



## Board of Directors Meeting

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Thursday, January 9, 2025 at 1:00 PM

### **Hybrid In Person/Virtual Meeting**

#### **In Person:**

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

#### **Online on Zoom**

<https://us02web.zoom.us/j/82990423233?pwd=umAtOb7zXGZhQgRIgtByx14vkG0lBU.1>

Meeting ID: 829 9042 3233

Passcode: 100681

#### **By Phone:**

1-253-215-8782

Meeting ID: 829 9042 3233 | Passcode: 100681

Or find your local number: <https://us02web.zoom.us/u/kiOsqJNVp>

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### **SRTC welcomes public comments at Board meetings.**

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

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

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

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

1:00 1 **Call to Order/Record of Attendance/Excused Absences**

1:05 2 **Public Comments**

## **FOR ACTION**

1:10 3 **Election of 2025 Board Officers** 3

1:20 4 **Consent Agenda**

- a) Minutes of December 2024 Board of Directors Meeting 5
- b) Vouchers for December 2024 9
- c) Appointment of 2025 Transportation Advisory Committee and Transportation Technical Committee Officers 10
- d) CY 2025-2028 Transportation Improvement Program (TIP) January Amendment 11

## **INFORMATION AND DISCUSSION ITEMS**

1:25 5 **Transportation Performance Management: Bridges Update** (*Michael Redlinger*) 15

1:35 6 **Transportation Performance Management: PM1 - Safety** (*Mike Ulrich*) 16

1:45 7 **2025 Call for Projects Criteria and Principles of Investment** (*Ryan Stewart*) 17

2:00 8 **Congestion Management Process Strategies** (*David Fletcher*) 20

2:05 9 **Metropolitan Transportation Plan: Needs Assessment** (*Jason Lien*) 42

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

2:20 10 **Executive Director's Report** (*Lois Bollenback*) 43

- Ongoing/Upcoming Events and Activities
- Transportation Funding: Opportunities

11 **Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries** 44

## **DISCUSSION**

2:25 12 **Board Member Comments** (*Chair*)

13 **Chair Comments**

2:30 14 **Adjournment** (*Chair*)

To: Board of Directors

01/02/2025

From: Lois Bollenback, Executive Director

**TOPIC: ELECTION OF 2025 BOARD OFFICERS**

**Requested Action:**

Election of Officers for the Calendar Year (CY) 2025 SRTC Board of Directors: Chair and Vice Chair.

**Key Points:**

- Section 6 of the [2021 SRTC Interlocal Agreement](#) (ILA) states that the Board shall select a Chair and Vice Chair ("Officers") from among the voting Directors, by majority vote of the Directors, at the first regular meeting of the calendar year.
- To be eligible for the Chair position, the ILA states that a Director shall have served on the Board for at least one year prior to taking office as Chair, must be an elected official, and shall hold a voting position on the Board.
- Section 6 of the 2021 ILA, also states the office of the Chair shall serve for a term of one-year and shall rotate on a yearly basis among the following parties, as follows:
  - a) Towns and cities, excluding the cities of Spokane and Spokane Valley
  - b) City of Spokane
  - c) Spokane County; and
  - d) City of Spokane Valley
- The position of SRTC Chair for CY 2024 was held by Spokane County Commissioner Al French and the Vice Chair position was held by Councilmember Rod Higgins from the City of Spokane Valley.
- The 2021 SRTC Rules of Procedures, Section 3 (see **Supporting Information**) establishes the process for selecting officers.
- The Rules of Procedure also clarify that the Vice Chair is the presumptive incoming Chair. For Calendar Year 2025 the Chair will be from Spokane Valley and the Vice Chair will be a representative from the towns and cities (excluding the cities of Spokane and Spokane Valley)

**Board/Committee Discussions:**

Notice of the upcoming action was provided as part of the Executive Directors report in December 2024. This is the first time the 2025 officer elections have been presented for action or discussion.

**Public Involvement:**

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

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370

**Supporting Information**

**TOPIC: ELECTION OF 2025 BOARD CHAIR AND VICE-CHAIR**

Excerpt from page 4 of [SRTC Rules of Procedures](#), approved by the Board on 10.13.22

**3. SELECTING THE CHAIR AND VICE CHAIR**

**3.1 Officers and Eligibility:** The Board shall select a Chair and Vice-Chair ("Officers") from among the voting Directors. Only voting Directors who are elected officials are eligible to be Officers. To be eligible to be Chair, the Director must have served on the Board for at least one year prior to taking office as Chair.

**3.2 Nomination and Election:** At the first regular meeting of the calendar year, the Board, Board members may each nominate one person for Chair. All nominations require a second. After all nominations are made, the existing Chair will call for a vote on the nominations in the order they were made. Voting will be by a recorded vote as determined by the existing Chair. As soon as one nominee receives a majority vote, that Board member will be declared the Chair and immediately assume Chair responsibilities. No votes will be taken on the remaining nominees. The same process shall be followed for the nomination and election of the Vice Chair.

**3.3 Term:** The office of the Chair shall rotate on a yearly basis pursuant to Section 6(A)(3)-(4) of the ILA. In any year, the rotation for the office of the Chair may be altered at the request of the jurisdiction holding the right to the Chair position, upon motion and approval of a majority of the voting members of the Board, at a regular or special meeting of the Board. The term for Chair may not, however, exceed one (1) year from the date of election.

**3.4 Vice Chair Succession:** The Vice Chair is the presumptive incoming Chair.



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

December 12, 2024, Meeting Minutes

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

**# 1 Call to Order/ Excused Absences**

Chair French called the meeting to order at 1:00pm and attendance was taken.

In attendance were:

**Board Members:**

Commissioner Al French, *Spokane County (Chair)*  
 Council Member Jennifer Morton, *City of Airway Heights*  
 Council Member Vincent Barthels, *City of Cheney*  
 Council Member Cris Kaminskas, *City of Liberty Lake*  
 Council Member Terri Cooper, *City of Medical Lake*  
 Council Member Kitty Klitzke, *City of Spokane*  
 Mayor Pam Haley, *City of Spokane Valley*  
 Council Member Rod Higgins, *City of Spokane Valley (Vice Chair)*  
 Doug Yost, *Major Employer Rep*  
 Matt Ewers, *Rail/Freight Rep*  
 Commissioner Mary Kuney, *Spokane County*  
 Susan Meyer, *Spokane Transit Authority*  
 Council Member Cecelia Evans, *Spokane Tribe*  
 Char Kay, *WSDOT-ER*  
 Kelly Fukai, *WA State Transportation Commission*

**Absent Members:**

Council Member Diane Pfaeffle, *City of Deer Park*  
 Mayor Mike Freeman, *City of Millwood*  
 Council President Betsy Wilkerson, *City of Spokane*  
 Daniel Clark, *Kalispel Tribe*  
 Council Member Micki Harnois, *Small Towns Rep*

**Guests:**

Sean Messner, *CivTech*  
 Karl Otterstrom, *Spokane Transit Authority*  
 Wende Wilbur, *Kittelson & Assoc.*  
 Barry Greene, *Spokane County*  
 Steven Polunsky, *WA Dept. of Commerce*  
 Spencer Montgomery  
 Ken Knutson, *Spokane Reg. Trans. Man. Ctr.*  
 Charles Hansen, *TAC member*  
 Kevin Picanco, *City of Spokane*  
 Bob Turner, *City of Spokane Valley*

**Staff:**

Lois Bollenback, *Executive Director*  
 Eve McMenemy, *Deputy Executive Director*  
 Ryan Stewart, *Principal Trans. Planner*  
 Jason Lien, *Principal Trans. Planner*  
 Mike Ulrich, *Principal Trans. Planner*  
 David Fletcher, *Principal Trans. Planner*  
 Michael Redlinger, *Assoc. Trans Planner 3*  
 Ben Kloskey, *Assoc. Trans Planner*  
 Angel Jackson, *Admin.-Exec. Coord.*  
 Savannah Creasey, *Comm.& Pub. Relations*  
 Megan Clark, *Legal Counsel*

Chair French stated the following members requested an **excused** absence from the meeting:

- Council Member Diane Pfaeffle, *City of Deer Park*
- Council Member Micki Harnois, *Small Towns Rep*
- Council President Betsy Wilkerson, *City of Spokane*
- Daniel Clark, *Kalispel Tribe*

**Mayor Haley made a motion to approve the excused absences. Council Member Higgins seconded the motion. The motion was passed unanimously.**

## # 2 Public Comments

There were no public comments.

### ACTION ITEMS

## # 3 Consent Agenda

- a) Minutes of the November 2024 Board of Directors Meeting
- b) Vouchers for November 2024
- c) Appointment of Major Employer and Rail/Freight Representatives

Chair French stated that he would like to remove item C, the appointment of representatives to the SRTC Board to address independently.

***Ms. Meyer made a motion to approve the November Board of Director's Meeting Minutes and the Vouchers for November. Commissioner Kuney seconded the motion. The motion was passed unanimously.***

***Commissioner Kuney made a motion to appoint Doug Yost (Major Employer Rep.) and Matt Ewers (Rail/Freight Rep) for the next 3-year term. Ms. Meyer seconded the motion. The motion was passed unanimously.***

## # 4 Smart Mobility Plan – Final Report

Mr. Lien reiterated the goal of the smart mobility project, emphasizing how it supports the advancement of regional goals. He explained the objectives and strategies identified in the Plan, and confirmed that the advisory committee's recommended approval at their respective meetings last month. He highlighted that TAC members raised concerns about micromobility vehicles obstructing sidewalks and related safety concerns. Next steps include incorporating recommendations into the regional needs assessment for Horizon 2050.

***Ms. Meyer made a motion amending the Smart Mobility Plan with the to change the statement in the Plan that the SRTMC is governed by an "operations" board to "executive" board. Mayor Haley seconded the motion. The motion was passed unanimously.***

***Councill Member Klitzke made a motion to adopt the Smart Mobility Plan as amended. Ms. Kay seconded the motion. The motion was passed unanimously.***

## # 5 Resiliency Plan- Final Report

Mr. Lien reviewed the hazards for both natural and man-made events, detailing analysis methodologies, outcome scenarios, and strategies to address identified areas at risk, including I-90, US 2, and other critical infrastructure. He emphasized the importance of keeping the community informed about impacts to the transportation system and identified planning policy solutions.

There were several comments focused on ensuring critical facilities are adequately addressed in the plan. Mr. Lien clarified that while specific corridors may not be directly highlighted, redundant routes to major facilities are supported, and all facilities do not face the same hazard risk.

***Commissioner Kuney motioned to approve the Resiliency Plan as presented. Council Member Higgins seconded the motion. The motion was passed unanimously.***

## #6 CY 2025 Unified List (Federal Version) - Approval

Ms. McMenemy stated that while the state version, which was approved in September, closely resembles the items presented, the priority statements being reviewed today are framed through a federal lens. She informed members that the reauthorization of the federal transportation bill expires in September 2026 and some of these policies are intended to address the potential impacts of its expiration. She discussed the concerns related to safety within the federal legislative priorities and mentioned a proposal to shift funding.

Mr. Fletcher noted that this is the second year developing both state and federal versions of the project list, following feedback from legislators seeking more actionable formats. The draft federal list is identical to the state version approved in September, except for updated funding requests that are intended for federal audiences.

***Ms. Meyer made a motion to amend the document to incorporate the reauthorization statement, suggesting that transit should be included. Mr. Higgins seconded the motion.***

Discussion continued regarding how best to address incorporating transit language into the policy statements. Ms. Kay reminded the Board that WSDOT develops policy positions independently and that she would abstain from supporting other positions taken by SRTC.

***Following this discussion, Ms. Meyer withdrew her initial motion and introduced a new motion to approve the CY 2025 Unified List (Federal Version) with the inclusion of a transit related statement provided by legal counsel and STA. Council Member Higgins seconded the motion. The motion passed, with Ms. Kay from WSDOT abstaining.***

#### **#7 Title VI Plan and ADA Updates - Approval**

Mr. Redlinger provided an overview of the updates to Title VI and ADA policies, explaining their definitions and the rationale for the changes. He reviewed enhancements to the complaint procedures designed to help the public file complaints if necessary. The updates, which include a nondiscrimination statement and provisions for environmental justice, have been translated and posted on the website.

***Council Member Barthels motioned to approve the Title VI Plan and ADA Updates as presented. Council Member Klitzke seconded the motion. The motion was passed unanimously.***

#### **#8 Washington State Department of Transportation (WSDOT) Consolidated Grant Ranking - Approval**

Mr. Redlinger presented an overview of WSDOT's Consolidated Grants Program, which streamlines state and federal funding for Human Services Public Transportation into a unified application process. Volunteers from the TAC and TTC evaluated the projects, while SRTC staff facilitated the process and compiled the final letter grades without being involved in the scoring. Spokane Travel Training received an A grade, and Spokane Mobility Management was awarded a B grade.

***Council Member Klitzke motioned to approve the Washington State Department of Transportation (WSDOT) Consolidated Grant Ranking as presented. Ms. Kay seconded the motion. The motion was passed unanimously.***

#### **#9 2025 Transportation Improvement Plan (TIP) Guidebook - Approval**

Mr. Stewart highlighted updates to the guidebook and timelines, which includes changes to the Call for Projects (CFP) schedule, for the 2027-2029 cycle with \$36 million allocated for the call, adjustments to the preservation cycle from two to three years, and clarifications to the total programmed amount requiring an amendment. He reviewed the investment principles, highlighted key allocations, outlined the CFP schedule beginning in February 2025 with Board approval in July, and presented the 2025 amendment and meeting dates.

*Council Member Klitzke motioned to approve the 2025 Transportation Improvement Plan (TIP) Guidebook as presented. Council Member Barthels seconded the motion. The motion was passed unanimously.*

## **INFORMATION & DISCUSSION ITEMS**

### **# 10 Guest Presenter: Spokane Regional Transportation Management Center (SRTMC)**

Mr. Knutson, WSDOT Project Manager-SRTMC, provided an overview of the Spokane Regional Transportation Management Center, detailing its history, organizational structure, and funding sources. He explained the budget breakdown, with 37% being provided from Washington State Department of Transportation (WSDOT), 58% from Surface Transportation Block Grant (STBG) granted by SRTC, and 7% from partner agencies. The primary expenditure focus is on hardware upgrades to support critical systems like signage and infrastructure.

Mr. Knutson also presented an example of event planning and shared how ramp metering has been effective in reducing crashes. Looking ahead, SRTMC is considering expanding ramp metering, improving regional incident response, implementing managed lanes, and introducing variable speed limits to enhance traffic flow and safety.

Ms. Bollenback stated this served as a reminder of the value of SRTC funding decisions, particularly as we approach the Call for Projects next year. The significance of the SRTMC for Spokane Transit Authority was highlighted by Ms. Meyer, noting that the traffic feeds displayed on their walls help improve the region's coordination. The uniqueness of this effort was emphasized by Ms. Kay, underscoring its importance for the Department of Transportation, with a focus on continuing these collaborative efforts moving forward.

### **# 12 Executive Director's Report**

No comments or questions.

### **# 13 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries**

No questions or comments.

### **# 14 Board Member Comments**

Board members highlighted events in their perspective areas.

### **# 15 Chair Comments**

Chair French recognized the years of dedicated service and support of Ms. Susan Meyer. Ms. Meyer thanked the Board members and shared that Karl Otterstrom, interim co-CEO, would succeed her on the SRTC Board.

Council Member Higgins expressed gratitude to Chair French for his leadership of SRTC Board during his term as the Chair this year. He also highlighted numerous projects and initiatives completed during his term.

There being no further business, the meeting adjourned at 2:22 PM

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Angel Jackson, Clerk of the Board

**VOUCHERS PAID FOR THE MONTH OF DECEMBER 2024**

| <u>Date</u> | <u>Voucher</u> | <u>Vendor</u>                       | <u>Description</u>  | <u>Amount</u> |
|-------------|----------------|-------------------------------------|---|---------------|
| 12/5/24     | V122516        | WA Employment Security Dept-UI      | Adjustment to claim from 2021   | 88.89         |
|             | V122517        | Public Relations Society of America | Renew PRSA member dues for SH   | 182.00        |
|             | V122518        | Diamond Plaza LLC                   | Paulsen Center Suite 500/504 Lease for December 2024                                    | 5,800.00      |
|             | V122519        | Dell                                | Dell WD19DCS dock station (RS)  | 359.69        |
| 12/13/24    | V122520        | WA State Dept of Retirement         | Employee and Employer Contributions: November 2024                                      | 14,861.98     |
|             | V122521        | Cycrest Systems                     | Managed IT Services - Mnthly December; SaaS Security                                    | 1,466.88      |
|             | V122522        | Washington Trust Bank               | Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs/conf trvl | 2,549.62      |
|             | V122523        | Intermax Networks                   | VOIP telecom December 2024  | 240.60        |
|             | V122524        | Rehn & Associates                   | Admin fee November '24  | 75.00         |
|             | V122525        | EMLVO P.C.                          | November legal svcs: Board mtg  | 1,300.00      |
|             | V122526        | Diamond Parking Services            | Acct parking for Board, Cmte, Staff mtg parking - Oct2024                               | 95.00         |
|             | V122527        | Diamond Parking Services            | Acct parking for Board, Cmte, Staff mtg parking - Nov2024                               | 104.00        |
|             | V122528        | Kittelson & Associates              | Smart Mobility Assessment 10/01/24-10/31/24   | 4,722.50      |
|             | V122529        | Kittelson & Associates              | System Resiliency Assessment 10/01/24-10/31/24  | 3,561.20      |
|             | V122530        | Rehn & Associates                   | Staff Payroll Deduction Health Ins Contributions: Pay Period 2024-25                    | 1,283.00      |
| 12/27/24    | V122531        | The Woodshop LLC                    | Website update - Branding/Messaging Project   | 6,049.00      |
|             | V122532        | Vision Municipal Solutions          | Vision Annual Software Support-2025   | 2,479.00      |
|             | V122533        | AWC Employee Benefit Trust          | January '25 Benefit Insurance Premiums  | 13,280.62     |
|             | V122534        | Angel Jackson                       | Reimburse Dec Board mtg refreshments  | 25.61         |
|             | V122535        | Lois Bollenback                     | LB reimburse mileage/parking 10/11/24-11/26/24  | 228.72        |
|             | V122536        | Comcast                             | Fiber Services, December 2024   | 220.85        |
|             | V122537        | Cycrest Systems                     | Work station setup; Onsite support workstation cloning                                  | 1,090.00      |
|             | V122538        | Savannah Creasey                    | SC reimburse mileage 11/14/24-11/19/24  | 5.36          |
|             | V122539        | Rehn & Associates                   | Staff Payroll Deduction Health Ins Contributions: Pay Period 2024-26                    | 1,283.00      |
|             | V122540        | Pacific Office Automation           | Copier Lease/Usage November 2024  | 214.99        |
|             | V122541        | Greg Griffin                        | GG reimburse mileage  | 134.67        |
|             | V122542        | Diamond Plaza LLC                   | Paulsen Center Suite 500/504 Lease for January 2025                                     | 5,800.00      |
|             | V122543        | Jason Lien                          | JL mileage reimburse 3/8/24 - 12/18/24  | 107.26        |
|             | V122544        | Adventures in Advertising           | SRTC logo staff gear for public events, mtgs  | 1,002.90      |
|             | V122545        | Cycrest Systems                     | Cloud realignment project - Setup, delivery, install 50% of project cost                | 11,563.30     |
|             | V122546        | Greg Griffin                        | GG reimburse postage for office   | 146.00        |
|             | V122547        | Lois Bollenback                     | LB reimburse agency mtg   | 25.51         |
|             | V122548        | Washington Trust Bank               | Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs/conf trvl | 2,697.46      |

**Recap for December 2024:**

|                                |   |                   |
|--------------------------------|---|-------------------|
| <b>Vouchers:</b>               | V122516 - V122548                       | 83,044.61         |
| <b>Reimbursement(s)</b>        | -                                       | -                 |
| <b>Salaries/Benefits</b>       | Pay Periods Ending: 12/07/24 & 12/21/24 | 91,840.40         |
| <b>Spokane County Treasury</b> | Monthly SCIP fee - November 2024        | 17.01             |
|                                |   | <b>174,902.02</b> |

As of 1/09/25, the Spokane Regional Transportation Council Board of Directors approves the payment of the December 2024 vouchers included in the list in the amount of: \$174,902.02

To: Board of Directors 01/02/2025

From: Mike Ulrich, Principal Transportation Planner  
David Fletcher, Principal Transportation Planner

**TOPIC: APPOINTMENT OF 2025 TRANSPORTATION TECHNICAL COMMITTEE AND TRANSPORTATION ADVISORY COMMITTEE OFFICERS**

**Requested Action:**

Board approval of the following Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) officers for calendar year 2025.

**2025 TTC Officers**

|            |                                       |
|------------|---------------------------------------|
| Chair      | Barry Greene, Spokane County          |
| Vice Chair | Tara Limon, Spokane Transit Authority |

**2025 TAC Officers**

|            |                |
|------------|----------------|
| Chair      | Paul Vose      |
| Vice Chair | Michael Ankney |

**Key Points:**

- Pursuant to the Interlocal Agreement, the Chair of each advisory committee will serve as a non-voting member of the SRTC Board of Directors for the duration of their term on their respective committees.
- The Vice Chair will serve in that capacity in the absence of the Chair.

**Board/Committee Discussions:**

At their 12/18/2024 meetings, both the TTC and TAC unanimously voted to recommend approval of the Chair and Vice Chair listed above.

**Public Involvement:**

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

**Staff Contact:**

Mike Ulrich, SRTC | [mulrich@src.org](mailto:mulrich@src.org) or David Fletcher, SRTC | [dfletcher@src.org](mailto:dfletcher@src.org) | 509.343.6370

To: Board of Directors

01/02/2025

From: Ryan Stewart, Principal Transportation Planner

**TOPIC: CY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JANUARY AMENDMENT**

**Requested Action:**

Approval of R-25-01 adopting the CY 2025-2028 TIP January amendment.

**Key Points:**

There are six projects included in the proposed January amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

| AGENCY           | PROJECTS   |
|------------------|--|
| City of Cheney   | • Purchase of Electric Vehicles and Charging Station for Maintenance Fleet |
| City of Millwood | • Argonne Road, Empire to Liberty Congestion Relief                        |
| City of Spokane  | • Scott Elementary Sidewalk<br>• High Visibility Crosswalks—Phase 1        |
| Spokane County   | • Cascade Way Reconstruction-Wall to Normandie                             |
| WSDOT-ER         | • US 395/NSC Sprague Ave to Spokane River - Stage 2                        |

**Board/Committee Discussions:**

The proposed January 2025 amendment was presented to the TAC and TTC at their 12/18/24 meetings. Both committees unanimously recommended Board approval of the January TIP amendment.

**Public Involvement:**

The proposed January amendment was published for a public review and comment period from 12/09/24 through 12/18/24. On 12/09/24 notice of the amendment was published in the Spokesman Review, posted to the SRTC website ([www.srtc.org](http://www.srtc.org)) and social media platforms. No public comments were received about the proposed January TIP amendment.

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

**2025-2028 Transportation Improvement Program**

January Amendment (25-01)

| Agency               | Project Title   | Funding Adjustment  |                   | Amendment   |                  | WA STIP ID |
|----------------------|---|---------------------|-------------------|-------------|------------------|------------|
|                      | Amendment Description   |                     |                   | New Project | Existing Project |            |
| City of Cheney       | <b>Purchase of Electric Vehicles and Charging Station for Maintenance Fleet</b><br>Purchase of 7 electric vehicles to replace City of Cheney gas maintenance vehicles. Funding will also include a solar panel charging canopy. Adjust amount of STBG and CRP funding for eligible items. | Federal (CRP, STBG) | \$ 350,685        | ✓           |                  | WA-16112   |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               | \$ 54,731         |             |                  |            |
|                      |   | Total               | \$ 405,416        |             |                  |            |
| City of Millwood     | <b>Argonne Road, Empire to Liberty Congestion Relief</b><br>Remove project - obligated in 2024  | Federal             | No funding change |             | ✓                | WA-09830   |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               |                   |             |                  |            |
|                      |   | Total               | \$ -              |             |                  |            |
| City of Spokane      | <b>Scott Elementary Sidewalk</b><br>Remove project - obligated in 2024  | Federal             | No funding change |             | ✓                | WA-15420   |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               |                   |             |                  |            |
|                      |   | Total               | \$ -              |             |                  |            |
| City of Spokane      | <b>High Visibility Crosswalks—Phase 1</b><br>Install high visibility crosswalk markings. Replace and upgrade stop bars, as needed.  | Federal (HSIP)      | \$ 1,656,000      | ✓           |                  | WA-16323   |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               |                   |             |                  |            |
|                      |   | Total               | \$ 1,656,000      |             |                  |            |
| Spokane County       | <b>Cascade Way Reconstruction-Wall to Normandie</b><br>Remove project - advanced construction approved in 2024  | Federal             | No funding change |             | ✓                | 3314       |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               |                   |             |                  |            |
|                      |   | Total               | \$ -              |             |                  |            |
| WSDOT Eastern Region | <b>US 395/NSC Sprague Ave to Spokane River - Stage 2</b><br>Revised the Beginning Termini from 158.03 to 157.88, increasing the Total Project Length to 0.67 Miles.   | Federal             | No funding change |             | ✓                | 600015P32  |
|                      |   | State               |                   |             |                  |            |
|                      |   | Local               |                   |             |                  |            |
|                      |   | Total               | \$ -              |             |                  |            |

CRP Carbon Reduction Program  
 HSIP Highway Safety Improvement Program  
 STBG<sup>12</sup> Surface Transportation Block Grant program



**Supporting Information****TOPIC: 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JANUARY AMENDMENT**

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- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed January amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the January amendment will be incorporated into the STIP on or around 02/21/2025.

RESOLUTION  
of the BOARD OF DIRECTORS of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL  
R-25-01

**AMENDING THE CY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FOR JANUARY 2025**

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

WHEREAS, the CY 2025-2028 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2025-2028 TIP on 10/10/2024.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of the Spokane Regional Transportation Council adopts the proposed amendment to the CY 2024-2027 TIP to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: January 9, 2025

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Rod Higgins, Councilmember, City of Spokane Valley  
Chair, SRTC Board of Directors

ATTEST

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Angel Jackson, SRTC  
Clerk of the Board

To: Board of Directors

1/02/2025

From: Michael Redlinger, Associate Transportation Planner 3

**TOPIC TRANSPORTATION PERFORMANCE MANAGEMENT: BRIDGES UPDATE**

**Requested Action:**

For information and discussion.

**Key Points:**

- Under 23 CFR Part 490, MPOs are required to set targets for statewide performance measures related to bridges on the National Highway System (NHS). Staff will present an overview of National Bridge Inventory (NBI) Data as part of the presentation. Ten-year trends show a decline in the number of bridges in good condition and an increase in the number of bridges in fair condition.
- At this time, WSDOT's preservation budget is impacting the ability to maintain or improve bridge conditions and is forecasting a decline in the Statewide Transportation Asset Management Plan (TAMP). WSDOT recently presented information indicating they may struggle to meet bridge targets by the end of the decade unless funding is increased.
- SRTC maps and reviews NBI data annually to track our progress towards performance targets, update our members, and support agencies in addressing key bridge priorities. SRTC's legislative priority statements include support for increased funding for maintenance and preservation to address bridge and pavement conditions.

**Board/Committee Discussions:**

This is the first Board discussion of this item. In 2023, the SRTC Board agreed to plan and program in support of the state's targets for bridges for the current performance period, which runs through 2025.

**Public Involvement:**

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

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

To: Board of Directors

01/02/2025

From: Mike Ulrich, Principal Transportation Planner

**TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM1 - SAFETY**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to annually set five safety performance targets.
- Federal regulations also require MPOs to set targets for their respective planning areas.
- The following five statewide safety performance measures are set annually and use a five-year rolling average:
  1. Number of fatalities
  2. Rate of fatalities per 100 million VMT (vehicle miles traveled)
  3. Number of serious injuries
  4. Rate of serious injuries per 100 million VMT
  5. Number of non-motorized fatalities and non-motorized serious injuries.
- At the January meeting, staff will present background information, historical data, target setting options, and discuss upcoming long-range planning efforts.
- In February 2024 the SRTC Board approved a resolution agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for safety.
- Target Zero is WSDOT's plan to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.
- The Board will be asked to take action on safety targets on 02/13/2025.

**Board/Committee Discussions:**

The Transportation Technical Committee and Transportation Advisory Committee discussed this topic on 12/18/2023 and will be asked to make a recommendation to the Board on 01/22/2025.

**Public Involvement:**

Data reporting across all the federally mandated performance management categories is included in Appendix G of the [Transportation Improvement Program](#) (TIP). A formal public comment period for the TIP was open from September 1 – September 30, 2023.

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

To: Board of Directors

01/02/2025

From: Ryan Stewart, Principal Transportation Planner

**TOPIC: 2025 CALL FOR PROJECTS CRITERIA AND PRINCIPLES OF INVESTMENT**

**Requested Action:**

For information and discussion.

**Key Points:**

- Pending Board approval SRTC will release a Call for Projects on 2/14/2025 for the following funding types:
  - Surface Transportation Block Grant (STBG) program
  - Congestion Mitigation & Air Quality (CMAQ) program
  - STBG Set-Aside
  - Carbon Reduction Program (CRP)
- [STBG](#) is the most flexible of all FHWA funding programs. Eligible STBG project types include: roadway and bridge construction; transit capital projects and repair; safety; active transportation; programs; and, studies.
- The purpose of the [CMAQ program](#) is to fund transportation projects that reduce congestion and improve air quality in the Spokane region. Eligible CMAQ project types include transit improvements, travel demand management strategies, traffic flow improvements, and pedestrian and bicycle facilities.
- The [STBG Set-Aside program](#) funds transportation alternatives. Examples of eligible projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and safe routes to school projects.
- [CRP](#) provides funds for projects designed to reduce transportation emissions, specifically carbon dioxide (CO2) emissions from on-road highway sources. Eligible projects are detailed [here](#).
- There will be approximately \$36 million in the 2025 Call for Projects for the years 2027-2029.
- The application criteria are directly related to Horizon 2045's Guiding Principles and Policies as well as updates for Horizon 2050. Revisions to the criteria include the Congestion, Safety, Quality of Life and Mobility, and Equity sections. The draft main application is [here](#) and the draft preservation application is [here](#).
- Historically, the Principles of Investment include, but are not limited to, funding decisions about off-the-top requests, set-aside for preservation projects, set-aside for small towns/small cities, and setting application limits per agency.
- For the purposes of discussion, staff requests input from the Board on the following Principles of Investment:
  - Preservation set-aside of 23% of the anticipated total funding, approximately \$8.3M

- Limit of \$1.35 million award per application, \$2.7 million total per agency
- Limit project applications to include grind and overlays, chip seals and other sealant projects
- 3.75% set-aside of the anticipated funding for small towns/small cities (<5,000 population), approximately \$1.35M
- Off-the-top allocations for operations and planning
  - SRTMC (approx. \$2.8M), SRTC (\$1.5M), and an I-90 study (TBD)

Please see the **Supporting Information** for the 2025 Call for Projects schedule and estimated available funding.

**Board/Committee Discussions:**

The TIP Working Group is currently involved in reviewing and providing suggested improvements to the call for projects applications. The committees were briefed at their 12/18/24 meetings.

**Public Involvement:**

The 2025 call for projects information and schedule is in the TIP Guidebook. The TIP Guidebook has been presented at Board, TAC, and TTC meetings which are open to the public.

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

## Supporting Information

### TOPIC: 2025 Call for Projects Criteria & Principles of Investment

- Pending approval by the SRTC Board, the 2025 Call for Projects will be released on 02/14/2025.
- The schedule and estimated available funding are as follows:

### Call for Projects Schedule

| 2025            |   |
|-----------------|---|
| Jan 9           | SRTC Board of Directors - begin Principles of Investment discussion   |
| Jan 14          | TIP Working Group – develop applications, evaluation criteria, principles of investment discussion  |
| Jan 22          | TAC & TTC meetings – Call for Projects update, principles of investment discussion, applications & evaluation criteria update   |
| Feb 13          | SRTC Board of Directors - Principles of investment, off the top funding action  |
| <b>Feb 14</b>   | <b>CALL FOR PROJECTS RELEASED</b>   |
| <b>Mar 7</b>    | <b>Project Eligibility Worksheet and Complete Streets Checklist is due by 4:00 pm.</b>  |
| <b>Apr 4</b>    | <b>Application Package due by 4:00 pm.</b>  |
| Apr 7-25        | SRTC staff screens projects for completeness and for consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ and CRP project at this time |
| Apr 28 - May 16 | Project scoring   |
| May 28          | TAC & TTC meetings - review preliminary results   |
| Jun 12          | SRTC Board meeting - review preliminary results   |
| Jun 25          | TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ, STBG Set-Aside, and CRP projects to fund and contingency lists for Board approval   |
| Jul 10          | SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists.  |
| Aug – Oct       | 2026-2029 TIP development process which includes a 30-day public comment period on the draft TIP.   |

### Approximate Available Funding

| Fund Type      | Fund Qualifications                       | Projected Amount |
|----------------|---|------------------|
| STBG           | Flexible                                  | \$24,500,000     |
| STBG-Set Aside | Transportation alternatives               | \$2,100,000      |
| CMAQ           | Reduce congestion and improve air quality | \$4,900,000      |
| CRP            | CO <sub>2</sub> emissions reduction       | \$4,200,000      |

To: Board of Directors

01/02/2025

From: David Fletcher, Principal Transportation Planner

**TOPIC: CONGESTION MANAGEMENT PROCESS STRATEGIES**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate and up-to-date information on the transportation system's performance. It involves developing regional objectives, identifying the region's most congested corridors, analyzing system needs, identifying strategies for managing congestion, and tracking the progress of these efforts.
- A CMP is federally required in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). As part of the metropolitan transportation planning process, SRTC is required to continuously monitor and improve the CMP.
- The CMP's strategies for managing congestion are outlined in the *Toolkit of Strategies* and *Strategies Matrix*. The *Toolkit of Strategies* compiles researched best practices from other MPOs that are realistically applicable to the Spokane region. The *Strategies Matrix* links strategies from the Toolkit to each of the CMP's Tier 1 Corridors.
- On 10/16/2024, SRTC hosted a CMP corridor analysis and strategies workshop. During the workshop, the multi-jurisdictional CMP working group reviewed and provided feedback on the *Toolkit of Strategies* and *Strategies Matrix*. This feedback has been incorporated into the draft updates, which are included as **Attachment 1** (*Toolkit of Strategies*) and **Attachment 2** (*Strategies Matrix*).

**Board/Committee Discussions:**

The draft CMP Toolkit of Strategies and Strategies Matrix were presented to the TTC and TAC at their 12/18/2024 meetings. The CMP corridor analysis and strategies were initially presented to the SRTC Board for information and discussion at their 10/10/2024 meeting. They were presented to the TTC and TAC for information and discussion at their 8/28/2024 and 9/25/2024 meetings. They were presented to the SRTC Board for information and discussion at their 10/10/2024 meeting.

**Public Involvement:**

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

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





Congestion Management Process

DRAFT

**Congestion Management Process**

# **TOOLKIT OF STRATEGIES**

Spokane Regional Transportation Council

December 2024

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# INTRODUCTION

The Congestion Management Process (CMP) Toolkit of Strategies is a compilation of strategies to address congestion effectively. It contains researched best practices from other model CMPs that could realistically be applied in the Spokane region.<sup>1</sup> Developed in coordination with the CMP Working Group, this Toolkit serves as a resource to guide the development of targeted solutions for congestion issues on the region's CMP Network.

The strategies in the Toolkit are organized into five categories:

1. **Travel Demand Management (TDM):** These strategies aim to optimize transportation systems by reducing congestion, improving mobility, and minimizing environmental impacts. Examples include promoting public transit, carpooling, walking, bicycling, flexible work schedules, and telecommuting.
2. **Operational Improvements:** Enhancements focused on maximizing the efficiency and safety of existing transportation systems. Strategies include traffic signal optimization, incident and access management, and intelligent transportation systems (ITS) to improve traffic flow without major infrastructure changes.
3. **Transit Operational Improvements:** Targeted efforts to improve the efficiency, reliability, and capacity of public transit systems. Examples include increasing service frequency, transit signal priority, dedicated transit lanes, and upgrading technologies such as real-time passenger information systems.
4. **Freight and Goods Movement:** Strategies designed to optimize the efficient and reliable transport of goods. These include both operational improvements, such as freight plans or dedicated truck parking, as well as larger capacity improvements.
5. **Roadway Capacity Improvements:** Strategies that expand or enhance transportation infrastructure to accommodate increased traffic volumes and improve flow. These strategies include adding lanes, constructing new roads, and improving interchanges.

The Toolkit includes 43 strategies grouped into these five categories for organizational clarity. While these categories help structure the content, some strategies may overlap across or within them. It is important to note that the Toolkit is not an exhaustive catalog of congestion mitigation strategies. Instead, it presents proven approaches most relevant to addressing congestion in the Spokane region.

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<sup>1</sup> In the development of the Toolkit, SRTC staff reviewed and identified best practices from the following agencies' CMPs: Delaware Valley Regional Planning Council (DVRPC), Denver Region Council of Governments (DRCOG), Mid-Region Council of Governments (MRCOG), and Wilmington Area Planning Council (WILMAPCO); as well as the Washington State Department of Transportation's (WSDOT) [Transportation Systems Management and Operations \(TSMO\) strategies and concepts website](#).

# 1. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

---

## 1.1 ALTERNATIVE TRAVEL MODE OUTREACH PROGRAMS (GROUP)

---

**Cost: Low–Moderate**

**Description**

Events or programs that promote, encourage, and educate people about alternative travel modes.

**Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces

**Examples**

- Bike-to-Work Day
- Employer transportation fairs
- Bike safety programs

## 1.2 ALTERNATIVE TRAVEL MODE OUTREACH PROGRAMS (INDIVIDUALIZED)

---

**Cost: Low–Moderate**

**Description**

Individualized events or programs that promote, encourage, and educate people about alternative travel modes.

**Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces

**Examples**

- [Whatcom Smart Trips \(WCOG\)](#)

## 1.3 ALTERNATIVE WORK HOURS

---

**Cost: Low**

**Description**

Arrangement where employees and employers agree to a non-traditional or non-peak work schedule.

**Applicable Locations & Situations**

- Areas with employment sectors that offer jobs that allow for flexible arrival or departure times
- Workplaces with extended daily hours of operation

**Examples**

- Flexible work schedules
- Staggered shifts and/or compressed workweeks

## 1.4 BICYCLE IMPROVEMENTS

---

**Cost: Moderate**

**Description**

Improvements that increase safety and convenience for bicyclists, especially those using bicycles for transportation.

**Applicable Locations & Situations**

- Locations on or connecting to the regional bicycle network

**Examples**

- On-street bike lanes, pavement markings, signage and off-street trails
- Intersection improvements

## 1.5 LOCAL DELIVERY SERVICE

---

**Cost: Low**

**Description**

Businesses delivering products to local customers, which can reduce single-occupancy vehicle trips by making it more feasible to take transit, walk, or bicycle to a store.

**Applicable Locations & Situations**

- Areas where vehicle ownership is low

**Examples**

- Encouraging businesses to deliver products to customers

## 1.6 PARKING FACILITY MANAGEMENT INFORMATIONAL SIGNS

---

**Cost: Moderate**

**Description**

Signage notifying travelers of the remaining number of unoccupied parking spaces at a public or private parking lot.

**Applicable Locations & Situations**

- Park and ride lots or downtown parking lots

**Examples**

- Signage to notify remainder of parking spots
- Guides to available parking

## 1.7 PARKING MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Initiatives or strategies designed to provide, control, regulate, or restrict parking space.

**Applicable Locations & Situations**

- Activity centers or other locations where parking is in short supply
- Locations where mode shift occurs and with high levels of pedestrian activity

**Examples**

- Redevelop/remove surface parking
- Remove on-street parking
- Time-of-day restrictions
- Adding parking structures to encourage mixed-use development
- Add on-street parking to reduce speed & improve pedestrian safety

## 1.8 PEDESTRIAN IMPROVEMENTS

---

**Cost: Low – Moderate**

**Description**

Improvements that increase safety and convenience for pedestrians of all types, especially those who need to walk to get places.

**Applicable Locations & Situations**

- Improvements should be selected to fit the level of development and population

**Examples**

- Sidewalks
- Paths and trails

## 1.9 REGIONAL COMMUTER BENEFIT PROGRAM

---

**Cost: Low**

### **Description**

A program that offers incentives or assistance to employees who use public transit, carpool, bike, or take other non-single occupancy vehicle modes to get to work.

### **Applicable Locations & Situations**

- These programs could be expanded beyond major employers in Spokane

### **Examples**

- Commute Trip Reduction (CTR)

## 1.10 PUBLIC EDUCATION CAMPAIGNS

---

**Cost: Low – Moderate**

### **Description**

Initiative aimed at informing the public about strategies to reduce traffic congestion and encourage behaviors that can help manage and alleviate congestion-related issues.

### **Applicable Locations & Situations**

- Particularly effective in address situations where congestion-related issues directly impact people's daily lives and easy-to-adopt solutions can be offered to improve these issues.

### **Examples**

- Campaign to improve traffic safety
- Informing the public about the benefits of remote work, trip chaining, and/or traveling during off-peak hours

## 1.11 RIDESHARING SERVICES & RIDE MATCHING

---

**Cost: Low–Moderate**

### **Description**

Employees sharing a vehicle to and from the same or nearby worksites, reducing congestion and overall vehicle miles traveled.

### **Applicable Locations & Situations**

- Areas with a high concentration of employees working at one worksite or a group of workplaces
- Schools with a large number of students not served by school buses
- Residential areas outside transit service districts with a high number of long-distance commuters

### **Examples**

- Carpool/Vanpool
- Car Sharing
- [Share-A-Ride Program \(DVRPC\)](#)

## 1.12 TELECOMMUTING

---

**Cost: Low**

### **Description**

Work arrangement where employees use technology solutions to work from home or another location.

### **Applicable Locations & Situations**

- Workplaces that perform tasks or services that can be completed from remotely

### **Examples**

- Remote work
- Hybrid work schedules

### 1.13 UNIVERSAL ACCESS TRANSIT PASS PROGRAM

---

**Cost:** Low–Moderate

**Description**

Program that provides students enrolled in a participating institution with unlimited access to local transit.

**Applicable Locations & Situations**

- Areas with colleges or universities.

**Examples**

- Cooperative pass programs
- Corridor pass programs

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## 2. OPERATIONAL IMPROVEMENTS

---

### 2.1 ACCESS MANAGEMENT

---

**Cost: Moderate**

**Description**

Planning and design strategies used to control vehicle access points—such as driveways, intersections, and medians—to improve safety and improve mobility by strategically managing where and how vehicles enter and exit the road network.

**Applicable Locations & Situations**

- Existing or future high-volume corridors with a significant amount of commercial development resulting in traffic congestion and safety concerns

**Examples**

- Consolidating and/or improving access points along a corridor
- Median treatments and left-turn lanes

### 2.2 CIRCULATION IMPROVEMENTS

---

**Cost: Low–High**

**Description**

Strategies designed to reduce traffic congestion and improve the flow of vehicles, pedestrians, and bicyclists within the transportation network.

**Applicable Locations & Situations**

- Congested areas and bottlenecks, particularly those with limited connectivity or other known circulation issues

**Examples**

- Street circulation patterns
- Vehicle use limitations and restrictions
- Reversible lanes
- Road connectivity
- Roundabouts
- Isolated bottleneck removal

### 2.3 COMMUNICATION NETWORKS

---

**Cost: Moderate**

**Description**

Base infrastructure required to support all operational activities, allow remote roadway surveillance and system control from a traffic management center.

**Applicable Locations & Situations**

- Locations of new roadway construction or major capital improvement projects
- High volume locations or roadways with safety considerations where an incident may be particularly disruptive to regional travel
- Roadways identified for comprehensive ITS implementation

**Examples**

- Roadway surveillance and control system
- Base ITS infrastructure—fiber, telemetry, etc.



## 2.4 HIGH OCCUPANCY VEHICLE (HOV) LANES—NEW OR CONVERTED

---

**Cost: Moderate–High**

**Description**

New or converted lane that serves high-occupancy vehicles and other approved users.

**Applicable Locations & Situations**

- Interstates or other long-distance limited-access corridors
- Highly congested corridors with extensive bus service

**Examples**

- May serve buses, motorcycles, high-occupancy vehicles, toll-paying vehicles, and/or low-emission or hybrid vehicles

## 2.5 INCIDENT MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Operation plans and regional efforts defining roles, rules, procedures, and protocols for agencies and personnel in the event of an incident.

**Applicable Locations & Situations**

- Regionwide programs
- Major travel corridors with multiple emergency, jurisdiction, law enforcement, and transportation responders
- Highways with limited shoulder width, construction zones, locations with frequent incidents

**Examples**

- Incident management plans
- Regional effort to respond to nonrecurring congestion

## 2.6 INCIDENT RESPONSE (COURTESY PATROL)

---

**Cost: Low**

**Description**

Service for stranded freeway travelers that assists with vehicle breakdowns, stalls, and crashes.

**Applicable Locations & Situations**

- Regionwide programs
- Freeways with heavy volumes and/or documented history of incidents or regional facilities with limited shoulder width
- Major construction zones

**Examples**

- Service to stranded freeway travelers

## 2.7 LIMITED INTERSECTION IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Minor intersection enhancements improving safety and/or mobility.

**Applicable Locations & Situations**

- Situations where congestion and/or safety issues are present but do not require full intersection redesign

**Examples**

- Minor isolated intersection widening and lane re-striping
- Auxiliary turn lanes (right or left)
- Widened shoulders

## 2.8 MAINTENANCE MANAGEMENT

---

**Cost: Low–Moderate**

**Description**

Employment of strategies to minimize the congestion caused by maintenance and construction activities.

**Applicable Locations & Situations**

- Part of program planning done by the implementing agency

**Examples**

- Traffic Management Plan (TMP)

## 2.9 RAMP METERING

---

**Cost: Low–Moderate**

**Description**

Active traffic management strategy that uses traffic signals at freeway on-ramps to control the number of vehicles entering the freeway to keep vehicles moving more efficiently.

**Applicable Locations & Situations**

- Existing high volume freeway and expressway facilities
- On-ramps with heavy platoons of vehicles released from arterial/ramp intersections

**Examples**

- Traffic signal controlling stream of merging traffic
- Bus or HOV vehicle bypass

## 2.10 SIGNAL IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Upgrading or optimizing traffic signals to enhance safety, efficiency, and flow of traffic.

**Applicable Locations & Situations**

- High volume urban corridors with multiple signalized intersections
- Streets with high transit volumes and bus stop activity

**Examples**

- Expanded timing and coordination
- Signal modernization and surveillance
- Transit or emergency vehicle signal priority

## 2.11 TRAFFIC MANAGEMENT CENTER

---

**Cost: Moderate**

**Description**

Control center where regional transportation operations are coordinated and information from local networks and other sources is collected and distributed.

**Applicable Locations & Situations**

- Jurisdictions that own equipment, collect data, and manage traffic
- A strategic, centralized location serviced by major communication lines

**Examples**

- Spokane Regional Traffic Management Center (SRTMC)
- Acquiring data and devices to support Traffic Management Center operations

## 2.12 TRAVELER INFORMATION SERVICES

---

**Cost: Moderate**

### **Description**

Mechanisms that provide relay information to assist traveler make decisions regarding trip departures, route selection, and travel mode.

### **Applicable Locations & Situations**

- Heavily traveled freeways or arterials with frequent incidents or travel delays
- Locations before major interchanges and route decision-making points

### **Examples**

- Message signs
- Mobile device applications
- Online services

## 2.13 TURNING MOVEMENT ENHANCEMENTS

---

**Cost: Low–High**

### **Description**

Modifying intersections or roadways to improve the safety and efficiency of turning movements.

### **Applicable Locations & Situations**

- Intersections with a high number of turning vehicles and/or rear-end crashes
- Areas with a high number of merging or weaving vehicles

### **Examples**

- Channelization
- Left-turn lanes
- Center turn lanes
- Jughandles
- Deceleration lanes
- Roundabouts

## 2.14 VARIABLE SPEED LIMITS & DYNAMIC ADVISORY SPEEDS

---

**Cost: Moderate**

### **Description**

Active traffic management strategy that uses dynamic speed limit signs to slow traffic before and through adverse conditions to improve safety and keep traffic moving efficiently.

### **Applicable Locations & Situations**

- Freeways or other major corridors that have frequent congestion
- Collision hot spots, traffic bottlenecks, or specific locations with known issues related to adverse weather or construction and maintenance activities

### **Examples**

- Congestion-responsive variable speed limits (VSL)
- Weather-responsive VSL
- Speed harmonization
- Dynamic speed limits

# 3. TRANSIT OPERATIONAL IMPROVEMENTS

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## 3.1 FIXED GUIDEWAY TRANSIT OR DEDICATED TRANSIT LANES

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**Cost: Moderate–High**

**Description**

Exclusive guideways, such as light rail and commuter rail, and dedicated street travelways, like bus rapid transit or roadway lanes reserved exclusively for buses.

**Applicable Locations & Situations**

- Densely developed urban corridors or station areas
- ROW adjacent to severely congested freeways or arterial streets

**Examples**

- Exclusive guideways (light rail, heavy/commuter rail)
- Street travel ways (BRT)
- Bus-only lanes
- Business Access and Transit (BAT) lanes

## 3.2 GENERAL TRANSIT INFRASTRUCTURE IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

Upgrading facilities and systems that support public transportation, such as enhanced stops, covered bus shelters, and improved fare collection systems.

**Applicable Locations & Situations**

- Bump outs
- Smart Cards
- Covered bus shelters

**Examples**

- Enhanced amenities and safety
- Improved access
- Improved fare collection system

## 3.3 PARK AND RIDE FACILITIES—NEW OR IMPROVED

---

**Cost: Moderate**

**Description**

Designated parking lots where commuters can park their vehicles behind and access public transit.

**Applicable Locations & Situations**

- High ridership transit corridors
- Suburban settings with too little density for local transit service but can generate enough transit users in a concentrated location to make transit both efficient and beneficial in terms of air quality and congestion reduction
- Location upstream of congestion in order to reduce congestion and provide easy access to transit users

**Examples**

- Adding a new park and ride
- Expanding the capacity of an existing park and ride
- Adding amenities, such as lighting or additional seating, to an existing park and ride

### 3.4 TRANSIT-ORIENTED DEVELOPMENT

---

**Cost: Low–High**

**Description**

Transit-Oriented Development (TOD) is a planning approach that promotes high-density, mixed-use neighborhoods near transit facilities, making it easier for people to access transit and reducing vehicle dependency.

**Applicable Locations & Situations**

- New developments on previously vacant or undeveloped sites, or redevelopment of existing sites
- Locations with the potential to capitalize on proximity to a transit station

**Examples**

- Areawide policies and strategies that result in more transportation-efficient regional land use patterns
- Localized planning and zoning strategies that result in more transportation efficient developments

### 3.5 TRANSIT SERVICE EXPANSION

---

**Cost: Moderate**

**Description**

Adding new bus routes or extending the service and/or frequency, or improving the reliability, of existing routes.

**Applicable Locations & Situations**

- Areas with growing concentrations of residential, commercial, or business activity
- Existing bus routes that are operating near capacity
- Route locations that offer increased access to major transit stations

**Examples**

- New bus routes and/or extension of existing service
- Increased frequency and/or extending operating hours
- Flexible routing
- Transfer improvements

### 3.6 TRANSIT SIGNAL PRIORITY

---

**Cost: Low**

**Description**

Traffic management strategy that adjusts signal timing to prioritize transit vehicles, reducing delays while improving their travel times and reliability.

**Applicable Locations & Situations**

- Heavily traveled corridors with multiple traffic signals & frequent transit stops
- Locations where a bus may need a head start to merge into or cross general-purpose lanes of traffic

**Examples**

- Extending green light phase to allow transit vehicles to pass through
- Adjusting signal timing during peak hours or when transit ridership exceeds a certain threshold
- Queue Jump Lanes

### 3.7 TRANSIT VEHICLE TRAVEL INFORMATION

---

**Cost: Moderate**

**Description**

Real-time or scheduled data about transit vehicle locations, arrival times, and service status, provided to passengers to enhance trip planning and improve the travel experience.

**Applicable Locations & Situations**

- Transit stations and major bus tops, as well as major event and activity venues adjacent to transit stations

**Examples**

- Vehicle detection and monitoring devices
- Mobile device apps and online public information sources

# 4. FREIGHT & GOODS MOVEMENT

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## 4.1 FREIGHT CAPACITY IMPROVEMENTS

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**Cost: High**

**Description**

A range of strategies to expand capacity and enhance the efficiency of freight transportation in the region.

**Applicable Locations & Situations**

- Identified freight facilities, including interstates
- Local freight delivery routes

**Examples**

- New or expanded freight rail
- Freight intermodal center/yard
- Port facility expansion
- Hill-climbing lanes

## 4.2 FREIGHT OPERATIONAL IMPROVEMENTS

---

**Cost: Low–Moderate**

**Description**

A range of strategies to optimize operations and enhance the efficiency of freight transportation in the region.

**Applicable Locations & Situations**

- Identified freight facilities, including Interstates
- Local freight delivery routes

**Examples**

- Dedicated truck route or truck parking
- Freight plans/coordination logistics
- Upgraded roadway infrastructure to permit truck/freight movement
- Adding bicycle and pedestrian improvements that separate these modes to reduce potential conflicts with freight

# 5. ROADWAY CAPACITY IMPROVEMENTS

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## 5.1 ADDING CAPACITY/WIDENING

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**Cost: High**

**Description**

Adding new travel lanes along an existing roadway.

**Applicable Locations & Situations**

- Severely congested roads with a clear capacity or safety deficiency
- Locations that experience link congestion rather than intersection congestion
- Location with limited appropriate alternative routes

**Examples**

- New general purpose lanes
- Interchange with related road segments
- Hard shoulder running

## 5.2 GRADE-SEPARATED INTERSECTIONS

---

**Cost: High**

**Description**

Overpasses or underpasses that allow roadways to bypass cross streets, eliminating direct intersections.

**Applicable Locations & Situations**

- Very high-volume and congested intersections
- Locations with limited ROW or physical constraints to expanding the width of the intersection approaches

**Examples**

- Overpass or underpass for cross street

## 5.3 GRADE-SEPARATED RAILROAD CROSSINGS

---

**Cost: High**

**Description**

Overpasses or underpasses that allow roadways to bypass railroad tracks, eliminating direct crossings.

**Applicable Locations & Situations**

- Roadways with a high daily traffic volume
- Locations with either a high frequency of trains crossing road or long-time durations of multi-car trains blocking the road
- High traffic-generating land uses on either side of tracks
- Locations with a documented crash rate higher than established thresholds

**Examples**

- Roadway underpass or overpass

## 5.4 HILL-CLIMBING LANES

---

**Cost: Low–Moderate**

**Description**

Additional roadway lanes designed to assist slower vehicles in ascending steep grades.

**Applicable Locations & Situations**

- Generally in rural areas with steep or rolling hills (freeways or rural highways)
- Locations that experience high peak direction volumes of recreational or weekend traffic
- Urban or suburban freeways with steep climbing up-grades

**Examples**

- Used by trucks and slower traffic to let faster traffic pass

## 5.5 MAJOR INTERSECTION IMPROVEMENTS

---

**Cost: Moderate–High**

**Description**

Significant upgrades to enhance safety, capacity, and traffic flow at intersections.

**Applicable Locations & Situations**

- Severely congested intersections on regionally significant corridors

**Examples**

- Realigning or reconfiguring intersections
- Adding or widening turn lanes to increase capacity

## 5.6 MINOR ROAD EXPANSIONS

---

**Cost: Moderate–High**

**Description**

Major roadway reconstruction with minor capacity additions.

**Applicable Locations & Situations**

- Major reconstruction projects for existing roadways or intersections that require minor capacity additions to meet current design standard

**Examples**

- Widening lanes and/or shoulders to meet current design standards

## 5.7 NEW OR EXTENDED ROADWAYS

---

**Cost: High**

**Description**

Constructing a new roadway or extending an existing roadway to complete a network.

**Applicable Locations & Situations**

- Locations that serves areas experiencing new development or anticipating development soon
- Location that would divert traffic from an existing severely congested corridor
- Unimproved roads with safety issues or development potential

**Examples**

- Arterial
- Bypass
- Limited Access Highway





# Congestion Management Process

# STRATEGIES MATRIX

Spokane Regional Transportation Council  
December 2024

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## CMP Tier 1 Corridors

### Congestion Management Process

# STRATEGIES MATRIX

| I-90             | I-90                 | I-90              | I-90             | I-90                  | US 2          | DIVISION        | DIVISION       | US 2            | MAPLE / ASH     | HAMILTON / NEVADA | FRANCIS              | FRANCIS                   | MARKET / HAVEN    | FREYA / GREENE | SPRAGUE             | SPRAGUE         | ARGONNE            | PINES            | SULLIVAN         | Comments |
|------------------|----------------------|-------------------|------------------|-----------------------|---------------|-----------------|----------------|-----------------|-----------------|-------------------|----------------------|---------------------------|-------------------|----------------|---------------------|-----------------|--------------------|------------------|------------------|----------|
| US 2 to Hamilton | Hamilton to Broadway | Broadway to Pines | Pines to Harvard | Harvard to State Line | Craig to I-90 | I-90 to Francis | Francis to NSC | Division to NSC | I-90 to Francis | I-90 to Francis   | Assembly to Division | Division to Bigelow Gulch | Euclid to Francis | I-90 to Euclid | Hamilton to Argonne | Argonne to I-90 | Sprague to Upriver | Sprague to Trent | Sprague to Trent |          |

\*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

## 1. TRAVEL DEMAND MANAGEMENT (TDM)

|      |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |
|------|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
| 1.1  | Alternative Travel Mode Outreach Programs (Group)          | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 1.2  | Alternative Travel Mode Outreach Programs (Individualized) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |
| 1.3  | <b>Alternative Work Hours*</b>                             | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 1.4  | Bicycle Improvements                                       | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | I-90: Bicycles prohibited, improvements to adjacent facilities                     |
| 1.5  | Local Delivery Service                                     |   |   |   |   |   | ● |   |   |   |   |   |   |   |   |   |   |   |   |  |
| 1.6  | Parking Facility Management Informational Signs            | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   | ● | ● |   | I-90: At parking garages, park & rides   Pines & Sullivan: park & rides            |
| 1.7  | Parking Management   | ● | ● | ● | ● | ● |   |   |   |   |   |   |   | ● |   |   | ● | ● |   | I-90: Downtown Spokane, park & rides   Freya: SCC   Pines & Sullivan: park & rides |
| 1.8  | Pedestrian Improvements                                    | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | I-90: Pedestrians prohibited, improvements to adjacent facilities                  |
| 1.9  | <b>Regional Commuter Benefit Program*</b>                  | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 1.10 | <b>Public Education Campaigns*</b>                         | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 1.11 | Ridesharing Services & Ride Matching                       | ● | ● | ● | ● | ● |   |   |   |   |   |   |   | ● |   |   |   |   | ● |  |
| 1.12 | <b>Telecommuting*</b>                                      | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 1.13 | <b>Universal Access Transit Pass Program*</b>              | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |

## 2. OPEARATIONAL IMPROVEMENTS

|     |                          |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |
|-----|--------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
| 2.1 | Access Management        | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |
| 2.2 | Circulation Improvements | ● | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   |   |   |  |
| 2.3 | Communication Networks   | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |  |

## CMP Tier 1 Corridors

### Congestion Management Process

# STRATEGIES MATRIX

| I-90             | I-90                 | I-90              | I-90             | I-90                  | US 2          | DIVISION        | DIVISION       | US 2            | MAPLE / ASH     | HAMILTON / NEVADA | FRANCIS              | FRANCIS                   | MARKET / HAVEN    | FREYA / GREENE | SPRAGUE             | SPRAGUE         | ARGONNE            | PINES            | SULLIVAN         | Comments |
|------------------|----------------------|-------------------|------------------|-----------------------|---------------|-----------------|----------------|-----------------|-----------------|-------------------|----------------------|---------------------------|-------------------|----------------|---------------------|-----------------|--------------------|------------------|------------------|----------|
| US 2 to Hamilton | Hamilton to Broadway | Broadway to Pines | Pines to Harvard | Harvard to State Line | Craig to I-90 | I-90 to Francis | Francis to NSC | Division to NSC | I-90 to Francis | I-90 to Francis   | Assembly to Division | Division to Bigelow Gulch | Euclid to Francis | I-90 to Euclid | Hamilton to Argonne | Argonne to I-90 | Sprague to Upriver | Sprague to Trent | Sprague to Trent |          |

\*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.

|      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.4  | High Occupancy Vehicle (HOV) Lanes—New or Converted |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 2.5  | Incident Management                                 | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 2.6  | Incident Response (Courtesy Patrol)                 | ● | ● | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   |   |   |
| 2.7  | Limited Intersection Improvements                   | ● | ● | ● | ● | ● |   |   |   |   |   |   |   | ● |   |   | ● |   |   |   |
| 2.8  | Maintenance Management                              | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 2.9  | Ramp Metering                                       | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 2.10 | Signal Improvements                                 | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 2.11 | <b>Traffic Management Center*</b>                   | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 2.12 | Traveler Information Services                       | ● | ● | ● | ● | ● | ● | ● |   | ● | ● | ● |   | ● |   |   |   |   | ● |   |
| 2.13 | Turning Movement Enhancements                       | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 2.14 | Variable Speed Limits & Dynamic Advisory Speeds     | ● | ● | ● | ● | ● | ● | ● |   |   |   |   |   |   |   |   |   |   |   |   |

### 3. TRANSIT OPERATIONAL IMPROVEMENTS

|     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.1 | Fixed Guideway Transit or Dedicated Transit Lanes |   |   |   |   | ● | ● |   |   |   |   |   |   | ● |   |   |   |   |   |   |
| 3.2 | General Transit Infrastructure Improvements       | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 3.3 | Park and Ride Facilities—New or Improved          | ● | ● | ● | ● |   |   |   |   |   | ● | ● |   | ● |   |   | ● |   |   |   |
| 3.4 | Transit Oriented Development                      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 3.5 | Transit Service Expansion                         | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 3.6 | Transit Signal Priority                           |   |   |   |   |   | ● | ● | ● |   |   |   |   | ● | ● | ● |   |   |   |   |
| 3.7 | <b>Transit Vehicle Travel Information*</b>        | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |

**CMP Tier 1 Corridors**

# STRATEGIES MATRIX

|  |
|--|
| <b>I-90</b> US 2 to Hamilton             |
| <b>I-90</b> Hamilton to Broadway         |
| <b>I-90</b> Broadway to Pines            |
| <b>I-90</b> Pines to Harvard             |
| <b>I-90</b> Harvard to State Line        |
| <b>US 2</b> Craig to I-90                |
| <b>DIVISION</b> I-90 to Francis          |
| <b>DIVISION</b> Francis to NSC           |
| <b>US 2</b> Division to NSC              |
| <b>MAPLE / ASH</b> I-90 to Francis       |
| <b>HAMILTON / NEVADA</b> I-90 to Francis |
| <b>FRANCIS</b> Assembly to Division      |
| <b>FRANCIS</b> Division to Bigelow Gulch |
| <b>MARKET / HAVEN</b> Euclid to Francis  |
| <b>FREYA / GREENE</b> I-90 to Euclid     |
| <b>SPRAGUE</b> Hamilton to Argonne       |
| <b>SPRAGUE</b> Argonne to I-90           |
| <b>ARGONNE</b> Sprague to Upriver        |
| <b>PINES</b> Sprague to Trent            |
| <b>SULLIVAN</b> Sprague to Trent         |
| Comments                                 |

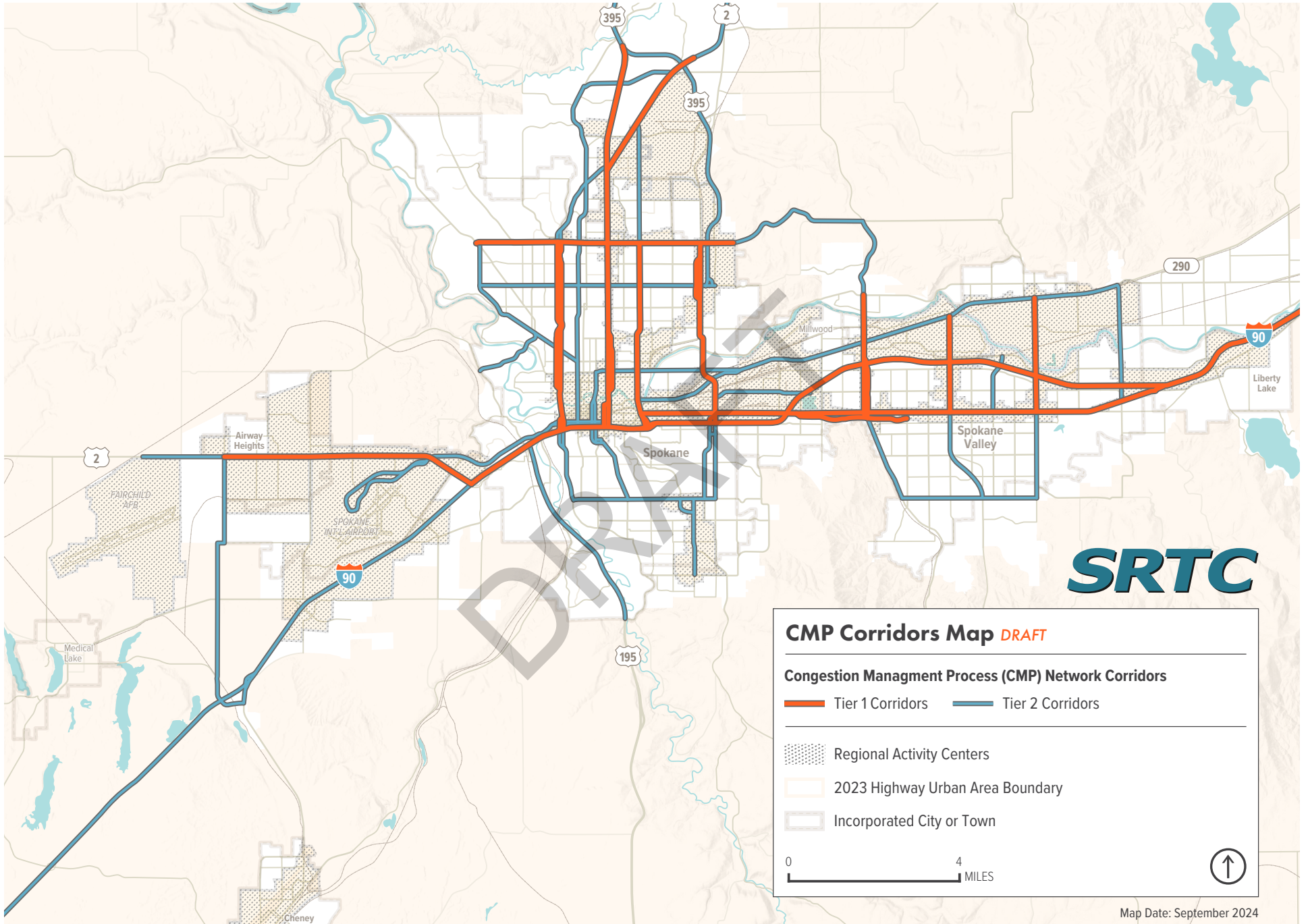
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#### 4. FREIGHT AND GOODS MOVEMENT

[illegible]

## 5. ROADWAY CAPACITY IMPROVEMENTS

| Item | Category                           | Location | Notes   |
|------|------------------------------------|----------|---|
| 5.1  | Adding Capacity/Widening           |          | I-90: Widening from Barker to Harvard   Argonne   I-90 interchange   Sullivan: Bridge over Spokane River & Trent/BNSF overpass expansions |
| 5.2  | Grade-Separated Intersections      |          | I-90: Barker Rd interchange reconstruction & expansion  |
| 5.3  | Grade-Separated Railroad Crossings |          |   |
| 5.4  | Hill-Climbing Lanes                |          |   |
| 5.5  | Major Intersection Improvements    |          |   |
| 5.6  | Minor Road Expansions              |          | I-90: Minor expansion necessary in the Freya/Thor area  |
| 5.7  | New or Extended Roadways           |          | US 2: Parallel network construction   Freya/Greene & Market/Haven: NSC  |



To: Board of Directors

01/02/2025

From: Jason Lien, Principal Transportation Planner

**TOPIC: METROPOLITAN TRANSPORTATION PLAN: NEEDS ASSESSMENT**

**Requested Action:**

None. For information only.

**Key Points:**

- A central component of the region's Metropolitan Transportation Plan (MTP) are the projects and programs that will move us toward shared transportation goals and performance objectives. To understand the array of transportation investment options, SRTC is conducting a Needs Assessment. The Needs Assessment will analyze the many needs of the regional transportation system as documented through agency plans including Capital Improvement Programs and studies, as well as input from agency staff, SRTC Board and committees, and the general public.
- Understanding regional options for investment that are aligned with expected revenue will help inform decisions on transportation priorities, that will in turn inform the development of the next MTP, Horizon 2050.
- This agenda item will confirm the sources SRTC will use to identify potential transportation projects, the general evaluation criteria to be used, and the overall approach and schedule for the Needs Assessment project. The outcome will be a Needs Assessment Summary with a matrix of projects and programs evaluated against SRTC's Guiding Principles. The project will be conducted with consultant assistance.

**Board/Committee Discussions:**

This is the first formal presentation of this work item as identified in SRTC's 2023-2025 Unified Planning Work Program.

**Public Involvement:**

All SRTC committee and Board meetings are open to the public. The project will include targeted public and stakeholder outreach.

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

To: Board of Directors

From: Lois Bollenback, Executive Director

**TOPIC: EXECUTIVE DIRECTOR'S REPORT**

01/02/2025

**Requested Action:**

None. For information only.

**Key Points:**

**Ongoing/Upcoming Events & Activities**

*Please take our survey...*

SRTC staff has issued a survey of our stakeholders to gauge our success and collect input for developing the next 2-year work program. Please keep an eye out and give us the feedback we need to better support the Spokane Region.

**Transportation Funding – Awards & Opportunities**

| Program   | NOFO Close Date   | Available Funding | Agency |
|---|-------------------|-------------------|--------|
| Rural Development Community Facilities Loan & Grant Pgm.  | Ongoing           | \$38 million      | DOA    |
| National Electric Vehicle Infrastructure (NEVI) Program<br>Washington Interstates – Round 1 Corridors (I-90 & US-195) | January 15, 2025  | \$71 million      | FHWA   |
| FY 2025 Rebuilding American Infrastructure with<br>Sustainability and Equity (RAISE) - - Round 2                      | January 30, 2025  | \$1.5 billion     | USDOT  |
| Promoting Resilient Operations for Transformative,<br>Efficient, & Cost-Saving Transportation (PROTECT) Program       | February 24, 2025 | \$876 million     | FHWA   |

*A thought to share as we start a new year:*

*“Our transportation decisions determine much more than where roads or bridges or tunnels or rail lines will be built. They determine the connections and barriers that people will encounter in their daily lives, and thus how hard or easy it will be for people to get where they need and want to go.”*

— Elijah Cummings

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.435.3870



## **ACTION ITEMS**

### **Consent Agenda**

The consent agenda containing November TAC meeting minutes was approved unanimously.

### **Transportation Advisory Committee Chair and Vice Chair Elections**

Mr. Fletcher reviewed the chair election process, noting that the committee's bylaws state that each year, the TAC shall recommend to the SRTC Board one of its members to serve as Chair and one as Vice Chair. He then reviewed the Chair and Vice Chair responsibilities and requested a recommendation from the group.

*Mr. Barber nominated Mr. Vose for the position of Chair (2<sup>nd</sup> term). Mr. White seconded the motion. No other nominations were offered. Mr. Vose accepted the nomination, and the motion passed unanimously.*

*Mr. Barber nominated Mr. Ankney for the position of Vice Chair. Mr. Sahlberg seconded the motion. No other nominations were offered. The motion was approved unanimously.*

## **INFORMATION & DISCUSSION ITEMS**

### **2025 Call for Projects Criteria & Principles of Investment**

Mr. Stewart outlined the \$36M CFP for 2027-29, reviewed criteria, preservation funding specifics, and guiding principles updates, discussed an I-90 study proposal, and shared the CFP timeline, with next steps leading to a January board presentation.

### **Regional Activity Centers Update**

Mr. Fletcher explained how SRTC uses Regional Activity Centers to inform many different SRTC work efforts, including evaluating and prioritize projects. He explained the reasons for updating the Activity Centers, which included refining the current methodology and incorporating updated data. He then reviewed the proposed updates to the methodology, including the development of a Regional Activity Index to identify and classify the Activity Centers.

### **Congestion Management Process (CMP) Strategies**

Mr. Fletcher provided a brief overview of the CMP, noting that the CMP's strategies for managing congestion are primarily contained in two documents, the CMP Toolkit of Strategies and the CMP Strategies Matrix. SRTC staff held an October workshop with staff from local agencies to review and update these documents. He provided a brief review of the updated drafts of the Toolkit and Matrix, explaining that former is a compilation of strategies to address congestion in the Spokane region, while the latter identifies which strategies from the Toolkit are applicable for each Tier 1 CMP Corridor.

### **Transportation Performance Management: PM1 Safety**

Mr. Ulrich reviewed the annual PM1 process, highlighting worsening four-year crash trends, and the distinction between PM1 targets and those in RSAP and SS4A programs. Next steps include a discussion on the state level.



## **ACTION ITEMS**

### **Consent Agenda**

The consent agenda containing November TTC meeting minutes and January TIP amendment was approved unanimously.

### **Transportation Technical Committee Chair and Vice Chair Elections**

Mr. Ulrich reviewed the chair election process, noting the bylaws do not prescribe a particular cadence but a historical practice suggesting STA as the next vice chair and Spokane County as the next chair.

*Ms. Trautman nominated Mr. Greene (Spokane County) for Chair. Mr. Jackson seconded the motion. No other nominations were offered. Mr. Greene accepted the nomination, and the motion passed unanimously.*

*Mr. Tressider nominated Ms. Limon (STA) for the position of Vice Chair, with Mr. Clark seconding the nomination. No other nominations were offered. Although Ms. Limon was not in attendance (family leave), she had been informed of the nomination and had expressed her acceptance beforehand. The motion was approved unanimously.*

## **INFORMATION & DISCUSSION ITEMS**

### **Transportation Performance Management: PM1 Safety**

Mr. Ulrich reviewed the annual PM1 process, highlighting worsening five-year crash trends, and the distinction between PM1 targets and those in RSAP and SS4A programs. Next steps include a recommendation to the SRTC Board at the January TTC meeting.

### **2025 Call for Projects Criteria & Principles of Investment**

Mr. Stewart outlined the 2025 CFP framework, allocating \$36 million for 2027-2029 with guiding principles for investment prioritization, and reviewed the call for projects timeline.

### **Regional Activity Center Update**

Mr. Fletcher presented an overview of the Regional Activity Centers, highlighting updates to methodology, boundary precision, and regional activities. He highlighted the mapping of activity hot spots, and outlining next steps to refine and define each of the centers.

### **Congestion Management Process (CMP) Strategies**

Mr. Fletcher outlined a regional approach to managing congestion, showcasing a process diagram, a five-strategy toolkit, and a matrix focused on Tier 1 congested corridors, highlighting ongoing efforts to develop and implement strategies with details on costs.

### **Agency Update and Future Items**

Mr. Ulrich gave the following updates:

- Public engagement events are scheduled to begin in February for the Metropolitan Transportation Plan (MTP) update. SRTC staff to reach out to members for potential partnering opportunities.
- The US Forrest Service Grant for at risk of wildfires are due on February 28th.
- Agencies intending to submit updates should provide them to SRTC by January 22, 2025.