pop.<

>5,000 pop.



TIB share of state gas tax distribution

49.4-CENT GAS TAX DISTRIBUTION





Transportation Improvement Board Funding:

Codified:

- State Gas Tax: \$213M/biennium (before C-19)-@\$200M today
- *Electric Vehicle Fee: \$1.6M/biennium*

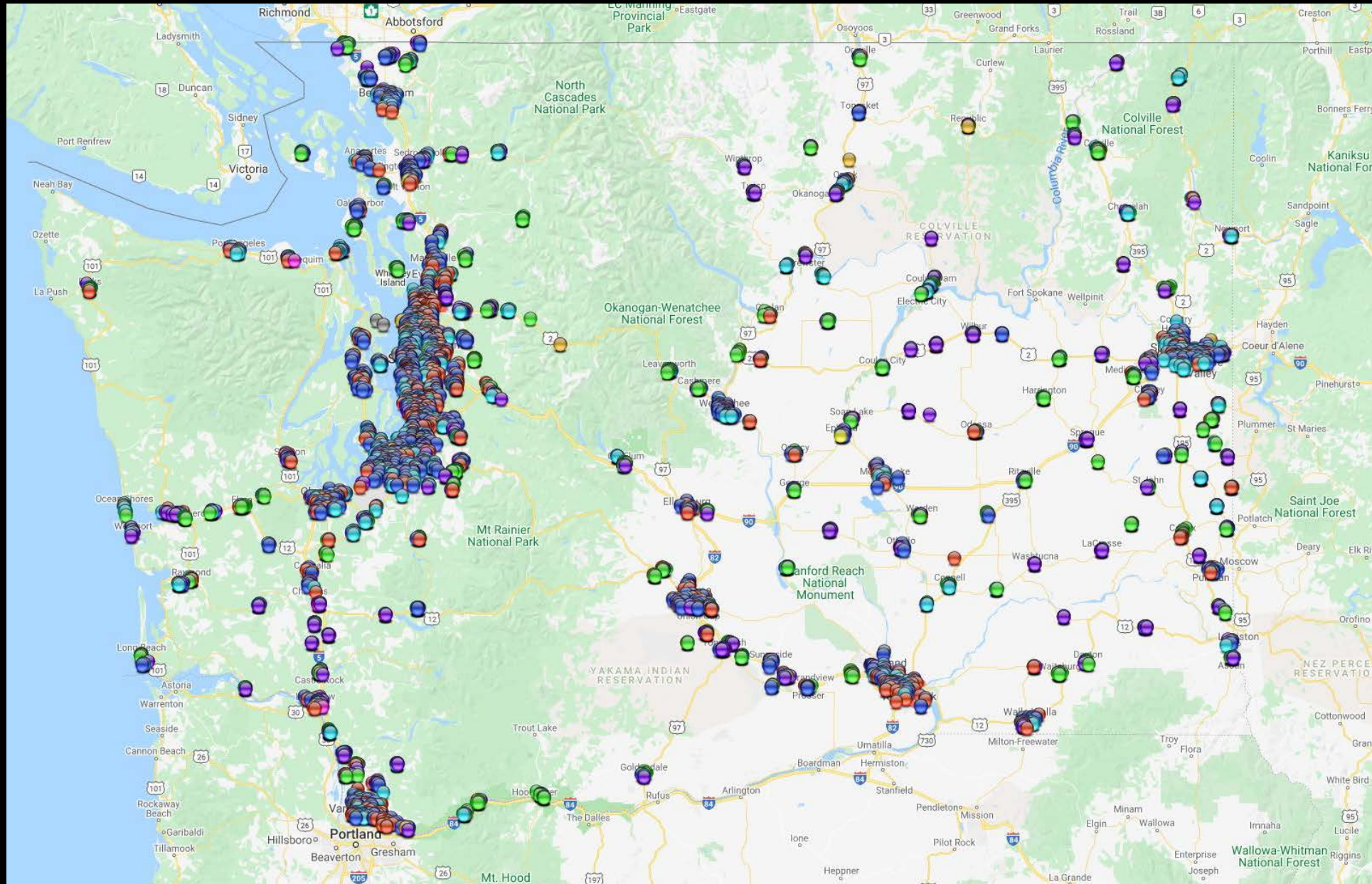
Connecting Washington-Not Codified

- Gas Tax: \$9.7M/biennium
- Complete Streets Program: \$14.67M/biennium

Move Ahead Washington-Not Codified-In Governor's budget

- (Fund source): \$10M/biennium for City Preservation (\$80M)
- Complete Streets Program: \$19M/biennium increase (\$146M)

Projects: 4,960 | Total TIB Funds: \$3.31 Billion



39 Counties | 60 Large Urban Cities | 60 Medium Sized Cities | 161 Small cities



Overview: Spokane County and Cities

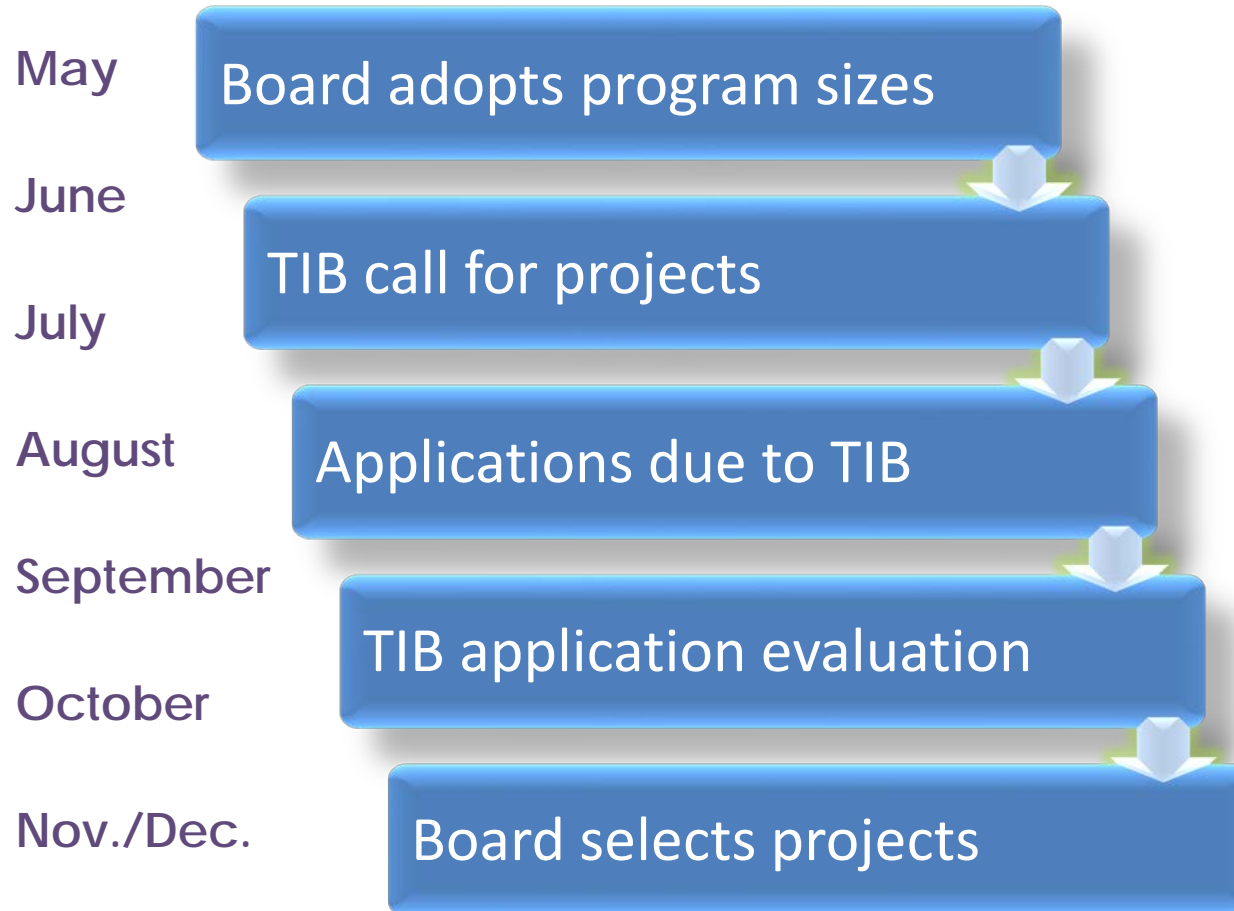
All Projects in Spokane County

Total Projects:	341 (20 Active 321 Complete)
Total Project Length	187.9 mi.
Total TIB Funding	\$196,061,056
Total Project Costs	\$413,119,388
Remaining Commitment	\$13,017,088

 Map County



Annual Grant Funding Cycle





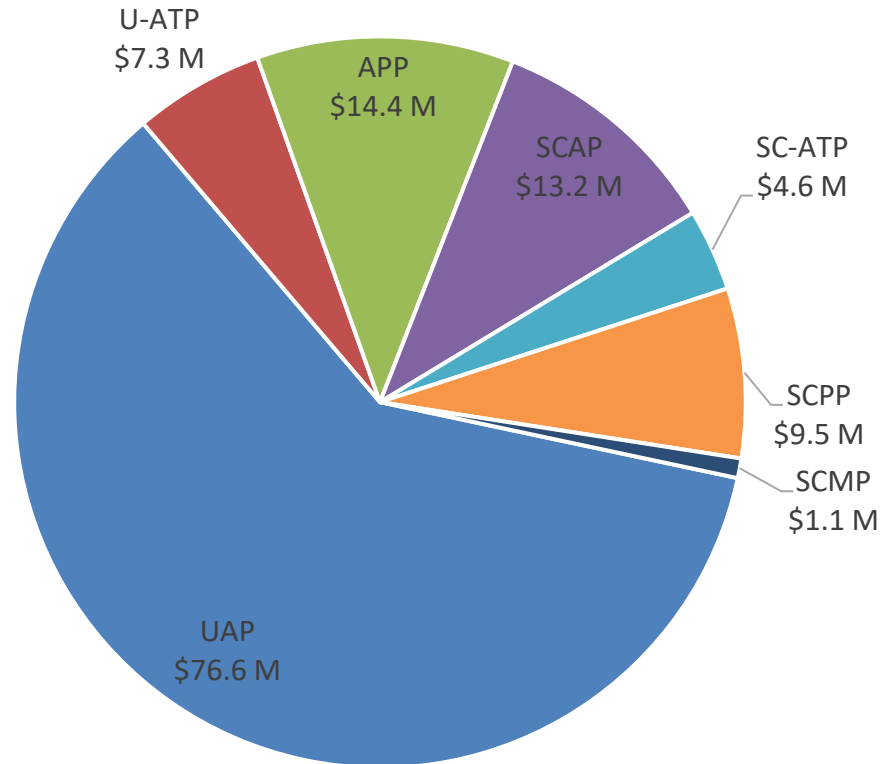
December 2022 Board Awards

Program	FUNDED		\$5M/Year Move Ahead WA
		Program Size	
Urban Arterial Program (UAP)	33	\$76.6M	X
Urban Active Transportation Program (ATP)	22	\$7.3M	
Arterial Preservation Program (APP)	26	\$14.4M	X
Small City Arterial Program (SCAP)	21	\$13.2M	
Small City Active Transportation Program (SC-ATP)	14	\$4.6M	
Small City Preservation Program (SCPP)	38	\$9.5M	X
Small City Maintenance Program (SCMP)	19	\$1.1M	
TOTAL	173	\$126.7M	

Requested: 308 projects, \$247.2M



December 2022 Board Awards



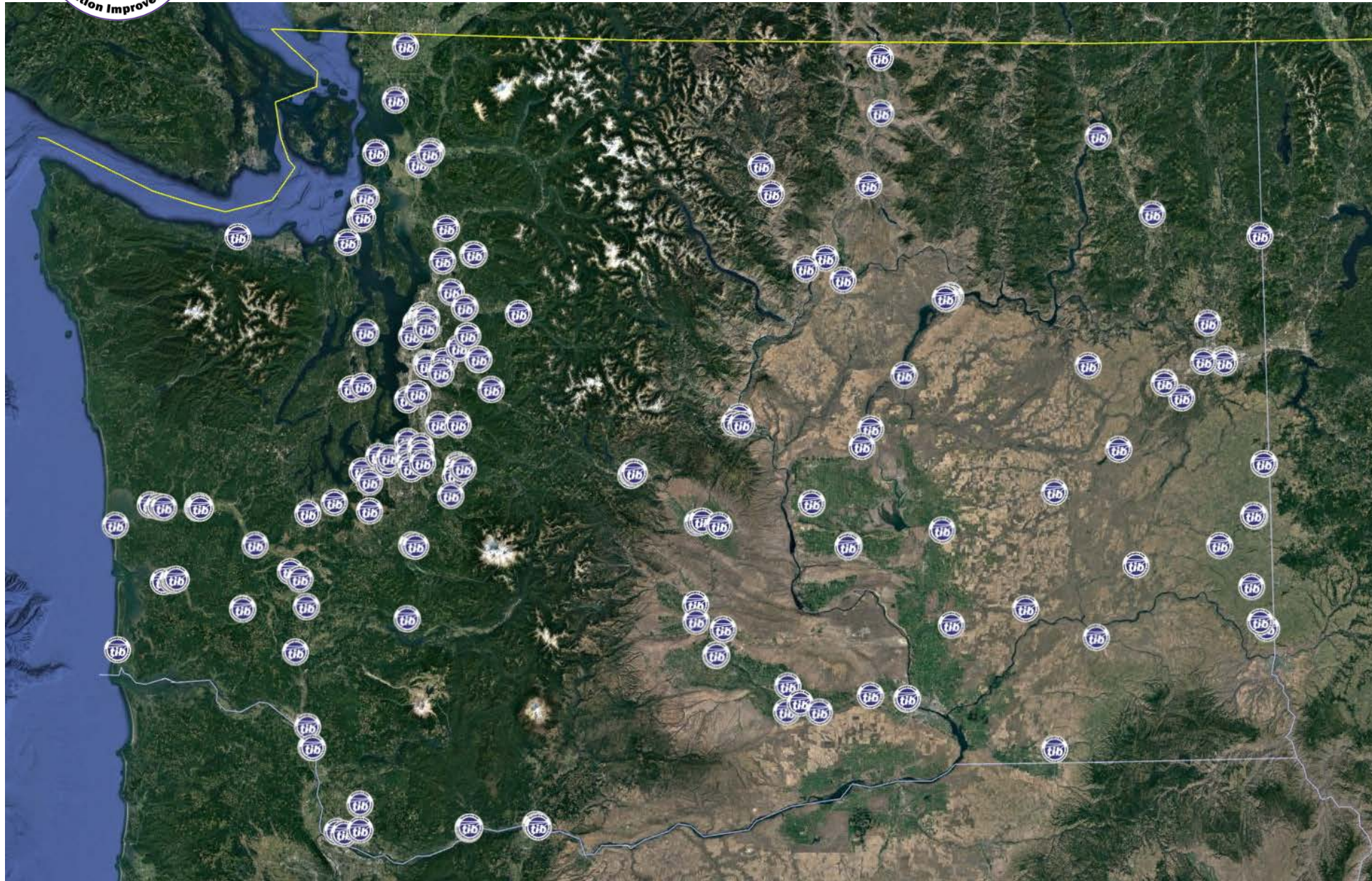
■ UAP ■ U-ATP ■ APP ■ SCAP ■ SC-ATP ■ SCPP ■ SCMP

Number of Projects: **173**

Total TIB Funds: **\$126.7M**



December 2022 Board Awards





Proposed Call Size for Dec. 2023

Program	2023 Proposed Call Size	2022 Approved Amounts
<i>Urban Programs</i> <ul style="list-style-type: none">• Urban Arterial Program (UAP)/ Arterial Preservation Program (APP)• Active Transportation Program (ATP)	<div>\$92 M</div> <div>\$8 M</div>	<div>\$76.6 M</div> <div>\$14.4 M</div> <div>\$7.3 M</div>
<i>Small City Programs</i> <ul style="list-style-type: none">• Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP)/ Small City Maintenance Program• Active Transportation Program (ATP)	<div>\$25 M</div> <div>\$5 M</div>	<div>\$13.2 M</div> <div>\$9.5 M</div> <div>\$1.1 M</div> <div>\$4.6 M</div>
TOTAL	\$130 Million	\$126.7 Million

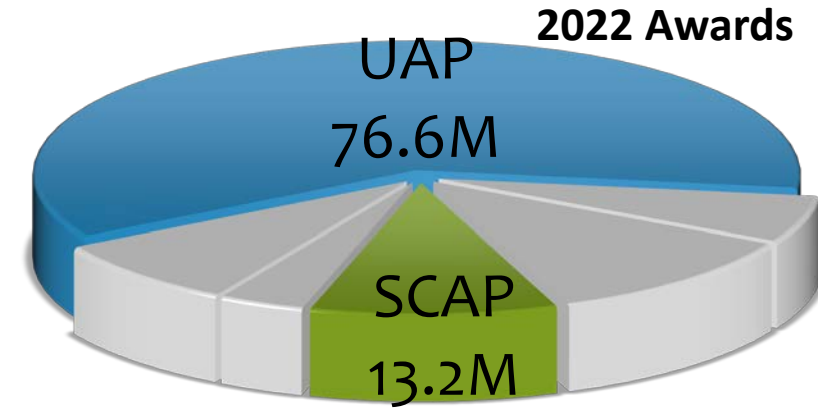


Arterial Programs

Projects that improve at least one of the following:

- Growth & Development
- Mobility
- Physical Condition
- Safety

UAP = Urban Arterial Program
SCAP = Small City Arterial Program



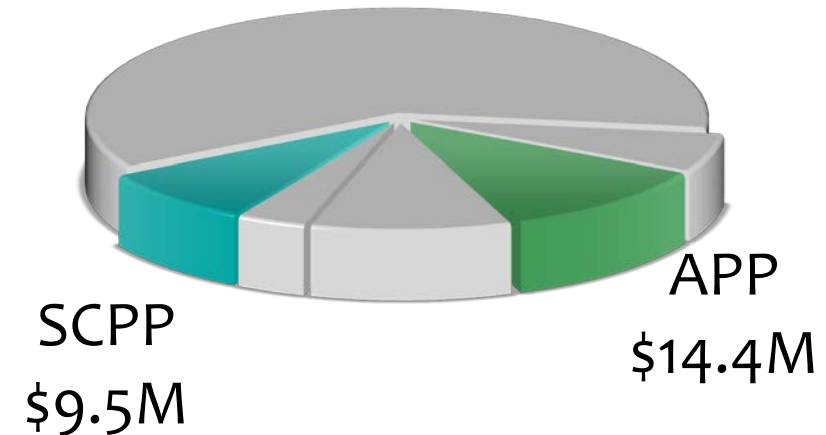


Preservation Programs

- Small City Preservation Program(SCPP)- Chip seal, overlay, maintenance
- Arterial Preservation Program- Overlay on Federally classified routes.



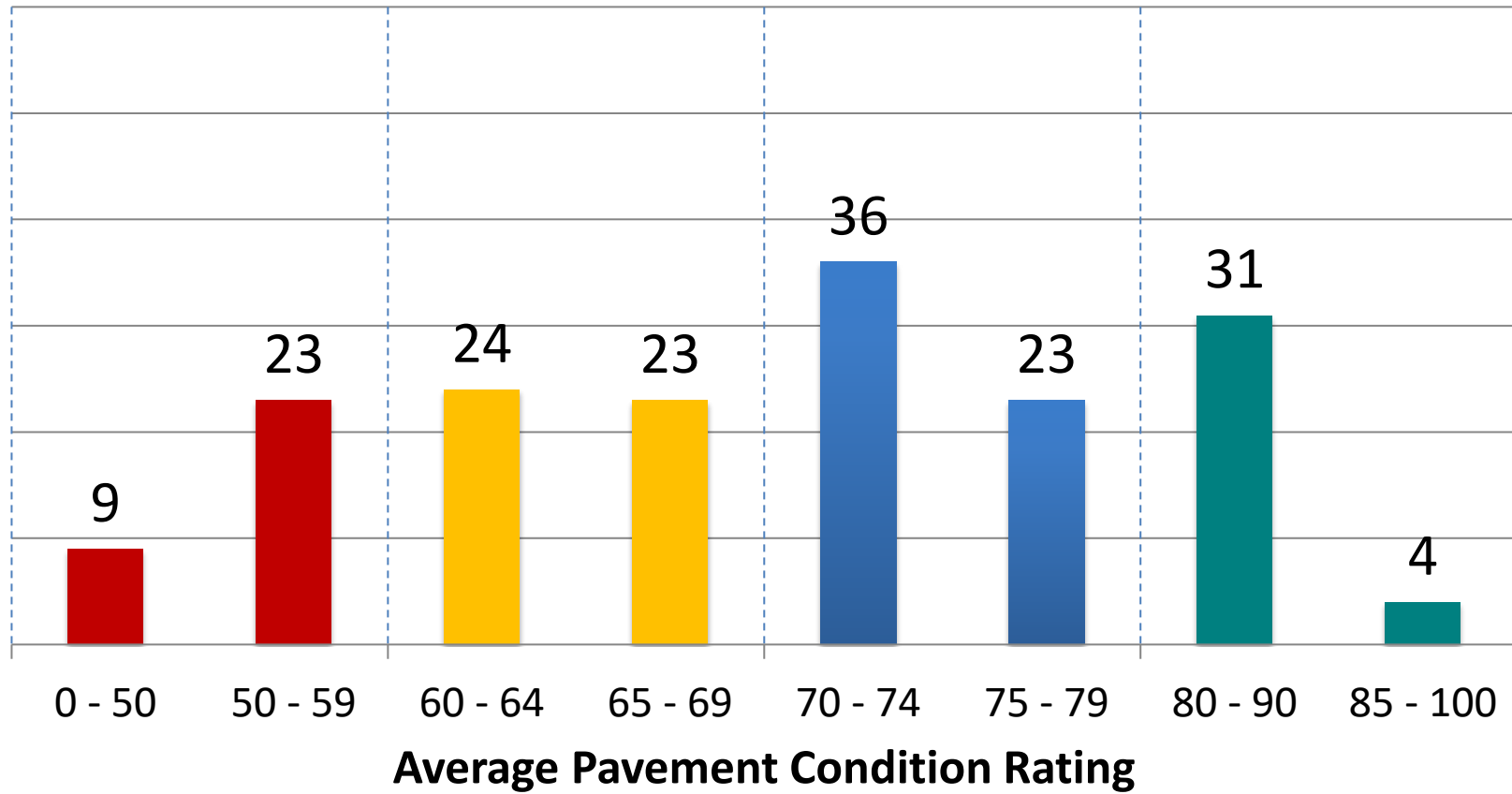
2022 Awards







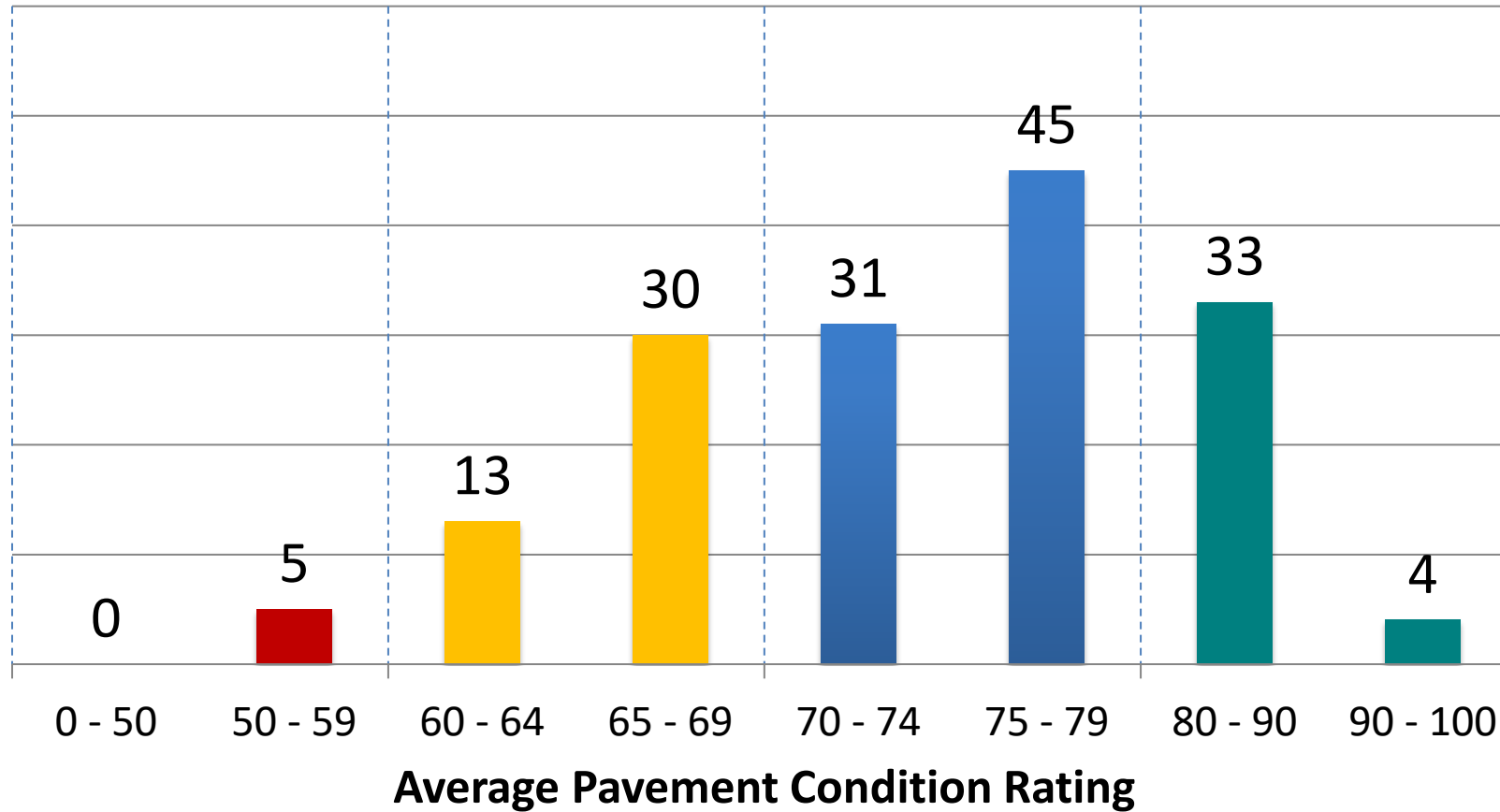
2008 Small City Pavement Status





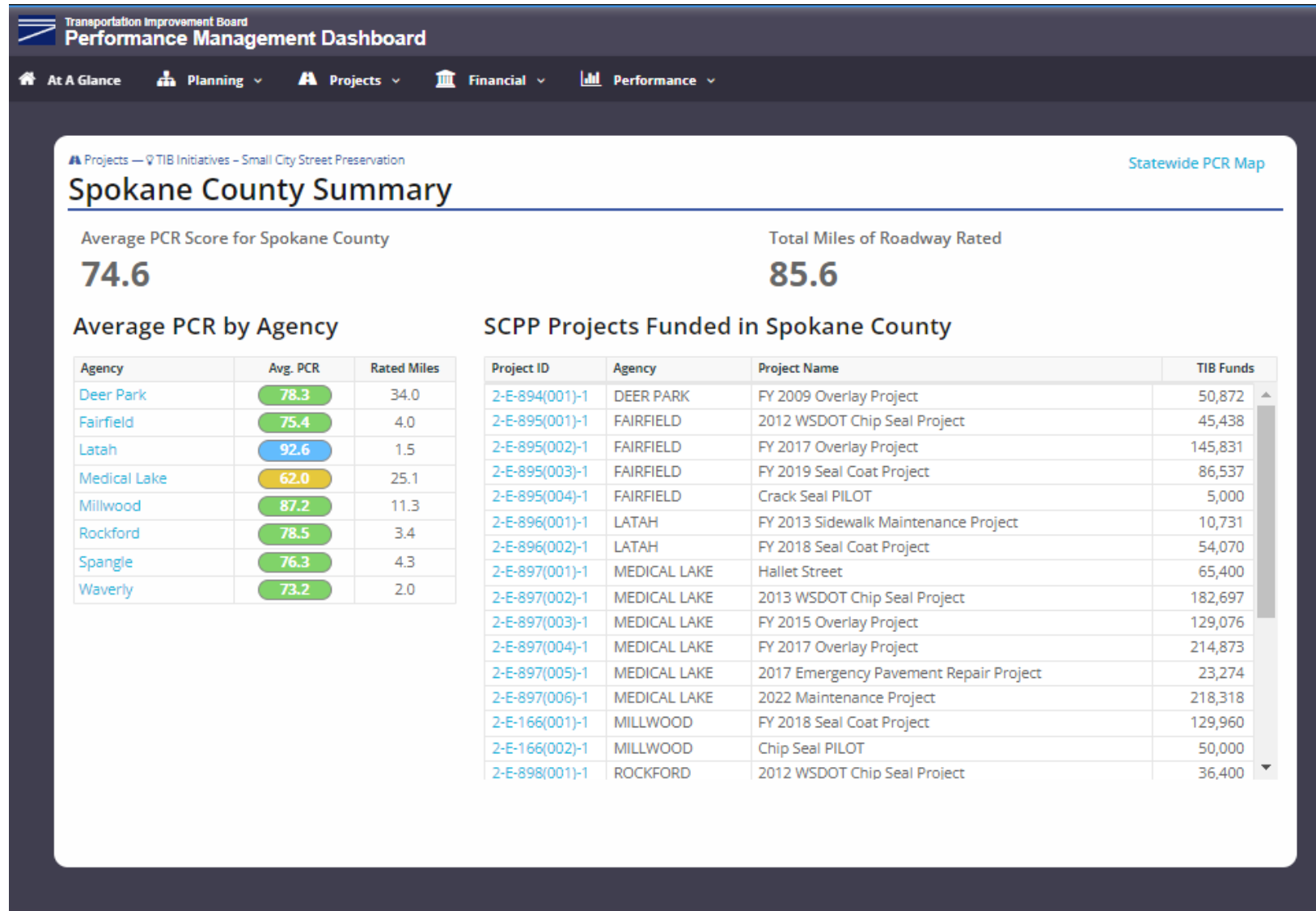
2022 Small City Pavement Ratings

161 small cities





Small Cities Pavement Condition-Spokane Co





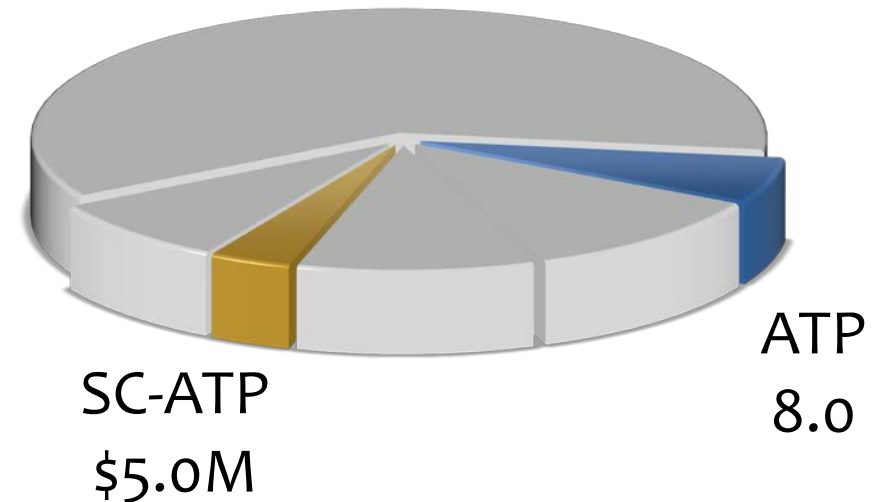
Small Cities Pavement Condition-Spokane Co





Active Transportation Programs

Projects improve pedestrian safety, access, connectivity, and address system continuity.



SC-ATP = Small City Active Transportation
ATP = Urban Active Transportation



Complete Streets-More Funding!

- Created in 2011
- Connecting WA (2015): \$14.67M/biennium
- Move Ahead WA (2022): **\$19M/biennium**
- “to encourage local governments to adopt [Complete Streets] ordinances





Complete Streets

Projects — TIB Initiatives — Complete Streets Award

Complete Streets Award

Total Eligible Agencies

159

Number of Active Awards

39 Awards

Total Complete Streets Awards

130 Awards

Total Active Funding

\$14.78M

Total Complete Streets Funding

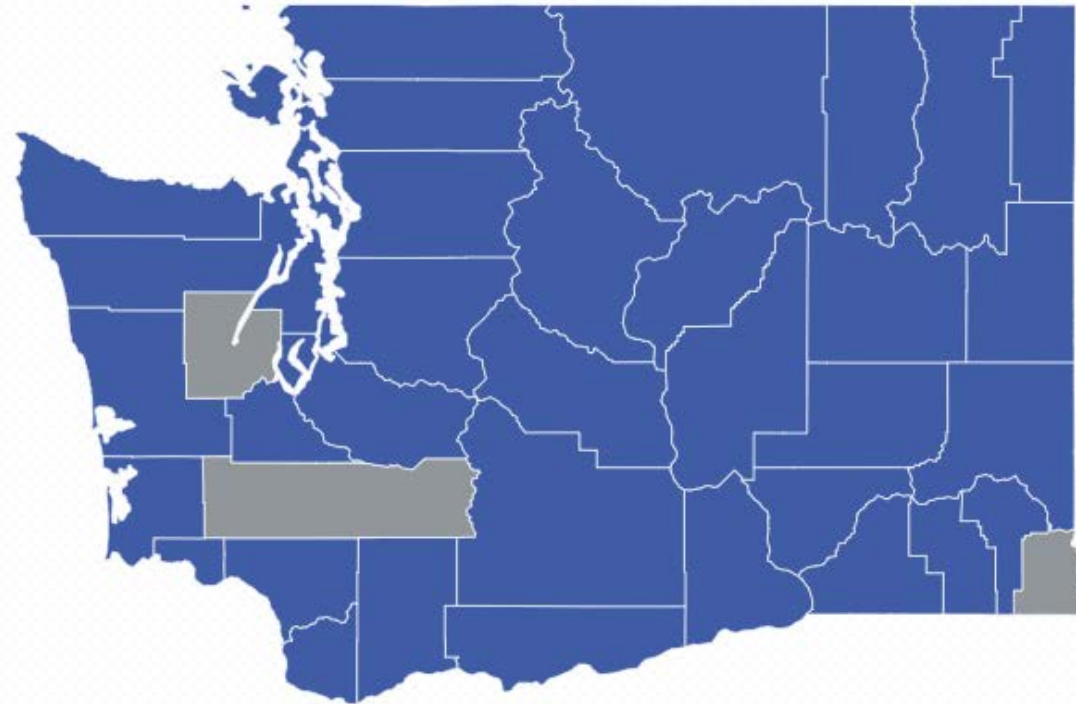
\$41.71M

SELECTION INFORMATION

Select a county to view Complete Streets Award information.

Locate an Eligible Agency

Select Agency ▼



Select a county to view Complete Streets eligible agencies.



TIB Programs and Project Delivery Standard:

Major Programs:

Urban: Cities over 5,000 population/Urban portion of County

- Urban Arterial Program
- Arterial Preservation Program (Cities only)
- Urban Sidewalk Program

Small Cities: Cities under 5,000 population

- Small City Arterial Program
- Small City Preservation Program
- Small City Sidewalk Program



Project Delivery Standard: (WAC 479-05-211)

Urban Programs – must reach bid award within 4½ years

Construction Ready – must reach bid award within 1 year

All Other Programs – must reach bid award within 2½ years

Complete Streets Program

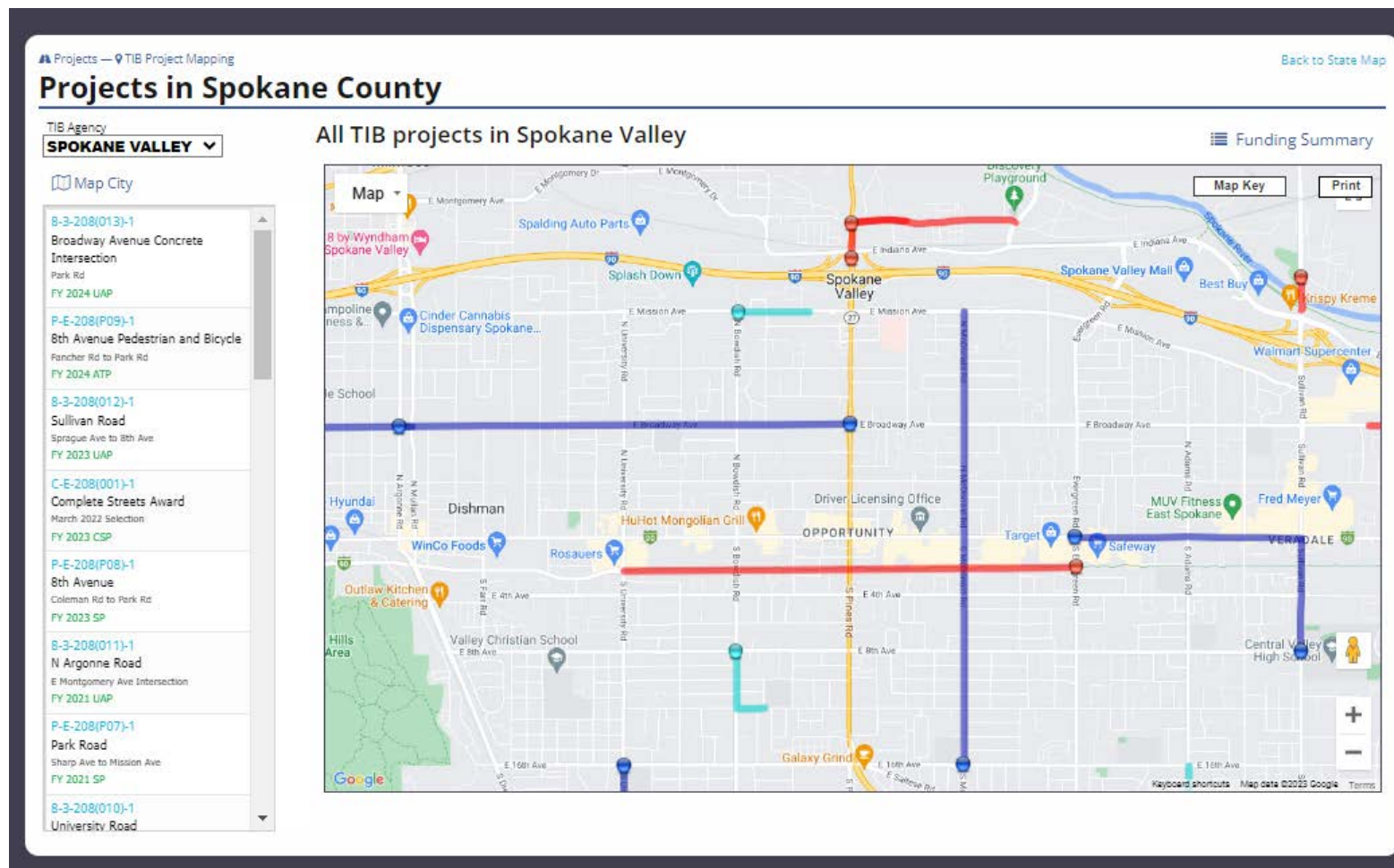
- Three years to complete contract (**WAC 479-10-600**)

Less
than 1%
of total
projects
do not
meet
standard



TIB Performance Dashboard:

<http://www.tib.wa.gov/Dashboard/>





TIB Annual Assessment

Planning — Agency Assessment

TIB Annual Assessment

Measure	2018	2019	2020	2021	2022	Historic Data	Trend
Percent Reduced Collisions on Arterials	17.89%	17.23%	18.19%	21.72%	25.77%		▲
Percent of Small Cities with an Average PCR Score above 70	73.5%	74.8%	71.4%	74.2%	70.81%		▼
Projects Completed	208	206	174	166	160		▼
Projects Awarded	174	200	83	129	240		▲
Miles of Roadway Awarded with Sidewalk Added	19.03	6.34	7.77	13.34	10.68		▼
Miles of Resurfacing Awarded	51.7	49.29	38.54	44.22	72.32		▲
Miles of Urban Street Extension or Improvement Awarded	14.16	10.15	10.9	11.64	7.77		▼
Miles of Urban Roadway Awarded with Bikelaness Added	9.77	9.79	8.2	7.12	14.05		▲
Average Number of Points Achieved in Sustainability	7.8	8.4	8.4	8.5	9		▲
Agencies Without Awards in the Past 7 Years	24	22	27	29	33		▼
Number of Projects not Billing in Last Calendar Year	28	71	22	61	30		▼
Percent of Dollars Spent on Design	9.71%	9.68%	9.81%	6.42%	9.1%		▼
Percent of Dollars Spent on Construction	90.29%	90.32%	90.19%	93.58%	90.9%		▼
Percent of Transactions Processed Within Target	99.34%	97.33%	96.54%	97.23%	99.72%		▲
Number of Active Projects	476	493	355	349	430		▲
Total Outstanding Obligation	\$337.6M	\$319.2M	\$260.3M	\$256.9M	\$313.4M		▼
Fund Balances - TIA	\$15.2M	\$10.1M	\$8.2M	\$26.8M	\$73.9M		▲
Fund Balances - SCPSA	\$1.5M	\$0.1M	\$0.5M	\$1.2M	\$4.9M		▲
Average Age of Active Projects - Urban	1.83	1.7	1.8	1.64	1.56		▼
Average Age of Active Projects - Small City	1.07	1.07	1.3	0.92	0.7		▼
Number of Delayed Projects	1	1	1	1	4		▲



TIB 2023-25 Biennium Objectives:

- **Legislative: Ensure Electric Vehicle fee, or equivalent, continues as a TIB revenue stream. “Revenue neutrality.”**
- SRTC and small cities: Work with TIB staff to identify highest needs projects that have federal funds.
- Work with agencies to deliver TIB grant awards (most funding in Board history);
- Retool Complete Streets Grant program; and
- Continue to promote low-cost maintenance solutions in small cities

Transportation Improvement Board



Ashley Probart

Executive Director

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www.tib.wa.gov/tibdashboard

2024 Unified List of Regional Transportation Priorities: Federal Version

SRTC Board of Directors
Agenda Item 9 | Page 48

October 12, 2023

Unified List & Policy Statements

A strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.



State & Federal Delegation Feedback

- Prepare Unified List earlier (September)
- **Develop separate products for state and federal use**
 - Focused policy statements (state vs. federal audience)
 - Specific funding request amounts differ
 - Included projects remain the same



Legislative Priority Statements

- **Priority A**
 - Continue funding critical programs that provide needed resources to improve transportation SAFETY
- **Priority B**
 - Continue funding transportation system MAINTENANCE AND PRESERVATION
- **Priority C**
 - Modernize the FEDERAL FUNDING FORMULA to ensure funding equitably supports population centers

2024 LEGISLATIVE PRIORITY STATEMENTS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

Priority A

Continue funding critical programs that provide needed resources to improve transportation SAFETY



Nearly 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were 42,939 lives lost on U.S. roads in 2021—the largest number of fatalities since 2005 (Source: USDOT). The Bipartisan Infrastructure Law (BIL) bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding for these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning "action" grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.

Priority B

Continue funding transportation system MAINTENANCE & PRESERVATION

Every day people, communities and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads. SRTC is appreciative of the BIL in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current BIL.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.



Priority C

Modernize the FEDERAL FUNDING FORMULA to ensure funding equitably supports population centers



The BIL provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

SRTC urges law makers to support proposed legislation to modernize the data used in transportation apportionments so that funding continues to be distributed equitably among population centers around the nation. The cumulative impacts of this disparity disadvantage states that are experiencing the most significant increases in demand.



Additional Priority Areas

Priority D: Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

Priority E: Fund regionally critical projects on the SRTC UNIFIED LIST

Priority F: Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

Priority G: Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

Priority H: Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

2024 ADDITIONAL PRIORITY AREAS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]



Priority D

Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

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

Priority E

Fund regionally critical projects on the SRTC UNIFIED LIST

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



Priority F

Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

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

Priority G

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

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



Priority H

Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

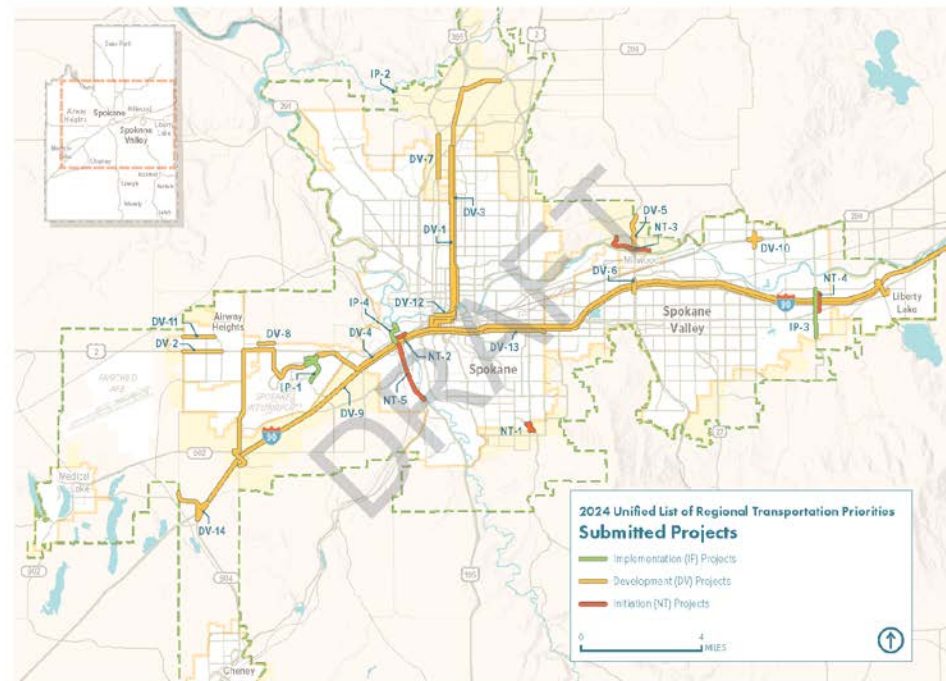
- Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.



2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

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



Project Status Categories

IMPLEMENTATION

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

DEVELOPMENT

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

INITIATION

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

IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	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	No Federal Request
STA Fleet Electrification	STA	IP-2	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	No Federal Request
South Barker Rd Corridor	Spokane Valley	IP-3	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
Fish Lake Trail Connection Phases 1-3	Spokane	IP-4	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,474,569	\$14,598,813

DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Division St Active Transportation Access Improvements	Spokane	DV-1	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile biked connections to BRT stations.	\$25,800,000	\$25,800,000
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$24,480,200	\$21,467,200
Division Bus Rapid Transit (BRT)	STA	DV-3	Enhances transit along corridor with 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	No Federal Request
I-90 / Valley High Performance Transit (HPT)	STA	DV-4	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	\$2,450,000
Argonne Rd Safety Improvements	Spokane County	DV-5	Reconstruct Argonne Rd/Upriver Dr intersection, upgrade biked and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$7,280,000	\$6,680,000
Argonne Bridge at I-90	Spokane Valley	DV-6	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
Wall St Safety & Capital Improvements	Spokane County	DV-7	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$15,490,000	\$7,490,000
West Plains Connection - Spokane Phase	Spokane	DV-8	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
I-90 TSMO Improvements	WSDOT	DV-9	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	\$20,760,000
Sullivan / Trent Interchange	Spokane Valley	DV-10	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

DEVELOPMENT PROJECTS (CONTINUED)

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
6th Ave Multimodal Improvements	Airway Heights	DV-11	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$7,280,000	\$2,880,800
Spokane Falls Blvd	Spokane	DV-12	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	\$7,397,545
3rd Ave: Perry to Havana Improvements	Spokane	DV-13	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
Craig Rd & I-90 Four Lakes Connection	Spokane County	DV-14	Modify I-90 Four Lakes interchange and complete a link to the existing Craig Rd.	\$25,241,000	\$19,032,500

INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Freya St / Palouse Hwy Roundabout	Spokane	NT-1	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
Latah Bridge Rehabilitation	Spokane	NT-2	Replace and widen bridge deck, railing, sidewalks, and rehabilitate select structural elements. Project includes improved pedestrian and transit facilities (shared-use path, bike lanes, and space for future light rail transit line).	\$55,966,000	\$55,966,000
Centennial Trail / Argonne Gap Project	Spokane County	NT-3	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce biked/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8,470,000	\$8,470,000
Barker Rd & I-90 Interchange	Spokane Valley	NT-4	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
US 195 Corridor Projects	Spokane	NT-5	Correct 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

2024 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL FEDERAL FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,111,893	\$29,937,513	24.7%
DEVELOPMENT	14	\$455,372,269	\$184,794,892	40.6%
INITIATION	5	\$136,552,333	\$127,730,333	93.5%
TOTAL	23	\$713,036,495	\$342,462,738	48.0%

REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects

Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

► Regal St & 44th Ave

Total Project Cost: \$598,679

► From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements

See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

Next Steps

- **Return for TTC/TAC in October for recommendation of approval**
- **Return to SRTC Board in November for approval**



SRTC / WSDOT ER Safety Collaboration Pilot Project

SRTC Board of Directors – For Information and Discussion

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10/12/2023

Timeline

May – Introduced to the Pilot Project

June – Approved Analysis Approach

July – Candidate Locations Presented

August – No Meeting

September – Adopted Unified List

October – Final Report Presentation

Statewide Investment Strategies Group

Vision:

WSDOT and the MPOs and RTPOs will collaboratively identify, vet, and prioritize transportation investments on a regional and statewide level and provide the legislature with critical information needed to make funding decisions that maximize benefits to the overall system.

Objectives

- Develop collaboration framework
- Agree upon an approach for identifying safety need
- 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

- 3 WSDOT ER Staff
- 3 SRTC Staff
- WSDOT Regional Administrator
- SRTC Executive Director
- Consultant Support – Meeting Facilitation
- 8 Meetings

Screening Methodology



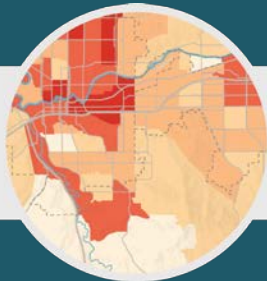
Step 1

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.



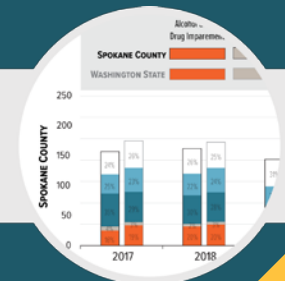
Step 4

Calculate severity index and identify high injury network.



Step 6

Analyze causal factors on regional scale.





Spotted Rd - US 2 to Airport Dr
 Geiger Blvd - US 2 to Miller Ave
 5th Ave - Thor St to Freya St
 Perry St - Liberty Park Dr / 5th Ave - I-90
 3rd Ave - Wall St to Howard St
 Perry St - Liberty Park Dr / 5th Ave - I-90 Ramp to
 Browne St - Sprague Ave to 3rd Ave
 Stevens St - Sprague Ave to 1st Ave
 Browne St - Sprague Ave to 3rd Ave
 Division St - Sprague Ave to 2nd Ave
 Riverside Ave - Howard St to Washington St
 Main Ave - Wall St to Howard St
 Maxwell Ave - Mission Ave to Maple St
 Maxwell Ave - Monroe St to Post St
 Mission Ave - Argonne Rd to Mullan Rd
 Maxwell Ave - Mission Ave to Maple St
 Flora Rd - Wellesley Ave to Trent Ave
 Rowan Ave - Division St to Lidgerwood St
 Rowan Ave - Division St to Lidgerwood St
 Perry St - Francis Ave to Rowan Ave

Brown - 2 segments combined
 Brown
 Brown Street / 2nd Avenue Intersection (ped and bike)
 Brown Street Corridor - segment in vulnerable community and intersection
 Rowan Avenue Segment between Division to Lidgerwood (disadvantaged area)
 Division Street connection to ramps
 Division around 2nd Avenue
 Division - Catholic Charities

Equity areas
 5th Avenue
 5th Avenue / Freya
 5th Avenue - very long segment and a lot of potential risk (also in vulnerable area)
 Regal Street and 44th
 Regal and 44th Avenue
 Regal and 44th

Airport Drive solution identified
 Freya Street Corridor from Sprague to Alkali Way

University Road and Sprague Avenue - higher severity
 University and Sprague
 University and Sprague
 \$4 million in traffic funds for pedestrian and bike improvements - potential projects could help fund some

Downtown core - pedestrian incidents? Combined program to address common issue. Pedestrian mobility
 Downtown core - pedestrian incidents? Combined program to address common issue. Pedestrian mobility

Rowan Avenue
 Rowan Avenue (proximity to Elementary School)

Airway Heights
 Airway Heights

Spokane Valley
 Spokane Valley

Liberty Lake
 Liberty Lake

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	-

Projects



UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

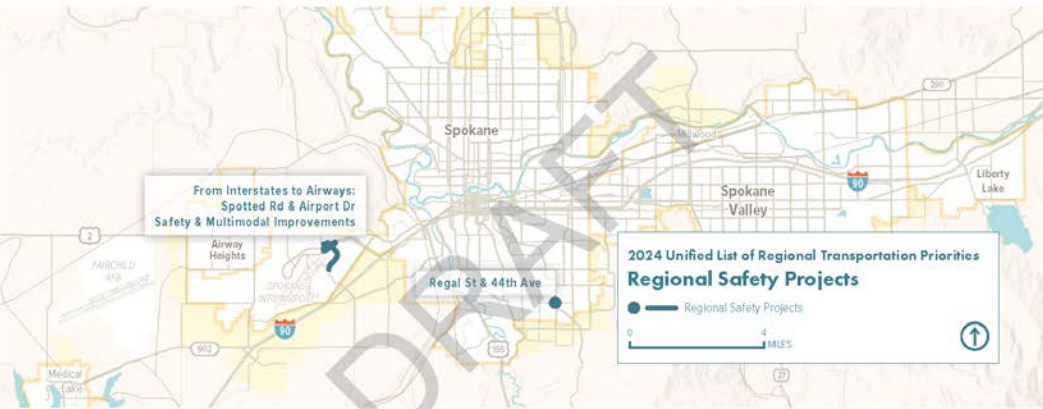
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Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects *Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project*

- **Regal St & 44th Ave**
Total Project Cost: \$598,679
- **From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements**
See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

Additional Findings

- Explore opportunities for WSDOT to collaborate with the RTPO/MPO earlier in the MTP/RTP process to check for consistency,
- Consider utilizing RTPOs/MPO's as a resource for jurisdictions that have limited capacity to identify and apply for funding,
- Consider opportunities to establish education and awareness programs similar to the Washington Traffic Safety Commission's Target Zero program.

Recommended Next Steps

- Formalize a collaborative working group between WSDOT ER and SRTC focused on identifying alignment on priority projects for implementation and funding,
- Utilize the “Funding Pathways for Target Zero” report,
- Share the results of this pilot effort with other transportation partners, including other RTPOs/MPOs through the Investment Strategy Committee.

Regional Safety Planning

- Entire region to be further analyzed through development of regional safety action plan
- Project identification and prioritization, cost estimation, potential funding sources, etc. will all be addressed in the plan

Questions

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