



Transportation Technical Committee Meeting

Wednesday, August 25, 2021 • 1:30 - 3:00 PM

Virtual Meeting via Teleconference

Join Zoom Meeting

<https://us02web.zoom.us/j/83023981994?pwd=MFpPWlU5eHpjWHQ2WlhYc2ZaMGZmUT09>

Meeting ID: 830 2398 1994 | Passcode: 379279

Or Join by Phone: 1-253-215-8782

Find your local number: <https://us02web.zoom.us/u/kcinOf6vj>



Public comments can be submitted by email to contact.srtc@srtc.org or by phone to 509-343-6370. Deadline for submitting comments is 10:00 am on the day of the meeting.



SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and 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 at least 48 hours in advance.

Transportation Technical Committee Meeting

Wednesday, August 25, 2021 | 1:30 PM – 3:00 PM

AGENDA

<i>Time</i>	<i>Item</i>	<i>Page #</i>
1:30	1. Call to Order / Record of Attendance	
1:32	2. Approval of July 28, 2021 Meeting Minutes	Page 3
1:33	3. Public Comments	
1:35	4. TTC Member Comments	
1:45	5. Chair Report on SRTC Board of Directors Meeting	
<u>FOR ACTION</u>		
1:47	6. 2021-2024 Transportation Improvement Program September Amendment (<i>Kylee Jones</i>)	Page 6
1:50	7. Metropolitan Transportation Plan Needs Analysis (<i>David Fletcher</i>)	Page 8
<u>FOR INFORMATION AND DISCUSSION</u>		
2:10	8. Metropolitan Transportation Plan Priority Networks (<i>Jason Lien</i>)	Page 14
2:25	9. Unified List of Regional Transportation Priorities (<i>Eve McMenamy</i>)	Page 15
2:40	10. 2022-2025 Transportation Improvement Program Overview (<i>Kylee Jones</i>)	Page 22
2:55	11. Agency Update (<i>Eve McMenamy</i>)	n/a
3:00	12. Adjournment	

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
July 28, 2021 | Zoom Video Conference

1. Call to Order/Record of Attendance

Mr. Adam Jackson, Chair, called the meeting to order at 1:30 p.m.

IN ATTENDANCE

TTC Members:

Adam Jackson, *City of Spokane Valley* (Chair)
Inga Note, *City of Spokane* (Vice Chair)
Heather Trautman, *City of Airway Heights*
Todd Ableman, *City of Cheney*
Kevin Picanco, *City of Spokane*
Gloria Mantz, *City of Spokane Valley*
Roger Krieger, *City of Deer Park, Small Towns Rep.*
Brandi Colyar, *Spokane County*
Barry Greene, *Spokane County*
April Westby, *Spokane Regional Clean Air Agency*
Cindy Green, *Spokane Regional Health District*
Karl Otterstrom, *Spokane Transit Authority*
Kristine Williams, *Spokane Transit Authority*
Chamisa Radford, *Spokane Tribe of Indians*
Glenn Wagemann, *WSDOT-Eastern Region*

Guests:

Anna Ragaza-Bourassa, *WSDOT-Eastern Region*
Alberto Valentin, *WSDOT-Eastern Region*
Sean Messner, *HDR*
Mike Tresidder, *Spokane Transit Authority*

SRTC Staff:

Eve McMenemy, *Deputy Executive Director*
Kevin Wallace, *Interim Executive Director*
Ryan Stewart, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
David Fletcher, *Associate Transportation Planner III*
Michael Redlinger, *Associate Transportation Planner II*
Julie Meyers-Lehman, *Admin.-Exec. Coordinator*

Alternate TTC Members:

Keith Martin, *WSDOT-Eastern Region*
Char Kay, *WSDOT-Eastern Region*
Colin Quin-Hurst, *City of Spokane*
Jami Hayes, *Spokane County*

2 Approval of June 2021 TTC Meeting Minutes

Mr. Greene made a motion to approve the minutes as presented; Mr. Martin seconded. Motion carried unanimously.

3 Public Comments

There were no public comments.

4 Technical Member Comments

Members spoke about current projects or programs in their jurisdiction/agency.

5 Chair Report on SRTC Board of Directors Meeting

Chair Jackson gave an overview of the July Board meeting.

ACTION ITEMS

6 2021-2024 Transportation Improvement Program (TIP) August Amendment

Ms. McMenemy provided an overview of the four projects in the proposed TIP amendment. There were no comments or questions from the group.

Mr. Otterstrom made a motion to recommend Board approval of the 2021-2024 TIP August amendment and Mr. Krieger seconded. All votes were in favor.

7 Transportation Improvement Program Call for Preservation Projects

Mr. Lien shared the history of this call for projects, the funding available and highlighted Board approved policies/principles of investment. He spoke about the recommended awards and prioritization from each applicant.

Eight agencies submitted a total of 18 projects for consideration totaling \$12M of requests; there is \$6M of funding available. He explained the scoring ranks, agency ranks and categories of funding available; he relayed comments from the Transportation Advisory Committee and their concerns about the difficulties for small towns' projects scoring high enough and possible solutions for future calls. The group discussed the pros and cons of fully funding projects compared to awarding partial funding.

Mr. Ableman made a motion to recommend Board approval of the 2021 Call for Preservation Projects as outlined in the attachment. Mr. Picanco seconded the motion and it passed unanimously.

INFORMATION & DISCUSSION ITEMS

8 Metropolitan Transportation Plan Update: Regional Priority Networks

Mr. Lien noted that all priority transportation networks (freight, vehicular, transit and bike) are being revisited as part of the MTP update, but only the bike priority network contains significant changes. The key purposes for defining regional networks are to:

- Establish core facilities for planning and policy purposes
- Maintain consistency with federal requirements
- Focus SRTC's mission
- Provide for coordinated planning of the regional system focusing on performance, safety, access, and stewardship

He spoke about the work completed so far to update and refine the bike priority network. The next steps are the creation of an online map, launched soon, to allow for review of the draft network updates.

9 Metropolitan Transportation Plan Update: Needs Analysis Update

Mr. Fletcher said that there had been concern expressed regarding the time allowed for review of the needs analysis prior to making a recommendation to the Board; therefore, this item will be moved to next month. Staff is wrapping up the final parts of the analysis and it will be emailed to TTC members by the end of the week.

10 Metropolitan Transportation Plan, Horizon 2045: Chapters 1 and 2

Mr. Ulrich noted the number of occasions that the MTP update has been presented to the TTC since early

2020. The tasks completed or substantially completed for the update are:

- Land Use: Base and Horizon Year
- Financial Assessment Task 1: Forecasted Revenues
- Freight Study
- Updating Existing Conditions Data
- System Performance Report
- Draft Chapters 1 and 2
- Appendices B, C and D

The basic framework of the Horizon 2045 document will be essentially the same as Horizon 2040, with most the notable changes occurring in Chapter 2 “Where We are”. All chapters and appendices will be posted to a dedicated page on the SRTC website for review and comments. October 8 is the deadline to submit comments/suggestions. Mr. Ulrich outlined the remaining tasks to complete the update and said the TTC will be asked to make a recommendation to the Board on the final draft of the MTP document in November.

11 WSDOT Guest Speaker: Healthy Environment for All (HEAL) Act

Mr. Alberto Valentin provided a background of the Civil Right acts of 1964 and impacts to transportation. He compared the similarities and differences between Title VI and Environmental Justice. Ms. Char Kay spoke about the two new state laws that came out of the last legislative session and gave an overview of the Governor’s Environmental Justice Task Force findings. They both addressed some of the many initiatives and plans being undertaken at WSDOT in response to the recently passed HEAL Act.

Several members shared how their agencies were starting to respond to the new requirements of the HEAL Act.

12 Agency Update

Ms. McMenemy reported on:

- Ms. Bollenback’s first day at SRTC is August 16 and hopefully can attend the next TTC meeting.
- Mr. Stewart said the final report of the US-195/I-90 Study is currently being reviewed by the study advisory team; they will convene in August to discuss and the report be presented at the September TTC meeting.
- Mr. Stewart noted that the draft 2019 base travel demand model is available for review. He said the draft 2045 model will be available for viewing with the most recent version of the modeling software, but he can accommodate alternative formats if needed. He emphasized that there is an ESD requirement to sign a statement of non-disclosure to view the draft 2019 base model information and this requirement pertains to any consultants using modeling data.

12 Adjournment

There being no further business, the meeting adjourned at 2:58 pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Technical Committee 08/18/2021
From: Kylee Jones, Associate Transportation Planner II
Topic: **2021-2024 Transportation Improvement Program (TIP) September Amendment**

Requested Action:

Recommendation for SRTC Board of Directors approval of the September amendment to the 2021-2024 TIP as shown in the **Attachment**.

Key Points:

Three agencies have requested amendments to the [2021-2024 TIP](#). See **Attachment** for more details.

- City of Spokane - 29th/ Washington/ Monroe
- City of Spokane – Bemiss Elementary Walk Route Improvements
- City of Spokane - Driscoll/Alberta/Cochran Sidewalk Infill – Finch Elementary Walk Route
- City of Spokane – Greene/Carlisle Crosswalk Improvements
- City of Spokane - Maple Street Bridge Deck Repair
- City of Spokane – Market/ Monroe/ 29th
- City of Spokane - Nevada/Joseph Pedestrian Hybrid Beacon
- City of Spokane – Shaw Middle School – Garland Ave. Pathway
- City of Spokane - Washington St. South, Washington St. north Channel and Steves St. Bridge Deck Repair
- Spokane County – Country Homes Blvd Preservation
- Spokane County – Harvard Road Reconstruction
- Spokane Transit Authority – Battery Electric Bus Purchase for Fixed Route Fleet Electrification

TIP Overview

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.

Board/Committee Discussions:

This item is being presented to the TTC for the first time.

Public Involvement:

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a public review and comment period from 08/18/2021 through 08/27/2021 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and posted to the SRTC website (www.srtc.org) and social media platforms on 08/18/2021. Public comments received during the public comment period will be addressed by SRTC staff and presented to the SRTC Board of Directors in their September 2021 meeting packet.

Supporting Information/Implications:

The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2040, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2040. Consistency with Horizon 2040 includes a demonstration of financial constraint and conformity with regional air quality plans. The September amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2040.

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 September amendment will be incorporated into the STIP on or around October 15, 2021.

More Information:

- See Attachment: 2021-2024 TIP September Amendment
- For detailed information contact: Kylee Jones at kjones@srctc.org or 509.343.6370

To: Transportation Technical Committee 08/18/2021
From: David Fletcher, Associate Transportation Planner III
Topic: **Horizon 2045 Transportation Needs Analysis**

Requested Action:

Recommend Board approval of the Horizon 2045 Transportation Needs Analysis, as shown in the **Attachment**.

Key Points:

- The transportation needs analysis provides a planning level estimate of the cost to adequately operate and maintain the region's transportation system over the Metropolitan Transportation Plan's (MTP) 20+ year horizon.
- It is required under 23 CFR § 450.324(f)(11) to include system-level estimates of the cost to adequately operate and maintain the region's federal-aid road network and public transportation. Additionally, it must take into account all projects and strategies proposed for funding.
- These needs are compared to forecasted revenues over the horizon of the plan to inform fiscal constraint and identify funding gaps.
- In May, staff presented the needs analysis methodology to the Transportation Technical Committee (TTC). In response to TTC feedback, SRTC held a needs analysis workshop with member agency staff on June 15, to refine the methodology.
- Since the June 15 workshop, staff has been coordinating with local agencies to collect the data necessary to implement the refined needs analysis methodology. Staff sent out a draft needs analysis for the Committee to review and comment on August 5. The draft included in the **Attachment** has been updated based on comments received.

Board/Committee Discussions:

The TTC was initially briefed on the transportation needs analysis methodology in their May 2021 meeting. Based on the Committee's feedback, SRTC held a needs analysis workshop with member agency staff on June 15, 2021 to refine the methodology. An update of the MTP Needs Analysis was presented to the TTC at their June meeting.

Public Involvement:

The transportation needs analysis is part of SRTC's MTP update. An MTP public participation plan has been drafted for the update. It will utilize public education and engagement to validate that the MTP and its various elements align with and implement the community vision.

Supporting Information/Implications:

See **Attachment**.

More Information:

- Attachment: Draft Horizon 2045 Transportation Needs Analysis
- For detailed information contact: David Fletcher at dfletcher@srtc.org or 509.343.6370



HORIZON 2045

TRANSPORTATION NEEDS ANALYSIS

SPOKANE REGIONAL TRANSPORTATION COUNCIL | AUGUST 2021

INTRODUCTION

Horizon 2045, the Spokane region’s Metropolitan Transportation Plan (MTP), is federally required to include a financial assessment forecasting the region’s future transportation revenues and needs.¹ The first part of this process, forecasting future revenues, was completed in fall of 2020. It was accepted by the SRTC Board in March 2021.

The Transportation Needs Analysis is part two of Horizon 2045’s financial assessment. It provides a big picture, planning level estimate of the cost to adequately operate and maintain the region’s transportation system of the plan’s 20+ year planning period.

Table 1 provides a summary of costs associated with the region’s anticipated transportation needs from 2022 through 2045, Horizon 2045’s planning period. These estimates were developed by SRTC, in coordination with staff from its member agencies. Where possible, data from these agencies was used to inform the estimates of need.

TABLE 1: SUMMARY OF TRANSPORTATION NEEDS IN THE SPOKANE REGION, 2022 TO 2045.

Point of Expenditure	Maintenance & Operations	Preservation	Programmatic Buckets	Regionally Significant Projects	TOTALS BY POINT OF EXPENDITURE
Local (Cities & County)	\$1,325	\$7,145	\$1,169	\$263	\$9,901
WSDOT	\$1,102	\$2,396	\$292	\$1,324	\$5,114
STA	\$3,242	-	\$333	\$258	\$3,833
TOTALS BY CATEGORY OF NEED	\$5,669	\$9,541	\$1,794	\$1,845	\$18,848

All figures in millions, numbers may not add up due to rounding.

METHODOLOGY AND ASSUMPTIONS

Horizon 2045 groups the region’s transportation needs into four broad categories: (1) maintenance and operations, (2) preservation, (3) programmatic buckets, and (4) regionally significant projects. Needs in each of these categories are further broken down by point of expenditure, to align with Horizon 2045’s revenue forecast. The three points of expenditure are: (1) local—i.e., cities and the county, (2) WSDOT, and (3) STA. This section describes the various methodologies and assumptions used to estimate need by category and, within each category, point of expenditure.

Maintenance and Operations

The region’s future maintenance and operations needs are based on data provided by local agencies, WSDOT, and STA. They reflect the costs associated with operating and maintaining all the region’s transportation system. The

¹ 23 CFR § 450.324(f)(11).

Local Maintenance and Operations Needs

SRTC requested estimates for annual maintenance and operations needs from the region's three largest jurisdictions: Spokane County and the cities of Spokane and Spokane Valley. Agencies submitting this data reported a combined maintenance and operations need of \$26.5 million per year. This figure was used, in conjunction with WSDOT's Local Agency Public Roads (LAPR) data and FHWA's Highway Performance Monitoring System (HPMS) data,² to calculate an average annual cost of \$4,882 per lane mile in maintenance and preservation need in these jurisdictions. This average cost per lane mile was then applied to all local agencies and inflated to year of expenditure (YOE) dollars, using WSDOT's Cost Construction Index (CCI). Based on this analysis, SRTC anticipates the cost of maintenance and operation needs on local agency roads to total approximately \$1.325 billion over Horizon 2045's planning period.

WSDOT Maintenance and Operations Needs

SRTC coordinated with WSDOT Eastern Region staff to estimate need on the state system. In total, WSDOT estimated \$10 million in annual unfunded maintenance and operations needs in Spokane County. This figure was inflated through 2045, using the CCI, and added to their projected maintenance and operations expenditures, to estimate the total cost of maintenance and operations needs on the state system. These are anticipated to equal approximately \$1.102 billion over the planning period.

STA Maintenance and Operations Needs

For public transportation, Spokane Transit Authority's (STA) expenditure projections were used to estimate the cost of the region's future transit needs. SRTC extended these projections through 2045, to align with Horizon 2045's timeline. In total, STA's maintenance and operations needs are estimated to cost \$3.242 billion over the planning period.

Preservation

The methods used to estimate preservation needs, based on point of expenditure, are detailed in this section. They reflect the costs associated with keeping all the region's roads in good or fair condition.

Local Preservation Needs

As noted in Horizon 2040, SRTC's previous MTP update, a consistent regional system for estimating preservation needs does not currently exist. However, Transportation for America estimates the average annual preservation cost to maintain a roadway in good or fair condition to be \$24,000 per lane mile.³ In reviewing this figure with local agency staff, SRTC found it to be reasonable for planning purposes.

In addition to the cost to preserve the transportation system moving forward, the region has a large backlog of deferred preservation needs. The region's three largest jurisdictions reported a total backlog of over \$630 million, as of 2021. To calculate the total cost of local agency preservation needs over the planning period, the \$24,000 per lane mile cost was applied to all local agency roads and inflated using the CCI. The \$630 million backlog was then added to this figure, resulting in a total estimated need of \$7.145 billion over Horizon 2045's planning period.

WSDOT Preservation Needs

SRTC based preservation needs for the state system on data provided by WSDOT's Eastern Region. In total, they estimate \$19.2 million in annual unfunded preservation needs, in addition to a current backlog of \$80.2 million in Spokane County. By inflating the annual unfunded need and adding the backlog to WSDOT's projected preservation expenditures, SRTC estimates total preservation need of \$2.396 billion on the state system.

Horizon 2045 Regionally Significant Projects

Horizon 2045 identifies projects of regional significance that are aimed at implementing the strategies outlined in the plan. They address various needs throughout the region. At this point, no new projects have been added since the last MTP update. However, updated costs estimates were obtained from local jurisdictions. The total estimated cost of the complete project list is \$1.845 billion. This is shown, by point of expenditure, in Table 1.⁵

² For the sake of this analysis, local access roads were assumed to have two lanes.

³ This figure is based on [Transportation for America's 2019 Repair Priorities](#) report's findings. It represents the average cost to preserve roads in good or fair condition through routine pavement management practices and does not necessarily account for regional variations due to climate, topography, et cetera. It was reviewed by local agency and WSDOT staff in SRTC's June 15 Needs Analysis Workshop and deemed reasonable for planning purposes.

⁵ The total cost estimated cost of Horizon 2045's regionally significant projects, as shown in Table 1, is subject to change pending the potential inclusion of any additional projects prior to Horizon 2045's scheduled adoption in December 2021.

Horizon 2045 Programmatic Buckets

Horizon 2045 also identifies fiscally constrained programmatic buckets that address additional needs, outside of maintenance and preservation, that are not included in the regionally significant projects list but are deemed essential to the region. They were initially identified as part of the previous Horizon 2040 MTP update process and have been inflated through 2045.

The buckets represent funding targets. Funding at these levels is subject to availability through the various state and federal grant programs, as well as local revenue mechanisms. Examples of needs fitting into programmatic buckets include bicycle and pedestrian facilities, regional transportation planning efforts, safety, and traffic management programs. Like the plan's regionally significant projects list, these programs are aimed at implementing the strategies in Horizon 2045. A summary of these programs, by bucket, is provided in Table 2.⁶

TABLE 2: SUMMARY OF HORIZON 2045'S PROGRAMMATIC BUCKETS.

Programmatic Buckets	Program Amount 2022 to 2045	Program Share of TOTAL
Active Transportation	\$278.6	16%
Bridges	\$609.8	34%
Planning	\$9.3	<1%
Road Capital	\$241.4	13%
Safety/Security	\$92.9	5%
TDM	\$9.3	<1%
Transit	\$332.9	19%
TSMO	\$219.8	12%
TOTAL	\$1,794	100%

All figures in millions, numbers may not add up due to rounding.

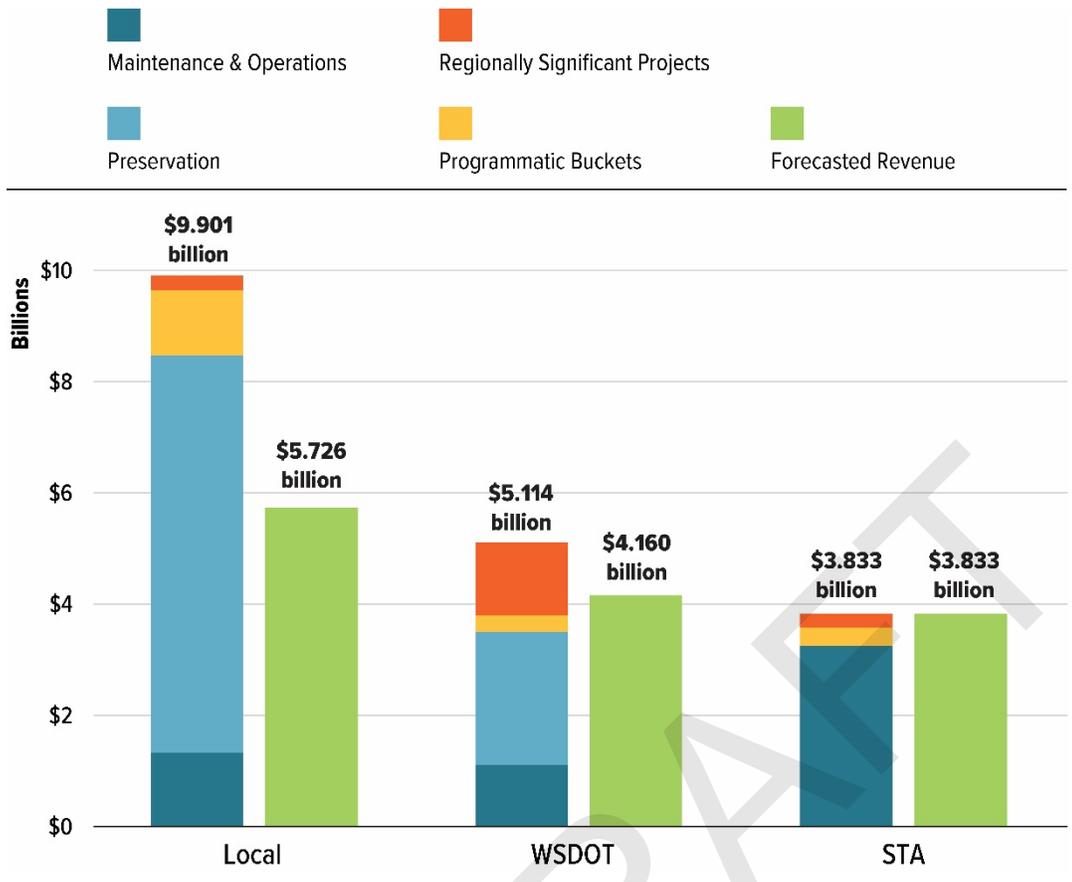
THE GAP BETWEEN FORECASTED REVENUES AND NEEDS

In total, the Horizon 2045 Transportation Needs Analysis shows a total of nearly \$19 billion in regionwide transportation needs over the course of the plan's 23-year planning period. This figure is significantly higher than the \$13.7 billion in transportation funding that is anticipated for that same period. This suggests the existence of a significant funding gap between the Spokane region's transportation revenues and the cost to adequately operate and maintain its transportation system.

The current preservation backlogs reported by SRTC member agencies indicate that this is not a new issue. Without significant increase in transportation revenues, the extent of the region's maintenance and preservation backlogs is anticipated to increase significantly over Horizon 2045's planning horizon. Figure 1 summarizes the region's forecasted transportation needs and revenues, from 2022 through 2045.

⁶ Like regionally significant projects, the cost estimates for Horizon 2045's programmatic expenditure buckets, shown in Table 3, are subject to change pending any adjustments to the buckets prior to the plan's scheduled adoption in December 2021.

FIGURE 1: SUMMARY OF HORIZON 2045'S FORECASTED TRANSPORTATION NEEDS AND REVENUES.



To: Transportation Technical Committee 8/11/2021
From: Jason Lien, Principal Transportation Planner
Topic: **Metropolitan Transportation Plan Update: Regional Priority Networks**

Requested Action:

None. For information and discussion.

Key Points:

- The region's Metropolitan Transportation Plan (MTP) is in an update phase.
- The current MTP, Horizon 2040, defines priority networks for multiple modes including bicycles, freight, vehicles, and transit. Priority networks consist of the region's key transportation facilities and provide focus for SRTC's planning work. The priority networks are being revisited as part of the MTP update.
- In April, staff asked the TTC (and other appropriate agency staff) to review the current 2040 bike priority network for compatibility with local bicycle planning efforts. Staff has incorporated feedback from this review.
- Draft priority networks by mode are available in a single [ArcGIS Online Map](#).

Board/Committee Discussions:

An introduction to the SRTC approach to regional networks was discussed at the June 2020 TTC meeting. The TTC was consulted in September 2020, which included review of major destinations that could attract multimodal trips. The bike priority network was discussed at the March TTC meeting, with a review period for the existing Horizon 2040 bike network provided in April/May. A brief update was provided at the July TTC meeting. This topic was introduced to the TAC at their October 2020 meeting, and the TAC was given an update in January 2021.

Public Involvement:

Staff presented to the Spokane Bicycle Advisory Board (BAB) at their December 2020 meeting.

Supporting Information/Implications:

An [AGOL Map](#) is available now to view the proposed Horizon 2045 priority networks, including vehicular, freight, transit, and bicycle priority networks. The map is still a work in progress pending further refinements. Transit network modifications reflect STA's current comprehensive planning effort. The freight network incorporates newer FGTS data for truck routes. The vehicular network continues to revolve around NHS facilities. Last, the bike network is informed by comments from member agencies and analysis of connectivity.

Over the next two months, the TTC will have the opportunity to review and comment on the priority networks. The adoption of the MTP update is scheduled for December 2021.

More Information:

For detailed information contact: Jason Lien at (509) 343-6370 or jlien@srtc.org.

To: Transportation Technical Committee 08/11/2021
From: Eve McMenemy, Deputy Executive Director
Topic: **Unified List of Regional Transportation Priorities**

Requested Action:

For information and discussion.

Key Points:

- On March 11, 2021 the SRTC Board of Directors directed staff to assist the Board in leading a collaborative process to assemble transportation priorities from agencies and jurisdictions throughout Spokane County into coherent, strategic list of regional transportation priorities so that the region is more competitive for state and federal funding opportunities. This project is named the Unified List of Regional Transportation Priorities.
- The Unified List requires SRTC Board endorsement to allow SRTC's members and stakeholders sufficient time to utilize the list for development of a 2022 transportation legislative agenda and related marketing materials.
- In response to Board direction, staff gathered federal and state legislative project requests from agencies as the basis for the list.
- With TTC and Board involvement, qualitative screening criteria were developed to identify transportation priorities suitable for a competitive list. The screening criteria are closely aligned with SRTC's regional priorities identified in: SRTC's Guiding Principles and SRTC Performance Management framework and align with federal emphasis areas of project readiness, equity, and climate change.
- In July 2021, member agencies submitted screening criteria information and were given an opportunity to update project submittals. SRTC Staff has synthesized the screening criteria information for the TTC in the **Attachment**.
- The Unified List process will be discussed at the TTC meeting with the intent of moving towards a shorter, more competitive listing of transportation priority investments for a 2022 Federal legislative agenda by October 2021.
- In a related effort, speculation continues regarding a WA State Legislative Special Session this year and the development of a larger state transportation revenue package. In preparation, the SRTC Board has developed a 2021 Transportation Funding Priority Statement and will consider strengthening some additional language to priority two below at their September meeting.
 - Priority One – Completion and Acceleration of the Connecting Washington Program
 - Priority Two – Increased Funding for Transportation System Preservation & Maintenance

- Priority Three – Maintain Funding for Projects Identified in the *Forward Washington (Senate)* and *Mile Ahead (House)* Spending Bills
- SRTC is also coordinating monthly with the Regional Transportation Coalition (RTC) which is a consortium of local Chambers and private and public stakeholders.

Board/Committee Discussions:

The Board discussed regional transportation project priorities at the February, March, April, and May and July 2021 Board meetings. The Board also held a workshop on March 1, 2021 to discuss the need and support for setting more regional project priorities. Board actions include:

- On March 11, 2021 the Board directed SRTC to pursue a Unified List of Regional Transportation Priorities.
- On June 10, 2021 the Board authorized staff to request project sponsors to submit screening criteria information and to verify with jurisdictions if any new regionally significant projects should be added for screening.

In 2021 the Transportation Technical Committee has been involved as follows:

- April 28, 2021 received an introductory memo and presentation to the project.
- May 26, 2021 provided input to the screening criteria that was incorporated where possible and logged for use in next year's effort.
- June 23, 2021 received an update and further discussed.

Public Involvement:

All meetings at which this topic was discussed have been open to the public.

Supporting Information/Implications:

The US Senate recently passed a \$1 trillion bipartisan infrastructure plan which includes \$550 billion in new funding for broadband, transportation, and utilities. The 2700-page infrastructure bill will now make its way to the House of Representatives for further action which is likely weeks if not months away.

Also at the Federal level, Matt Kunic from FHWA Region 10 recently shared at the Federal level the USDOT has 6 new strategic goals. Some overlap with the previous goals, but some are new and explained a bit more. They are as follows: Safety, Economic Strength, Equity, Climate & Sustainability, Transformation, Organizational Excellence.

1.Safety - Make our transportation system safer for all. Prioritize safety and public health using informed decision-making and data-driven approaches, working toward a future where transportation-related serious injuries and fatalities are eliminated.

2.Economic Strength - Grow the economy. Support policies that create good American jobs and the training to build the workforce of the future, strengthen our economic competitiveness, and

modernize our core infrastructure assets to efficiently move people and goods.

3 Equity - Address inequities. Restore and reconnect communities, build equitable transportation systems, and promote affordable and accessible options that foster opportunity for all across urban and rural areas.

4. Climate & Sustainability - Tackle the climate crisis. Work to ensure that transportation, which is the largest contributor to climate change, plays a central role in the solution by reducing transportation-related greenhouse gas emissions and building more resilient infrastructure.

5. Transformation - Build for the future. Ensure that innovation helps prepare our transportation systems for the next generation, making them more adaptable, sustainable, resilient, equitable, and safer for all.

6. Organizational Excellence - Develop a world-class organization to advance the Department's mission.

Finally, developing a call for projects takes significant amount of time and resources to prepare and conduct. This year's Unified List development is occurring quickly and is a streamlined effort that will occur annually with more committee process and regional collaboration next year. This is partly due to staffing resources which are allocated to completing previously committed projects with upcoming deadlines. Staff is dedicated to conducting this effort with a simplified and abbreviated process, yet still having integrity in the process.

More Information:

- Attachment: Screening Criteria Information Unified List of Regional Transportation Priorities
- For detailed information contact: Eve McMenamy at evemc@srtc.org at 509.343.6370 or 509-381-9466

List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the screening criteria factors below. The project screening list that follows indicates a project's performance in each screening criteria category, relative to the list's other projects, and is sorted based on project readiness.

PROJECT READINESS

- Design status
- Right-of-way status
- Environmental status
- Project identified in existing plan or study
- Percent funded

ECONOMIC VITALITY

- Project located on Regional Freight Priority Network.
- Project provides access within or between two or more regional activity centers.
- Project increases access in areas of limited connectivity.

OPERATIONS MAINTENANCE PRESERVATION

- Project incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways.
- Project improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets.

STEWARDSHIP

- Project does not increase SOV travel lanes or expand roadway capacity.
- Project implements electrification strategies.

QUALITY OF LIFE

- Project increases transit or active transportation access, and/or transit service frequency.
- Project increases transit or active transportation access, and/or transit service frequency, to areas of potential disadvantage.

SAFETY

- Project incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets.
- Project incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage.
- Project is identified in a state or local plan, or an approved prioritized list of safety projects.

EQUITY

- Project increases transit or active transportation access, and/or transit service frequency, to areas of potential disadvantage.
- Project incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage.

CLIMATE CHANGE

- Project incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways.
- Project implements electrification strategies.
- Project increases transit or active transportation access, and/or transit service frequency.

List of Regional Transportation Priorities

PROJECT SCREENING LIST

Spokane Regional Transportation Council | August 19, 2021

PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT SCREENING CRITERIA							
			PROJECT READINESS	ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE	Spokane International Airport	\$ 14,300,000	●	◐	◑	◒	●	●	●	◐
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT	Spokane County / Spokane Valley	\$ 37,800,000	●	◐	●	◒	●	●	●	◐
STA FLEET ELECTRIFICATION	Spokane Transit Authority	\$ 21,600,000	●	○	○	●	○	○	○	◐
BARKER CORRIDOR IMPROVEMENTS - PHASE I	Spokane Valley	\$ 12,900,000	●	◐	◑	◒	◑	◑	○	◐
PINES ROAD/BNSF GRADE SEPARATION	Spokane Valley	\$ 19,300,000	●	◐	●	◒	●	●	●	●
WEST PLAINS CONNECTION	Airway Heights	\$ 21,330,234	●	◐	◑	◒	●	●	●	●
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS	Airway Heights	\$ 792,000	◑	◐	●	◒	●	●	●	◐
CITY LINE ROADWAY IMPROVEMENTS	Spokane	\$ 45,000,000	◑	◐	●	●	●	◑	●	●
WHISTALKS WAY IMPROVEMENTS	Spokane	\$ 3,733,350	◑	◐	●	◒	●	◑	●	◐
5TH AVENUE: PITTSBURG TO HAVANA	Spokane	\$ 10,000,000	◑	○	◑	◒	●	◑	●	◐
PACIFIC AVENUE ARTERIAL CROSSINGS	Spokane	\$ 3,900,000	◑	◐	◑	◒	●	◑	●	◐
ROWAN AVENUE: SYCAMORE TO MYRTLE	Spokane	\$ 1,200,000	◑	◐	◑	◒	●	◑	●	●
WELLESLEY AVENUE: FREYA TO HAVANA	Spokane	\$ 3,400,000	◑	◐	●	◒	●	◑	●	◐

			PROJECT SCREENING CRITERIA							
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT READINESS	ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD	Spokane	\$ 5,700,000								
3RD AVENUE: PERRY TO HAVANA	Spokane	\$ 8,000,000								
MYRTLE STREET: WELLESLEY TO DALKE	Spokane	\$ 12,000,000								
HATCH ROAD RECONSTRUCTION	Spokane County	\$ 3,480,000								
WALL STREET CORRIDOR SAFETY IMPROVEMENTS	Spokane County	\$ 6,000,000								
SPOKANE VALLEY RIVER LOOP - PHASE I (SPOKANE VALLEY PORTION)	Spokane County / Spokane Valley	\$ 16,500,000								
DIVISION BUS RAPID TRANSIT	Spokane Transit Authority	\$ 138,000,000								
I-90 URBAN RAMPS PAVING	WSDOT	\$ 9,788,539								
US 195/I-90 BRIDGE DECK REPAIR	WSDOT	\$ 868,300								
US 2/I-90 BRIDGE DECK REHAB	WSDOT	\$ 2,602,700								
US 195/I-90 STUDY PROJECTS	WSDOT/Partners	\$ -								
FREYA STREET: GARLAND TO FRANCIS	Spokane	\$ 18,000,000								
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT	Airway Heights	\$ 2,764,500								
LATAH BRIDGE (HIGH) BRIDGE REHABILITATION	Spokane	\$ 44,500,000								
ARGONNE ROAD & UPRIVER DRIVE INTERSECTION	Spokane County	\$ 8,800,000								
SPOKANE VALLEY RIVER LOOP—PHASE II (SPOKANE COUNTY PORTION)	Spokane County	\$ 6,500,000								
ARGONNE PARK & RIDES	Spokane Transit Authority	\$ 9,500,000								
US 195 CORRIDOR PARK & RIDE	Spokane Transit Authority	\$ 5,575,000								

PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT SCREENING CRITERIA							
			PROJECT READINESS	ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
ARGONNE RD/I-90 INTERCHANGE BRIDGE WIDENING	Spokane Valley	\$ 15,000,000								
PARK RD/BNSF GRADE SEPARATION	Spokane Valley	\$ 25,000,000								
I-90 TSMO PROJECTS	WSDOT	\$ -								
I-90/BARKER RD INTERCHANGE	WSDOT	\$ 15,756,400								
SR 2/COLBERT RD INTERSECTION IMPROVEMENTS	WSDOT	\$ 2,938,800								
SR 902/I-90 BRIDGE DECK REHAB	WSDOT	\$ 1,178,200								
US 2/AIRWAY HEIGHTS STUDY PROJECTS	WSDOT/Partners	\$ -								
EUCLID ROAD BRIDGE REPLACEMENT	Spokane County	\$ 3,477,000								
BARKER CORRIDOR IMPROVEMENTS - PHASE II	Spokane County	\$ 27,500,000								
CRAIG ROAD IMPROVEMENTS	Spokane County	\$ 14,000,000								
ELDER ROAD RECONSTRUCTION	Spokane County	\$ 17,700,000								
GLENROSE ROAD CORRIDOR WIDENING	Spokane County	\$ 20,500,000								
HAYFORD ROAD RECONSTRUCTION AND REALIGNMENT	Spokane County	\$ 35,000,000								
TOTAL (44 PROJECTS IN TOTAL)		\$ 671,885,023								

To: Transportation Technical Committee 08/11/2021
From: Eve McMenemy, Deputy Executive Director
Topic: **2022-2025 Transportation Improvement Program Overview**

Requested Action:

For information and discussion.

Key Points:

- SRTC staff is currently preparing the 2022-2025 TIP. SRTC is required to develop a TIP that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area (SMPA) over a four-year period.
- The TIP must be updated, at minimum, every two 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. Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP) which is reviewed and approved by FHWA and FTA
- The TIP is an important tool for implementing the goals and policies of the Metropolitan Transportation Plan (MTP). Projects that are programmed in the TIP must be consistent with the MTP.
- To date, staff from member jurisdictions have submitted their TIP project records through the Secured Access Washington database. Staff is currently reviewing project records and developing the TIP.

Board/Committee Discussions:

The 2022-2025 TIP is being discussed for the first time.

Public Involvement:

None to date. However, individual agencies develop and adopt their six-year programs in accordance with their own public involvement procedures. As specified in SRTC's Public Participation Policy, the development and approval of the TIP includes a 30-day public comment period (September 3 – October 4) and a public meeting (due to ongoing public health concerns, the structure of this public meeting is still under consideration). Presentations of the TIP document will be held at Board and TTC meetings all of which are open to the public.

Supporting Information/Implications

Below is the schedule for the development and approval of the 2022-2025 TIP:

2022-2025 TIP Development Schedule	
August 1	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC in Secure Access Washington (SAW)
August 1	Complete Streets Checklists due to SRTC for projects that are not exempt from the Safe & Complete Streets policy or were not previously submitted with an SRTC call for projects.
July-August	TIP Development – review project information in SAW, finalize project list, fiscal constraint analysis, air quality conformity determination.
August 25	TTC meeting – TIP Overview
September 3 – October 4	30 day public comment period
September 9	Board meeting – TIP Overview
September 14	Public meeting to review draft TIP, Noon- 1PM
September 22	TTC meeting – Recommend approval of draft TIP
October 14	SRTC Board Approval
October 26	WSDOT STIP Due Date
~ January 15	FHWA/FTA STIP Approval

More Information:

- For detailed information contact: Eve McMenamy at evemc@src.org or 509-343-6370