



Spokane Regional Transportation Council
December Board Meeting

SRTC STAFF VOLUNTEERING: 2ND HARVEST



STA RETIREMENT PARTY

Thank you, Susan.





Thank you
and
HAPPY HOLIDAYS



Smart Mobility Plan

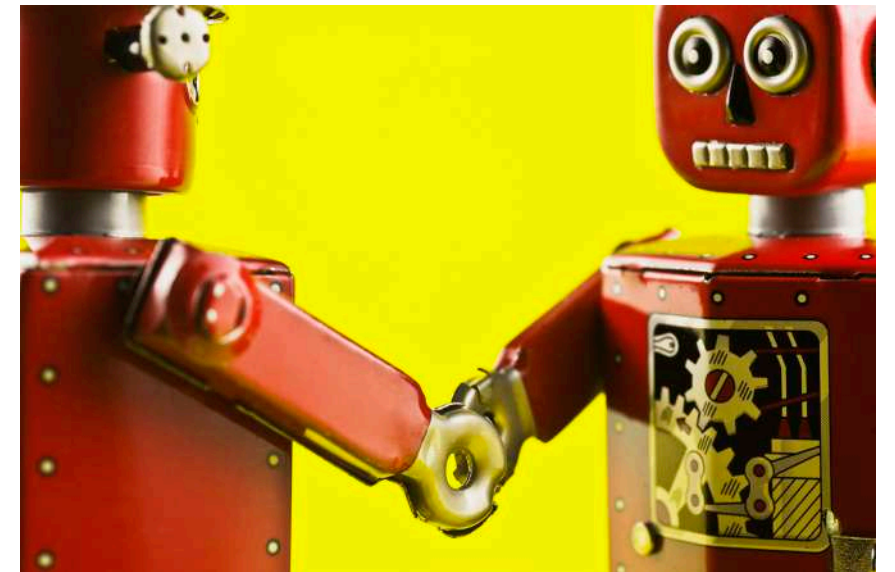
Board of Directors – Item 4, Pg 9
12/12/24

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

jlien@srtc.org

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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SRTC

CY 2025 Unified List (Federal Version)

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

December 12, 2024

Requested Action

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



Reauthorization of the Federal Transportation Bill

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

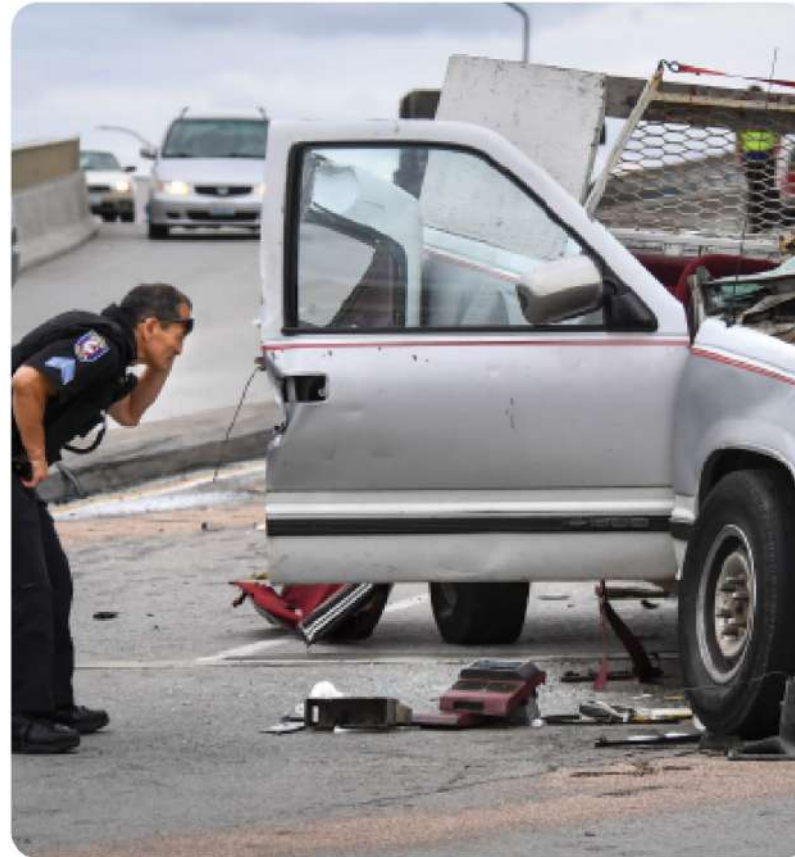


Legislative Priority Statements (Federal)

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)

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)

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)

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

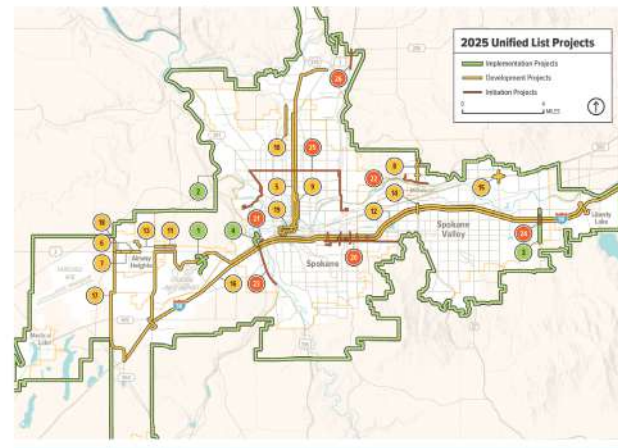
- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.



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 | Development | Initiation |
|---|--|--|
| <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> 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. | <ul style="list-style-type: none"> 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 and Policy Statements | Federal Version



2025 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Summary By Project Status

| PROJECT STATUS CATEGORY | # | EST. COST | FUNDING REQUEST | % OF COST REQUESTED |
|-------------------------|-----------|------------------------|------------------------|---------------------|
| IMPLEMENTATION | 4 | \$133.5 Million | \$22.9 Million | 17% |
| DEVELOPMENT | 15 | \$547.8 Million | \$125.0 Million | 4% |
| INITIATION | 7 | \$178.8 Million | \$152.7 Million | 74% |
| TOTAL | 26 | \$860.0 Million | \$380.5 Million | 44% |

Implementation Projects

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | EST. COST | FUNDING REQUEST |
|-------|---|----------------|---|----------------|--------------------|
| 1 | From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements | STA | 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. | \$32.2 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. <i>Note: Project supports buses throughout the Public Transportation Access Zone (PTAZ) and is implemented on the map as the PTAZ boundary.</i> | \$35.8 Million | \$5.3 Million |
| 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 Central Trail. | \$19.5 Million | \$14.6 Million |

Development Projects

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | EST. 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, frequent, and direct connections to BRT stations. | \$25.0 Million | \$25.0 Million |
| 6 | US Hwy 2 Multimodal Improvements Phase I | Arroyo Heights | Add pathways and sidewalks, 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 | Arroyo Heights | Add pathways and sidewalks, 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/Upper 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) | 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 sensor force main, and pedestrian crossing and intersection improvements at Country 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 |

2025 Unified List of Regional Transportation Priorities and Policy Statements | Federal Version

Development Projects (Continued)

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | EST. COST | FUNDING REQUEST |
|-------|--|----------------|--|----------------|-----------------|
| 12 | I-90 Valley High Performance Transit (HPT) | STA | Revises to a HPT corridor from West Plains/SM to Spokane Valley and Liberty Lake. Construct two new park & ride (Airport Station and Argonne Station) and modify Mirabeau Point Park & Ride. | \$31.3 Million | \$5.1 Million |
| 13 | 6th/10th/12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave | Arroyo 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/Treut Interchange | Spokane Valley | Reconstruct Sullivan Rd/SR 290 interchange, including an off-ramp, to restore long-term capacity and satisfy projected traffic growth from 2022 Biglough Gulch-Forkan Road connection. | \$48.8 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 smart way detection. | \$24 Million | \$20.8 Million |
| 17 | Craig Rd & I-90 Four Lanes Connection | Spokane County | Improve access from I-90 to Craig Rd by modifying existing interchange, to provide north-south access and complete a link to Craig Rd, and reconstruct the corridor. | \$66.5 Million | \$50.4 Million |
| 18 | Craig Rd Complete Streets Project | Arroyo Heights | Reconstruct and widen road, adding turn lanes at major intersections, transit improvements, sidewalks (west 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 sidewalks, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate. | \$61.1 Million | \$7.4 Million |

Initiation Projects

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | EST. COST | FUNDING REQUEST |
|-------|--|----------------|---|----------------|--------------------|
| 20 | LEA - Liberty to Edgemoor Improvements for Accessibility | STA | Finalized 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 behind-use path, bike lanes, space for future light rail transit, and | \$65.1 Million | \$65.1 Million |
| 22 | Centennial Trail / Argonne Gap Project | Spokane County | Improve connectivity of the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicle incidents and reduce stress at Argonne Rd/Silver Dr intersection. | \$8.5 Million | \$8.2 Million |
| 23 | US 195 Corridor Projects | Spokane | Connect Lindzee 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. | \$10.4 Million | \$8.4 Million |
| 24 | Barker Rd & I-90 Interchange | Spokane Valley | Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 8-lane bridge to accommodate existing traffic and growth. | \$40 Million | \$4 Million |
| 25 | Wellesley High Performance Transit (HPT) | STA | Revises 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 |

2025 Unified List of Regional Transportation Priorities and Policy Statements | Federal Version

Requested Action

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



Title VI & ADA Updates

December 12, 2024

Board of Directors Meeting

Agenda Item 7, Page 25

Title VI Plan

- 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

- **New Additions:**
 - **Nondiscrimination**
 - **Environmental Justice**

- **General Updates**
 - **Language fixes**
 - **Updated demographic data, organization chart, et al**

A vertical traffic light with three lenses. The bottom lens is illuminated with a bright green light. The top and middle lenses are dark. The traffic light is mounted on a metal pole. The background is a clear blue sky.

Next Steps

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



Requested Action

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

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org



Requested Action

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

December 12, 2024

Board of Directors

Agenda Item 8, Page 27

2025-2027 WSDOT Consolidated Grants

- **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

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

Next Steps

- **Submit final rankings to WSDOT in January**

Requested Action

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

Contact

Michael Redlinger

MRedlinger@SRTC.org

509.343.6370



Requested Action

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

SRTC Board – Action

Ryan Stewart, Principal Transportation Planner

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12/12/24

Requested Action

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

TIP Guidebook

- Outlines goals & objectives of the TIP
- Identifies polices & 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

2025 Updates

- **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)

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

- 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

- 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

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



Ken Knutson, P.E.
Traffic Engineer for Operations
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ken.knutson@wsdot.wa.gov



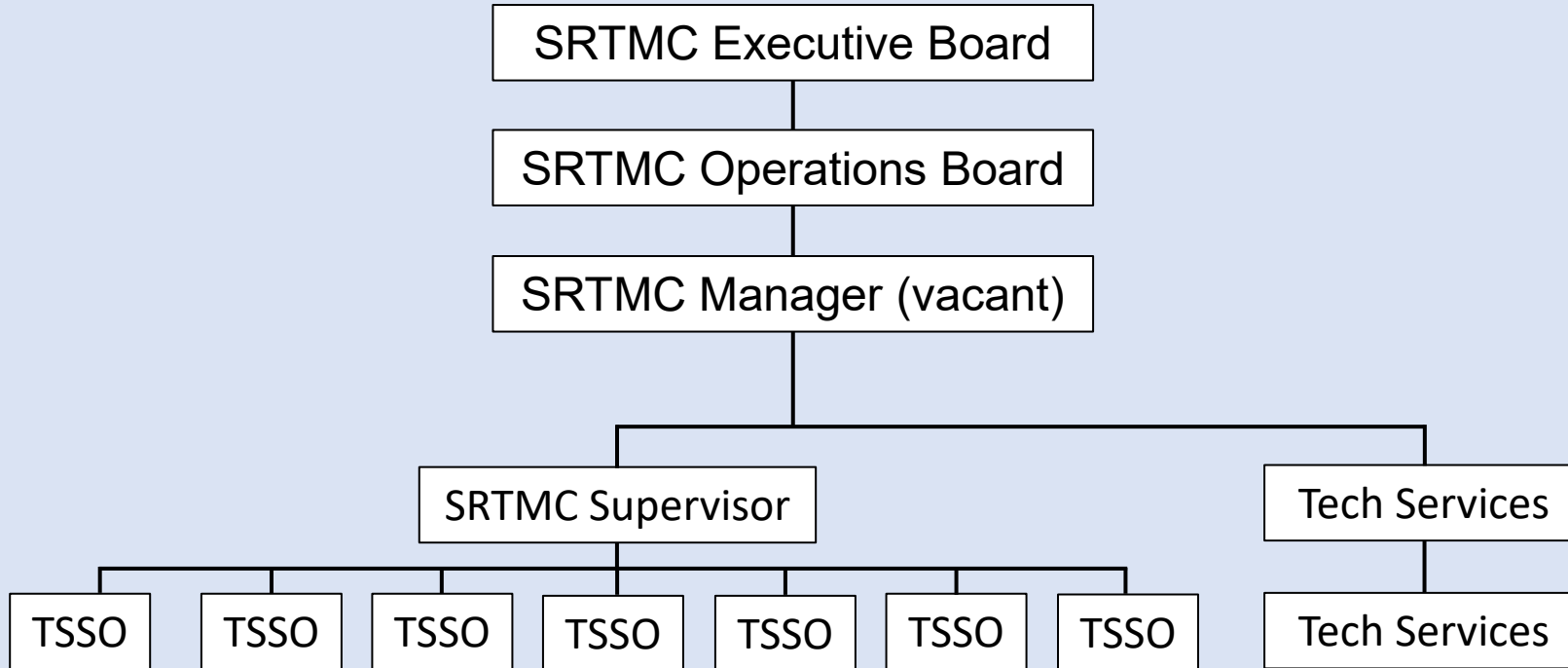
Overview

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

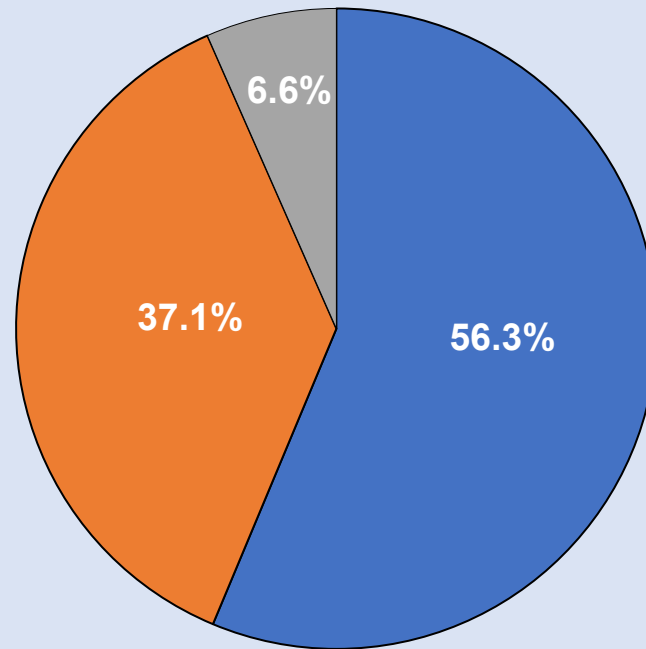
SRTMC History

- 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

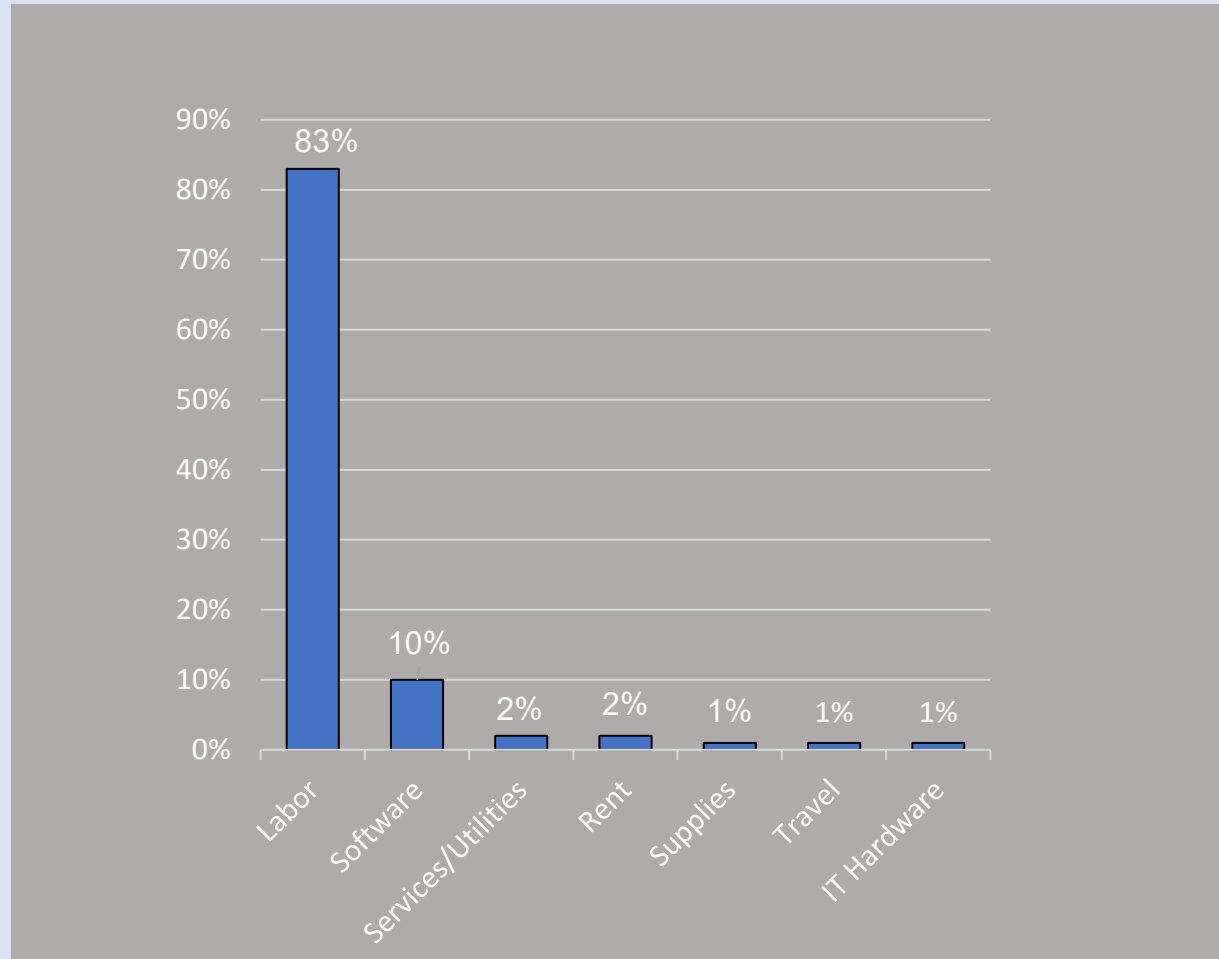
Organization Chart



SRTMC Operating Budget – Revenue Sources

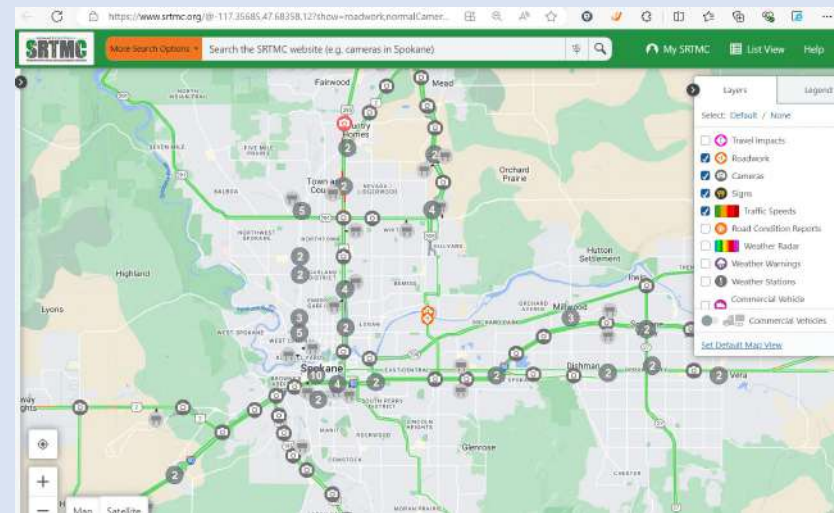
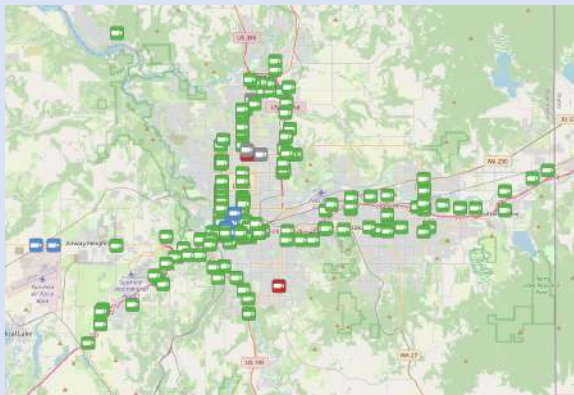
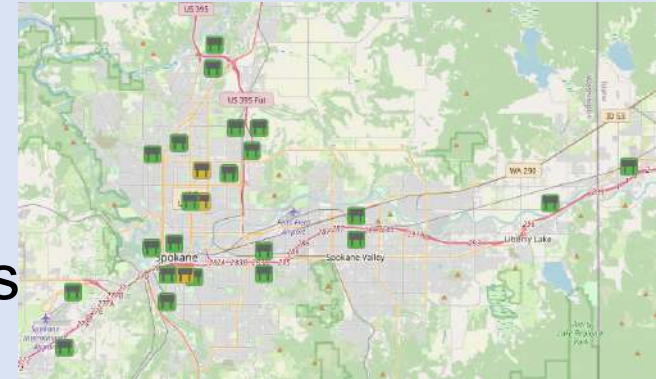


SRTMC Expenditures



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



Data Warehouse

- Event planning example

Mainline Station 6005310 - Pittsburg St EB

Performance > Data Quality > Configuration

Performance > Modeling > Lane Requirement Chart ABOUT THIS REPORT

From: 09/2024 To: 09/2024
 Max Range: 10 years
 Capacity (Veh/lane/hour): 1500 Function: Mean Flow Multiplier: 1

VIEW FORM VIEW TABLE EXPORT TEXT EXPORT to XLS EXPORT to PDF

Freeway/Expressway Lane Requirements
 County: Spokane County Route/Direction: I90-E

Closure Limits:

| STARTING HOUR | 24 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---------------------------|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Mondays through Thursdays | 1 | 1 | 1 | 1 | 1 | 2 | 2 | S | S | S | S | S | S | S | S | S | S | S | S | 2 | 2 | 1 | 1 | 1 |
| Fridays | 1 | 1 | 1 | 1 | 1 | 2 | S | S | S | S | S | S | S | S | N | S | S | S | S | 2 | 2 | 2 | 2 | 1 |
| Saturdays | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | S | S | S | S | S | S | S | S | S | 2 | 2 | 2 | 2 | 2 | 1 |
| Sundays | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | S | S | S | S | S | S | S | 2 | 2 | 2 | 2 | 1 | 1 | 1 |

Legend:
 1 Provide at least one through freeway lane open in direction of travel
 2 Provide at least two adjacent through freeway lanes open in direction of travel
 3 Provide at least three adjacent through freeway lanes open in direction of travel
 4 Provide at least four adjacent through freeway lanes open in direction of travel
 5 Provide at least five adjacent through freeway lanes open in direction of travel
 S Shoulder closure permitted (right / left)
 N No work permitted

Remarks:
 Capacity: 1500 Veh/Lane/Hour
 VDS 6005310
 09/2024 to 09/2024
 Avg(), 1x

Station Details

Aliases: None
 Controller: 6005300
 Owner: None
 Assoc. TMG Station: None
 Comm Type (LDS): None
 Speeds: Reported and used in calculations
 Max Cap.:
 Vehicle Classification: N/A

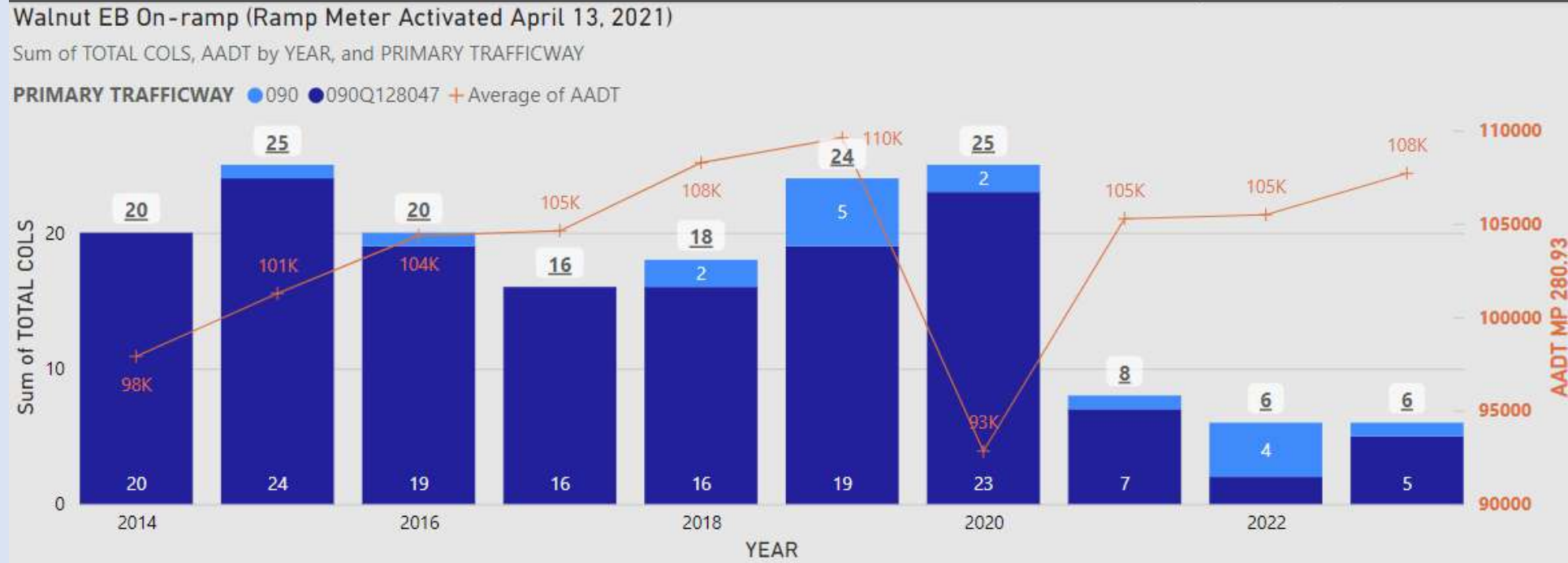
Lane Detection

| Lane | Slot | ID | Type |
|------|------|---------|----------|
| 1 | | 6005311 | Mainline |
| 2 | | 6005312 | Mainline |
| 3 | | 6005313 | Mainline |

Diagnostics

Threshold Set: Urban
 Flow = 0, Occ > 0 (Intermittent): 2%
 High Flow Threshold: 20
 High Occ Threshold: .7
 High Occupancy (High Val): 70%

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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