



# Spokane Regional Transportation Council December Board Meeting

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# SRTC STAFF VOLUNTEERING: 2ND HARVEST





# STA RETIREMENT PARTY

Thank you, Susan.







Thank you  
and  
**HAPPY HOLIDAYS**





# Smart Mobility Plan

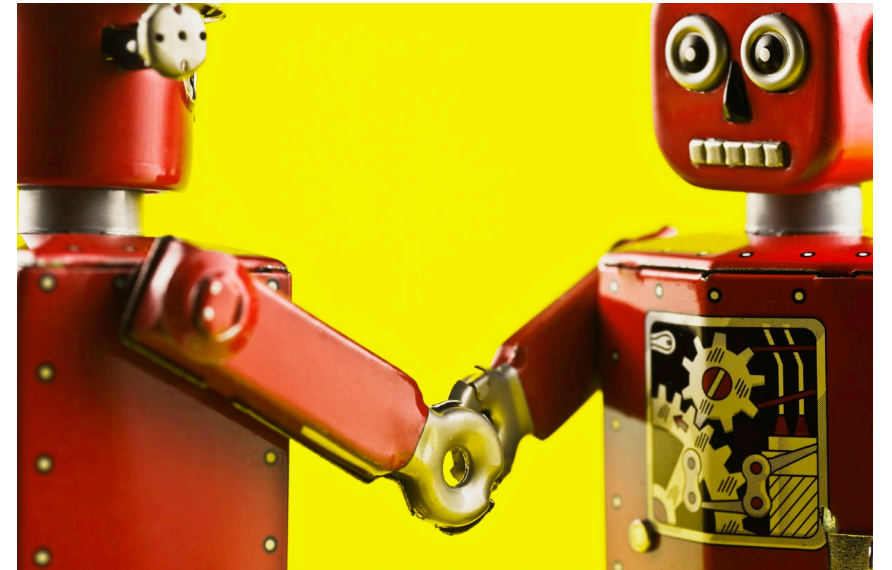
Board of Directors – Item 4, Pg 9  
12/12/24

## **Requested Action:**

**Approve Resolution R-24-26, adopting the Smart Mobility Plan.**

# Review: Smart Mobility Goal

Integrate technology into the multimodal transportation network for more safe, efficient, resilient, and equitable movement of people and goods.



# SETTING THE STAGE FOR THE MTP UPDATE

## Smart Mobility Key Tasks

- ✓ State of the System
- ✓ Best Practices
- ✓ Needs and Readiness
- ✓ EV Charging Infrastructure
- ✓ Future Technology Focus Areas & Recommendations





# Stakeholder Engagement

- Stakeholder Advisory Group – 5 meetings
  - Participants included local jurisdictions, WSDOT, STA, SRTMC, U-District, Spokane Co Emergency Management, DSP, S3R3, Avista, Urbanova, TAC member, Tech rep
- Multiple check-ins with TTC, TAC, and Board

# Review: Smart Mobility Objectives



**Advance regional transportation goals**  
by anticipating, learning from, adapting to,  
and utilizing new and proven technologies.



# Recommended Strategies: Near-Term (1-5 years)

- Expand Broadband and Fiber Optic Network to Support ITS
  - ITS Architecture Plan
- Implement Advanced Traffic Signal Systems
- Prioritize “**smart**” **corridors** to focus ITS investments, maintenance, and agency coordination



## Potential Smart Corridors

- University District
- North Bank Sports/Downtown
- I-90, from US 2 to Sprague Avenue
- NSC (when complete)
- US 2 from Fairchild to Sunset Highway
- Sunset Highway

## Recommended Strategies: Near-Term (1-5 years)

- **Asset Management:** Maintain infrastructure in a state of good repair
- Follow **MUTCD Part 5** AV striping, signage, and signals guidance (autonomous vehicles)
- Prepare for EV charging needs – fleets, public, charging hubs
- **Decision-Making:** Collect baseline data and monitor technology impacts



## Recommended Strategies: **Mid-to-Long Term** (6-10 years)

- Conduct a **curbside charging pilot** to study EV charging infrastructure on curbside management and parking demand
- Conduct an **AV pilot** prior to implementing a full deployment

# Committee Recommendation

- TTC and TAC recommend approval
- TAC concern about implementation of micromobility
  - Parking, sidewalk obstruction, user conflicts**



# What's next?

- Consider Smart Mobility recommendations in the regional Needs Assessment
  - Will inform Horizon 2050
- SRTC's Unified Planning Work Program



## **Requested Action:**

**Approve Resolution R-24-26, adopting the Smart Mobility Plan.**

**Thank you**

Jason Lien

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509.343.6370

# Resiliency Plan

Board of Directors – Item 5, Pg 11  
12/12/24



## **Requested Action:**

**Approve Resolution R-24-27, adopting the Resiliency Plan.**



## Transportation Resiliency Goal

- Continually improve the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions.
  - Allow the system to maintain essential services
  - Quickly recover to normal operations after an event

# SETTING THE STAGE FOR THE MTP UPDATE

## Resiliency Key Tasks

- ✓ Summarize existing plans
- ✓ Best Practices
- ✓ Prioritize vulnerable corridors
- ✓ Identify strategies

# Stakeholder Engagement

- Stakeholder Advisory Group – 5 meetings
  - Participants included local jurisdictions, WSDOT, STA, SRTMC, U-District, Spokane Co Emergency Management, DSP, S3R3, Avista, Urbanova, TAC member, Tech rep
- Multiple check-ins with TTC, TAC, and Board



# Hazards

## Natural Hazards\*

- Drought
- Earthquake
- Flood and dam failure
- Landslide, rockfall, debris flow
- Severe weather (damaging winds, winter storms, dust storms, thunderstorms)
- Volcanic eruptions
- Wildfire

## Human-Made Hazards\*

- Infrastructure Failure
- Hazardous Materials Release
- Cyber Incident
- Civil Disturbance and Terrorism
- Public Health Events (Pandemic)
- Financial Instability
- Mass Migration
- Power Outage, Geomagnetic Storm

\*Consistent with the Spokane County Hazard Mitigation Plan

# Approach: Methodology and Outcomes

## Step 1

Identify Natural Hazards & Vulnerability



## Step 2

Predict how hazards impact the transportation system & specific assets with several "what if" Scenarios



## Step 3

Analyze Scenarios to inform the criticality of specific assets and priority resilience investments

# Conclusions and Strategies

- Most hazards are widespread and unpredictable

Focus on:

- Asset management and resiliency improvements for:
  - North/south bridges over the Spokane River and the I-90 Latah Bridge
  - I-90 Viaduct
  - Hwy 290 and the Sherman Street bridge at I-90 connection
  - US 2 west overcrossing at US 2 and I-90
- Upgrading and expanding ITS
- Update design standards to address climate factors
- Optimize maintenance practices to lessen hazard impacts

## Top 5 Critical Roadways Spokane County

I-90

US 2

US 395

US 195

SR 27

# Strategies/Actions

## Planning/Policy Solutions

- Incorporate resilience into project prioritization criteria
- Support legislation for investment in transportation resiliency
- Conduct benefit-cost analyses of resiliency investments
- Incorporate land use strategies into local comprehensive plans



# Committee Recommendation

- TTC and TAC recommend approval

# What's next?

- Consider Resiliency recommendations in the regional Needs Assessment
  - Will inform Horizon 2050
- SRTC Unified Planning Work Program



## **Requested Action:**

**Approve Resolution R-24-27, adopting the Resiliency Plan.**

**Thank you**

Jason Lien

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# CY 2025 Unified List (Federal Version)

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**SRTC Board of Directors  
Agenda Item 6 | Page 13**

**December 12, 2024**



# Requested Action

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**Approval of Resolution R-24-28, adopting the 2025 United List (Federal Version).**

# Reauthorization of the Federal Transportation Bill

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- Transportation bills are fundamental to MPO responsibilities
- Current IIJA Bill expires Sept 30, 2026
- Coordinating with AMPO, NARC and Western States MPOs

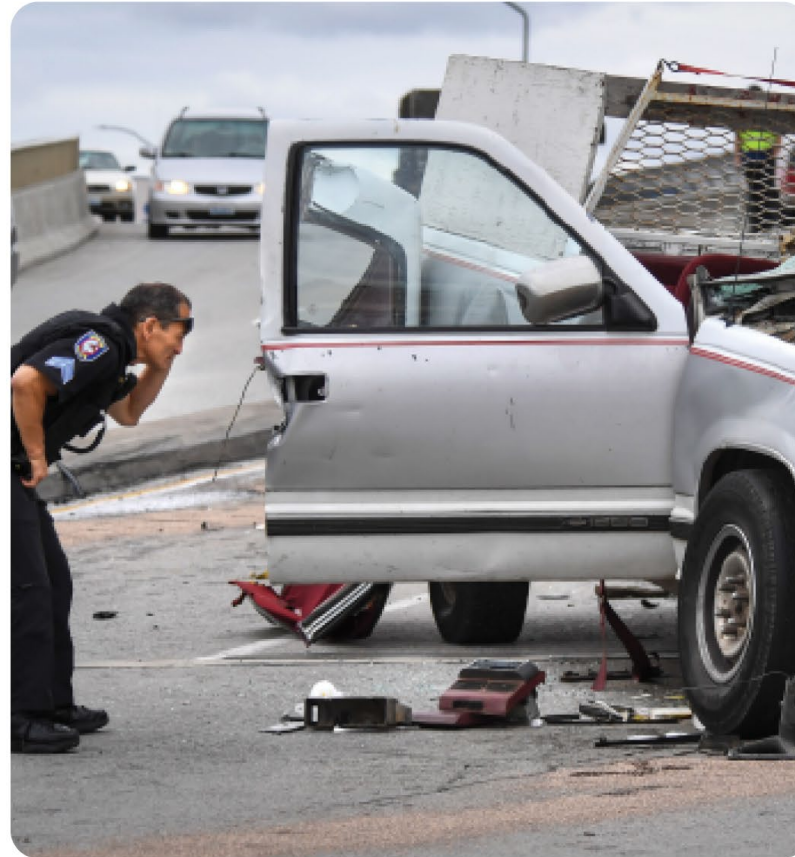


# Legislative Priority Statements (Federal)

## **Continue funding critical programs that provide needed resources to improve transportation safety**

Nearly 95 percent 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 40,990 lives lost on U.S. roads in 2023—down slightly from 42,939 in 2021 which was 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 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.





# Legislative Priority Statements (Federal)



## **Continue funding transportation system maintenance and 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.

# Legislative Priority Statements (Federal)

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## **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 percent 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 percent 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 percent (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19 percent.



# Legislative Priority Statements (Federal)

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## **Expand Direct Recipient Status for Certain Federal Funding Programs**

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

# Legislative Priority Statements (Federal)

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## **Shift from Discretionary to Formula-based Funding for Certain Programs**

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

# Additional Policy Statements



## **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.



## **Fund regionally critical projects on the SRTC Unified List**

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



## **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.



## **Address funding gaps that are anticipated due to the loss of gas tax revenue**

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



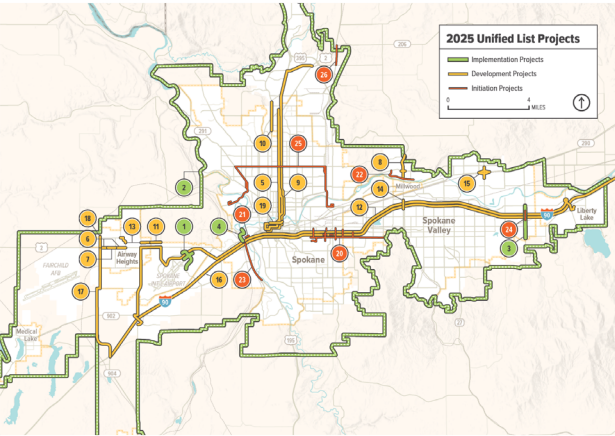
## **Enhance transportation investments that support Fairchild Air Force Base (FAFB) as the significant military installation in Spokane County**

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

# 2025 Unified List (Federal Version)

## UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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 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.



## 2025 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

### Summary By Project Status

PROJECT STATUS CATEGORY	#	~ COST	FUNDING REQUEST	% OF ~COST REQUESTED
IMPLEMENTATION	4	\$133.5 Million	\$22.9 Million	17%
DEVELOPMENT	15	\$547.8 Million	\$225.0 Million	41%
INITIATION	7	\$178.5 Million	\$132.7 Million	74%
TOTAL	26	\$860.0 Million	\$380.5 Million	44%

### Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
1	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	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.	\$37.2 Million	No Federal Request
2	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$35.8 Million	\$5.3 Million
Note: Project upgrades buses throughout the Public Transportation Benefit Area (PTBA) and is represented on the map by the PTBA boundary.					
3	South Barker Rd Corridor	Spokane Valley	Widen and 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.	\$41 Million	\$3 Million
4	Fish Lake Trail Connection Phases 1-3	Spokane	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19.5 Million	\$14.6 Million

### Development Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25.8 Million	\$25.8 Million
6	US Hwy 2 Multimodal Improvements Phase I	Arway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$20.1 Million	\$18.2 Million
7	US Hwy 2 Multimodal Improvements Phase II	Arway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$26.1 Million	\$22.2 Million
8	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$28.7 Million	\$28.4 Million
9	Division Bus Rapid Transit (BRT) Phase I	STA	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 Million	No Federal Request
10	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at County Homes Blvd.	\$11 Million	\$10.4 Million
11	12th Ave - Spokane Phase	Spokane	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.	\$4.9 Million	\$4.9 Million

### Development Projects (Continued)

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
12	I-90/Valley High Performance Transit (HPT)	STA	Revise to a HPT corridor, from West Plains/STA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$39.3 Million	\$5.3 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Arway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4.8 Million	\$4.3 Million
14	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28.2 Million	\$3 Million
15	Sullivan/Trent Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and safely projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$46.8 Million	\$5 Million
16	I-90 TSMO Improvements	WSDOT	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 Million	\$20.8 Million
17	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	\$66.9 Million	\$59.4 Million
18	Craig Rd Complete Streets Project	Arway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (past side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	\$11.2 Million	\$10 Million
19	Spokane Falls Blvd	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$81.1 Million	\$74 Million

### Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
20	LEIA - Liberty to Edgemoor Improvements for Accessibility	STA	Focused construction of sidewalks, bike facilities, crosswalks, lighting, traffic signals, and transit stops in the East Central community to offset myriad negative impacts created by the 1950s construction of I-90.	\$26.5 Million	\$26.1 Million
21	Latah Bridge Rehabilitation	Spokane	Replace and widen bridge deck, railing, sidewalks, and rehabilitate structural elements. Project improves pedestrian and transit facilities (shared-use path, bike lanes, space for future light rail transit line).	\$65.1 Million	\$65.1 Million
22	Centennial Trail / Argonne Gap Project	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8.5 Million	\$8.2 Million
23	US 195 Corridor Projects	Spokane	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18.4 Million	\$18.4 Million
24	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40 Million	\$4 Million
25	Wellesley High Performance Transit (HPT)	STA	Revise Route 33 Wellesley to HPT Route 3. The project includes passenger and operational enhancements, along with improved connectivity and accessibility to facilitate ease of transfer to other routes.	\$9.3 Million	No Federal Request
26	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	\$10.9 Million	\$10.9 Million

# Requested Action

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**Approval of Resolution R-24-28, adopting the 2025 United List (Federal Version).**

# Title VI & ADA Updates

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December 12, 2024

Board of Directors Meeting

Agenda Item 7, Page 25



# Title VI Plan

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- Last plan update in 2021
- WA State feedback on our current plan
- FHWA Recommendations from TMA Certification Review

## Title VI Plan for SPOKANE REGIONAL TRANSPORTATION COUNCIL



**Lois Bollenback, Executive Director**

**Michael Redlinger, Title VI & ADA Coordinator**

# Complaint Procedures Update

- Separate ADA Complaint Procedure & Complaint Form
- Updated Title VI Complaint Procedure & Complaint Forms
- Translations provided for all Civil Rights complaint procedures and forms
  - Spanish
  - Russian
  - Vietnamese
- All to be located on “Civil Rights” page on new website
- Translated Title VI Complaint materials included with plan



# Additional Title VI Updates

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- **New Additions:**
  - Nondiscrimination
  - Environmental Justice
- **General Updates**
  - Language fixes
  - Updated demographic data, organization chart, et al



A vertical traffic light is shown on the left side of the slide. The green light at the bottom is illuminated, while the yellow and red lights above it are not. The traffic light is mounted on a metal pole. The background is a clear blue sky.

# Next Steps

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1. Board Action – **December**
2. Send Plan update to WSDOT Office of Equity and Civil Rights for review – **Once Approved by Board**



# Requested Action

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*Approval of Resolution R-24-29, adopting SRTC's updated draft Title VI Plan and Americans with Disabilities Act (ADA) complaint materials.*



# Thank you!



*Michael Redlinger*  
*Associate Transportation Planner 3*  
[\*mredlinger@srtc.org\*](mailto:mredlinger@srtc.org)

*Spokane Regional Transportation Council*  
*421 W Riverside Ave Suite 500 | Spokane WA 99201*  
*(509) 343-6370 | [www.srtc.org](http://www.srtc.org)*





# Requested Action

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*Approval of Resolution R-24-29, adopting SRTC's updated draft Title VI Plan and Americans with Disabilities Act (ADA) complaint materials.*

# WSDOT Consolidated Grant Ranking Process

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December 12, 2024

Board of Directors

Agenda Item 8, Page 27

# 2025-2027 WSDOT Consolidated Grants

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- Support for human services public transportation
  - Capital or Operating
- Consolidated application for state and federal funding sources
- Application deadline was 9/17/24

# Rankings



- TTC and TAC Volunteers score the applications
- Scores determine ABC rankings

# Rankings

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1. Sustain Spokane Travel Training [Special Mobility Services] – **A**
2. Spokane Mobility Management [Special Mobility Services] – **B**

# Next Steps

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- Submit final rankings to WSDOT in January



# Requested Action

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**Approval of Resolution R-24-30**, adopting SRTC's final project rankings for the 2025-2027 WSDOT Consolidated Grant Program.

# Contact

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Michael Redlinger

[MRedlinger@SRTC.org](mailto:MRedlinger@SRTC.org)

509.343.6370



# Requested Action

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**Approval of Resolution R-24-30**, adopting SRTC's final project rankings for the 2025-2027 WSDOT Consolidated Grant Program.

# CY 2025 Transportation Improvement Program (TIP) Guidebook

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SRTC Board – Action

Ryan Stewart, Principal Transportation Planner

Agenda Item 9, Page 30

12/12/24

# Requested Action

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**Approve Resolution R-24-31 adopting the CY 2025  
TIP Guidebook**

# TIP Guidebook

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

**SRTC**

SPOKANE REGIONAL TRANSPORTATION COUNCIL

## 2025 GUIDEBOOK

### Transportation Improvement Program

421 W Riverside Ave Suite 500  
Spokane, WA 99201  
509.343.6370 | [www.srtc.org](http://www.srtc.org)



# 2025 Updates

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- Added Call for Projects info
- Revised schedule for Call for Projects
- Clarified change in total programmed amount for administrative modification
- Updated amendments and administrative modification schedules

# Call for Projects (2027-2029)

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Approx. \$36 million available for 2027-2029

## Funding:

- Surface Transportation Block Grant (STBG) program
- STBG – Set Aside program
- Congestion Mitigation Air Quality (CMAQ) program
- Carbon Reduction Program (CRP)

# Principles of Investment

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- Discussion Points
  - Allocation for preservation projects
  - Allocation for small towns/small cities (<5,000 population)
  - Allocation for planning and operations
    - SRTC planning
    - SRTMC
  - Application limits per agency

# Call for Projects

2025	Schedule
February	Call for projects release
March	Project Eligibility Worksheet and Complete Streets Checklist due
April	Deadline for submitting Application Package(s)
May	TAC & TTC review preliminary results
June	Board review preliminary results
June	TAC & TTC recommend to Board prioritized list of projects for award and contingency list
July	Board approve list of projects for awards and contingency list

# Next Steps

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- Dec 18 – TAC/TTC briefing on Call for Projects, Principles of Investment
- **Jan 1 – CY 2025 TIP Guidebook in effect**
- Jan 9 – SRTC Board Call for Projects application criteria and Principles of Investment discussion
- Jan 14 – TIP Working Group
- Jan 22 – TAC/TTC recommendation
- Feb 13 – Board approve criteria, Principles of Investment
- Feb 14 – Call for projects released





# Questions?

**Ryan Stewart**

Principal Transportation Planner

Spokane Regional Transportation Council

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# Requested Action

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**Approve Resolution R-24-31 adopting the CY 2025  
TIP Guidebook**



Ken Knutson, P.E.  
Traffic Engineer for Operations  
WSDOT Eastern Region  
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# Overview

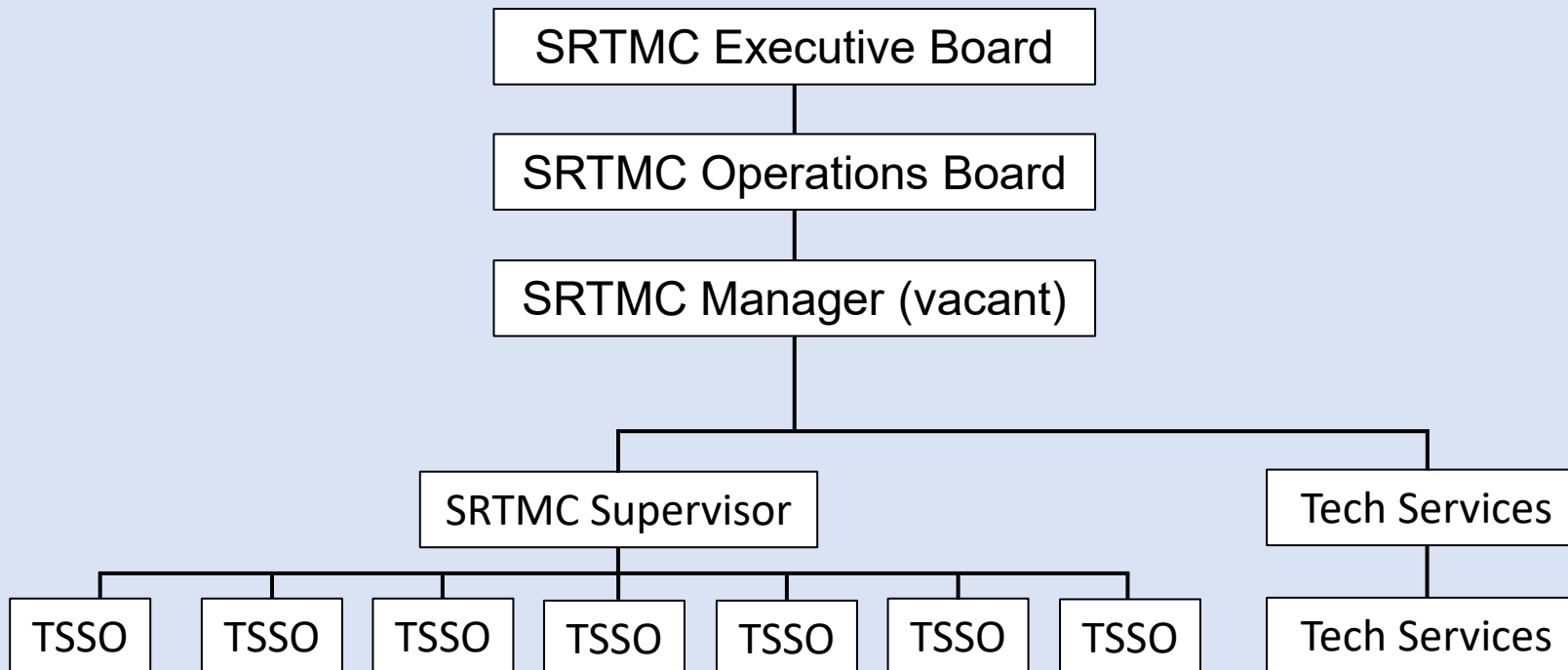
- About the SRTMC
  - Brief history
  - Organization chart
- Annual Budget
- Current SRTMC services
- Future SRTMC services
- Questions

# SRTMC History

- 1993
  - Need identified in Spokane Area Traffic Management Plan
- 1998
  - Interlocal agreement signed
  - Operating Board established
- 2001-02
  - Build out of existing space in current location
- 2002
  - Daytime operations begin
- 2003
  - 24/7 operations begin
- 2016
  - Executive Board established
- Mid-2026
  - SRTMC relocate to WSDOT ER campus

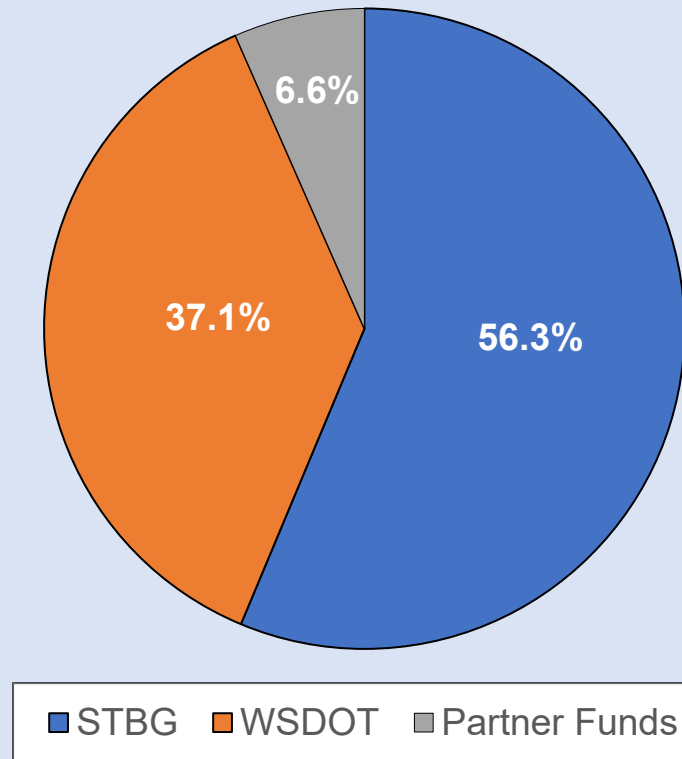


# Organization Chart



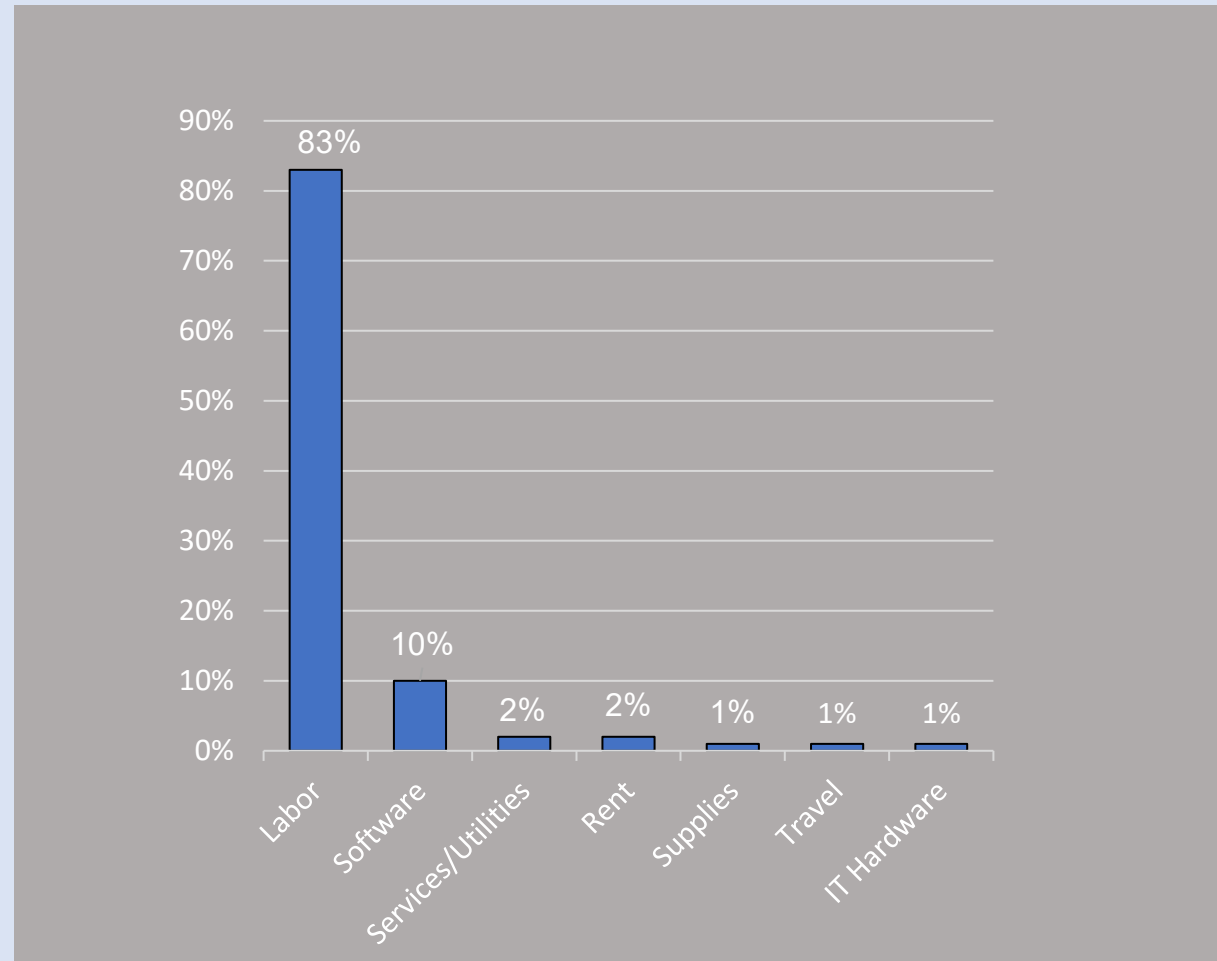
# SRTMC

## Operating Budget – Revenue Sources



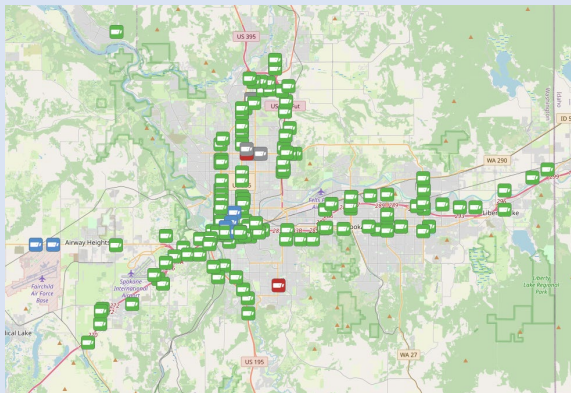
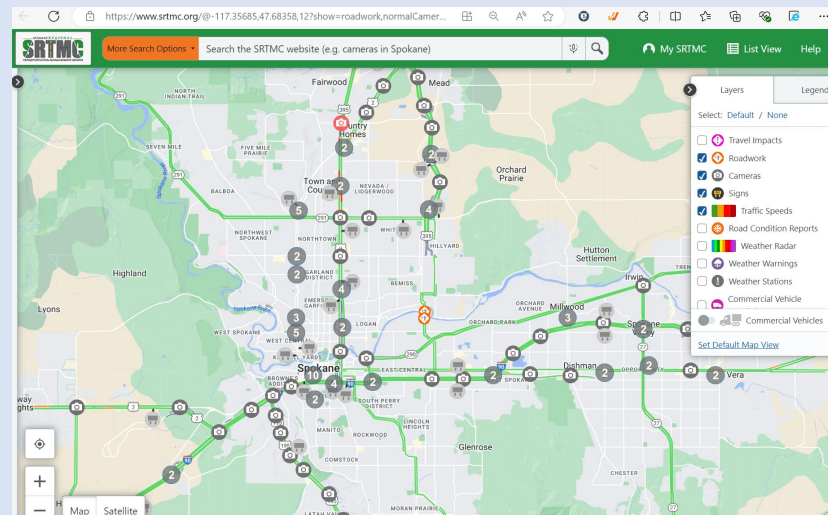
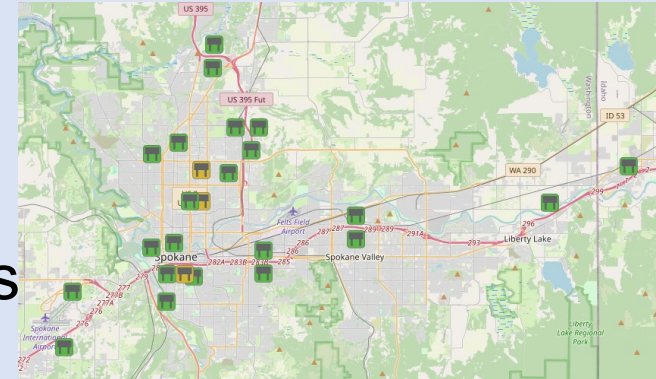


# SRTMC Expenditures



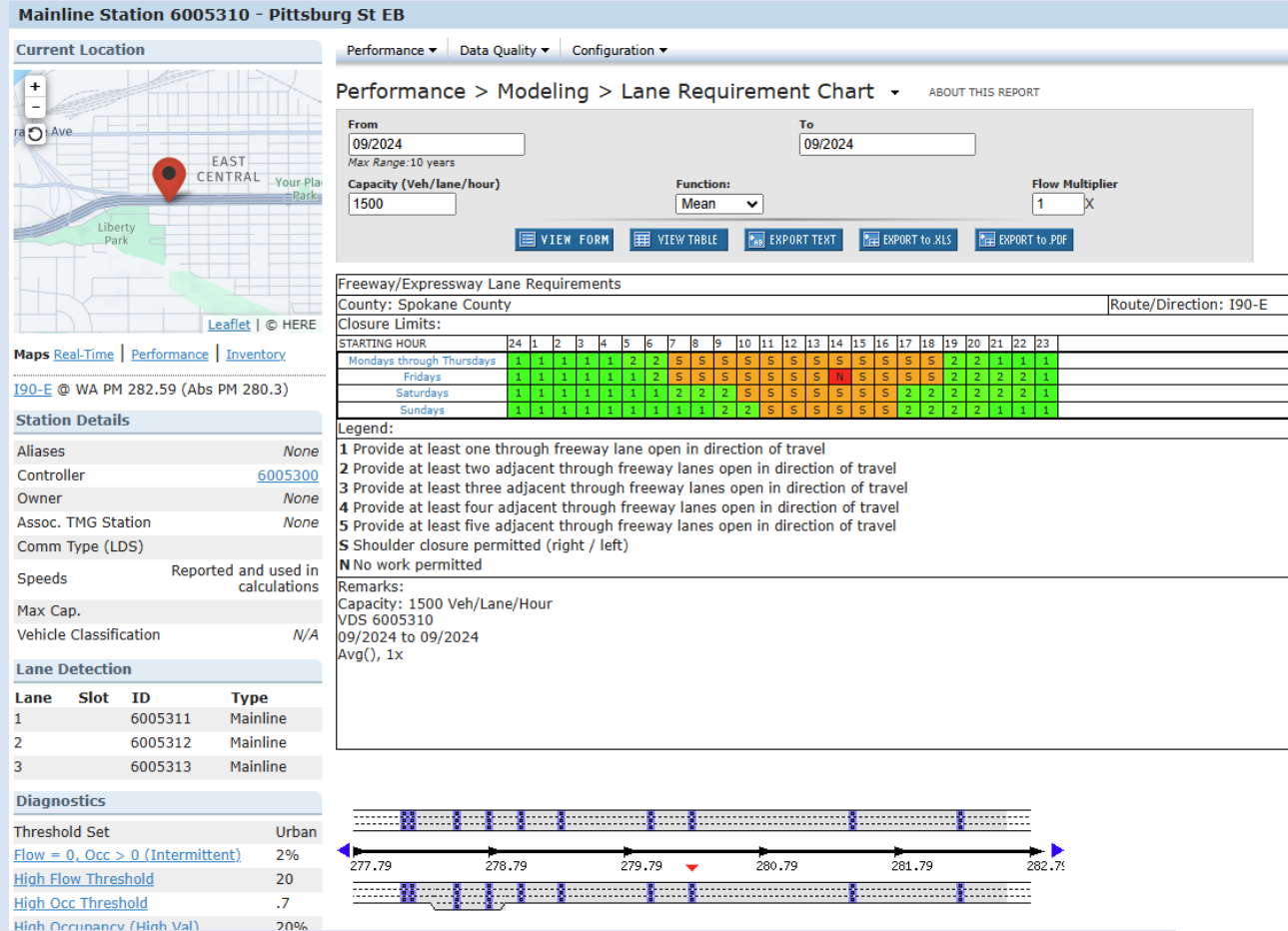
# Existing Regional ITS

- Fiber Optic Cable
  - Shared with SRTMC partners
- Traffic Cameras
- Dynamic Message Signs
- Road Weather Information Systems
- Traffic Detectors
- Data Warehouse
- Ramp Meters
- [www.srtmc.org](http://www.srtmc.org)

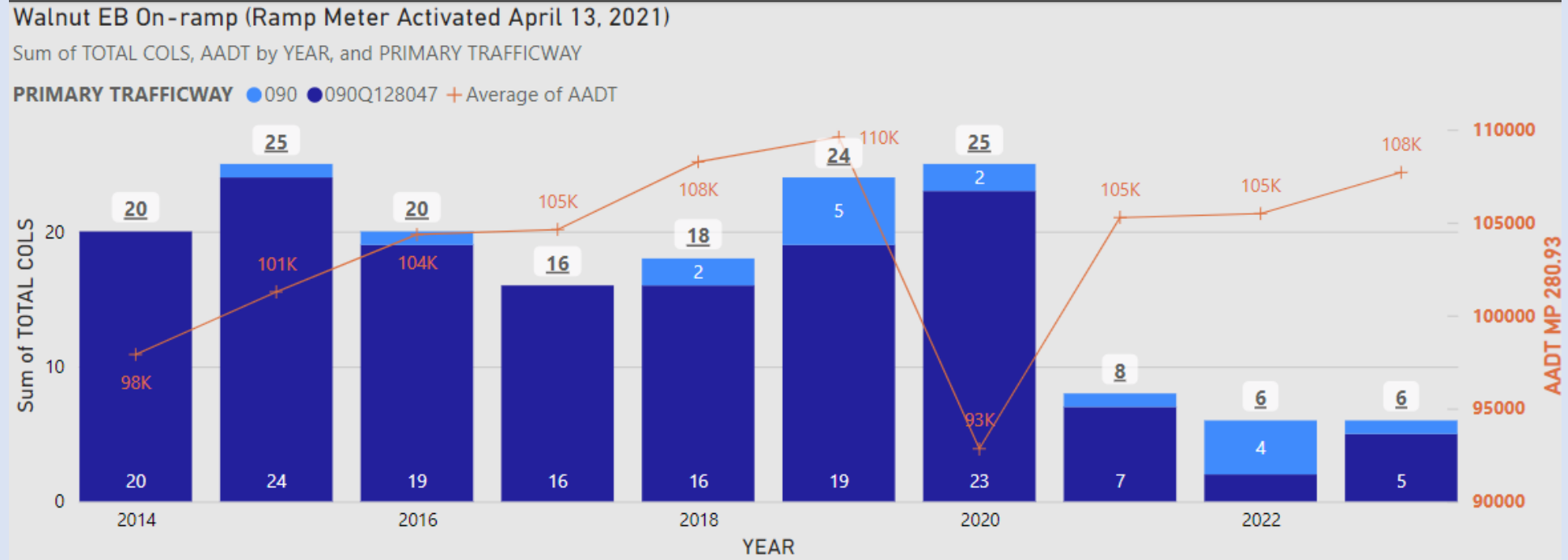


# Data Warehouse

- Event planning example



# Ramp Metering Effectiveness



# Possible Future SRTMC Services

- Ramp metering expansion
- Regional response to incidents/events
- Managed lanes
- Variable speed limits



# Questions?



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