

# 2024-2026 SRTC Call for Projects Application



PROJECT TITLE: COMMUTE SMART/DOWNTOWN TDM/CTR EDUCATION & OUTREACH PROJ

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest):

REQUESTED SRTC REGIONAL FUNDS: \$991,924

## GENERAL PROJECT INFORMATION

Agency or Organization	<u>Spokane County Commute Smart NW Office</u>	Phone Number	<u>509-477-7674</u>
Contact Person	<u>LeAnn Yamamoto</u>	Email Address	
	<u>lyamamoto@spokanecounty.org</u>		

## Project Information

### Project Location

The project location will focus on commuters traveling in and out of downtown Spokane with emphasis on the Business District, U-District, Medical District and nearby north/south congested corridors including Division, Hamilton, Greene, Washington, Monroe, Maple and Ash.

Urbanized Area  Urban Small  Rural

### Federal Functional Classification

Arterial and Collector

### Project Description

Project scope (include termini and length)

This project will focus on trip reduction and innovative transportation demand management strategies with public awareness and educational outreach to increase alternative mode use including riding the bus, carpooling, vanpooling, bicycling, walking, working from home and compressed work schedules. Building on the Commute Smart Northwest partnerships and strengths, this project will target small employers, multi-family residential sites, local college and university students in Downtown Spokane while reaching all affected and voluntary CTR sites impacting travel in and out of downtown Spokane. Developing and building critical partnerships with stakeholders will strengthen the project scope and sustainability of the project.

Existing and proposed conditions

The urban form, concentration of employment, and transportation services can support further trip reduction with an aggressive, focused program. The downtown area has design, density and diversity – the critical land use elements needed to create a lively activity center – where alternative mode use is most attractive and possible in addition to having the greatest impact on connecting corridors. At the same time, commuters are using the congested corridors that run through downtown Spokane to reach employment sites throughout the Spokane County area. It's imperative to continue growing partnerships, educate, build public awareness and encourage the use of transportation choices including riding the bus, bicycling, walking carpooling, vanpooling, working from home and compressing work schedules. The Commute Smart Northwest program has been working with over 100 of the largest businesses affected by the CTR Law within Spokane County and over 20 small voluntary businesses reducing over 1.6 million trips and nearly 35 million miles not driven each year positively impacting our air quality and helping make our region a better place to live, work and play. Since 1993 the Commute Smart NW program has been a model for public and private partnerships, providing

a low cost congestion management tool and support from partners ensures sustainability and success. Building on the partnerships, well-developed trip reduction program that is highly supported in the community and seven jurisdictions, we will collaborate with stakeholders including city and county representatives, Spokane Transit, Spokane Regional Clean Air Agency, Spokane Regional Health District, and Spokane Regional Transportation Council, to name a few, strengthening the project scope and sustainability.

#### Project purpose and outcomes

The purpose of the project is to increase awareness and educate commuters, residents and students in the target area about the benefits of using alternative modes including riding the bus, vanpooling, carpooling, bicycling, walking, working from home and compressing work schedules. Our goal is to reduce drive alone trips, greenhouse gas emissions and vehicle miles traveled by 6% from residents, commuters and students that travel into and through the downtown Spokane area and congested corridors. This decrease in trips will have a dramatic impact on reducing traffic and air pollution throughout our region. Commute Trip Reduction survey data and commute data from CommuteSmartNW.org will be used to establish a baseline and yearly goals.

Small businesses (under 100 employees) in the downtown area and connecting corridors along with residents in the downtown area will be targeted for this project. Our goal is to educate and implement innovative travel demand management strategies that promote alternative commuting options to reduce congestion, conserve natural resources, foster a cleaner environment, and improve safety and mobility at a regional level. Project will include a robust public engagement and outreach program with emphasis on educating businesses, commuters, residents and students on the benefits of using alternative commute modes including riding the bus, vanpooling, carpooling, bicycling, walking, working from home and compressing work schedules.

The project sponsor must indicate that the project will be maintained for the life of the project, once completed.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

Our plan is to implement innovative travel demand management strategies to small businesses with less than 100 employees located in the targeted downtown area and congested corridors that go through the downtown area that impact our region. Residents in the downtown area and students at the colleges and universities will also be targeted with individualized marketing outreach efforts to educate and encourage the use of alternative commute options including riding the bus, vanpooling, carpooling, bicycling, walking, working from home and compressing work schedules.

We will collaborate and work closely with the Downtown Spokane Partnership, Greater Spokane Inc., partnering businesses and agencies to determine best strategies and outreach efforts to businesses, residents and students in the downtown area and connecting corridors. Individualized marketing outreach efforts to businesses, residents and students will be customized and will include educational/marketing packets highlighting the benefits of promoting and using alternative commute modes. We'll provide subject matter expertise and resources for implementing TDM/CTR strategies that best fit businesses joining the Commute Smart program. Incentives to join the program may include providing transit/vanpool subsidies for employees, startup funds for a guaranteed ride home program, bike racks, safety items for walkers and bicyclists, preferred parking signs for carpoolers and vanpoolers, ridematching/trip planning tools, turn-key educational/marketing materials, and subsidies for first/last mile solutions with vanpool and bikeshare/scooter programs.

A robust educational and public awareness outreach campaign will run in tandem to targeting businesses to promote alternative commute modes and encourage residents to use alternative commute modes. The campaign will strategically focus on educating and encouraging behavior change while raising awareness of transportation options including riding the bus, vanpooling, carpooling, bicycling, walking, working from home and compressing work schedules. Elements of the public awareness program may include direct mailers, radio, billboards, TV ads, print ads, social media, downtown flags, etc. Testimonials from business leaders, CTR/TDM advocates and participants will be used to build momentum and create story boards to bring awareness to the Commute Smart program, increase support, further encourage behavior change and reinforce it.

Throughout the entire project, monthly turn-key educational/marketing materials will be developed to promote and encourage the use of alternative commute modes to new and participating businesses in the Commute Smart program. It's imperative to vary messaging, keeping it fresh and top of mind, continually build awareness and encourage behavior change. Posters, pre-written emails/messages, promotional ideas, graphics, flyers will be provided for businesses to easily promote and encourage employees to use alternative commute modes. If successful in receiving a Regional Mobility Grant for 2023- 2025, it will pair perfectly with this CMAQ grant. This Regional Mobility grant will allow us to offer incentives (i.e. gift cards/prizes) that would further help motivate and encourage people to use commute options at new and participating businesses and their employees, general public, residents and students in downtown area. History has shown that incentives are a key component in motivating, increasing trip reduction and changing behavior long-term.

With new partnerships being developed and working closely with our partnering businesses and agencies including Spokane Transit., Clean Air Agency, Spokane Regional Transportation Council, Spokane Regional Health District, WSDOT, county and cities to collaborate, our combined efforts will strengthen our outreach efforts and goals to improve air quality and reduce traffic congestion in our region. In addition, it will benefit economic development by allowing more people to access the city center for work and shopping. It can also decrease the space and investment needed for parking, allowing greater space and investment in commercial and residential development.

**Project Schedule**

<b>Project Schedule</b> (enter dates as MM/YYYY)	
<b>Project Milestone</b>	<b>Estimated Date</b>
Project added to Statewide Transportation Improvement Program	01/2023
Begin PE (PE authorized by WSDOT/FHWA)	04/2023
Environmental documents approved (required for every project)	N/A
Right of way completed (certification, if required)	N/A
Contract advertised	N/A
Contract awarded	N/A
Construction start date	N/A
Open to traffic	N/a
Other or N/A, please explain	

**Project Delivery Tools**

- The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

**Attachments**

- Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form
- Attachments associated with Q3b (if applicable)

**Cost Information (in addition to the Cost Estimate)**

**Cost estimate notes (optional, if additional information is needed)**

Cost Estimate Attached

**Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.**

*Note: matching funds must be available at the time of fund obligation.*

State CTR funding allocation will be used as a match for this project.

Please indicate if there are any circumstances that could delay the obligation of funds.

N/A

## 1. ECONOMIC VITALITY – 50 POINTS

### Employment and Destination Accessibility

**1a (30).** To be scored internally by SRTC staff. Regional and local activity centers are illustrated in Figure 2.19 in Horizon 2045.

Project Score	Category	Criteria and Requirements
30	Provides a critical connection within or directly connecting to a regional activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
15	Serves a regionally significant transportation center (e.g. - park and rides, airport, etc.).	Improving access to terminals (air, transit, or multimodal).
10	Provides a critical connection to a local activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.

**1b (5).** Please describe if the project serves other critical regional public facilities other than those noted in Question 1a (e.g. – state park, hospital, etc.) (High-Medium-Low) (If points are not awarded in 1a, please describe)

This project will encourage the use of riding the bus, walking, bicycling, carpooling, vanpooling, working from home and compressing work schedules to smaller businesses and residents in Spokane's city center. Although our emphasis will be on commute trips during peak hours, we will also encourage alternatives to driving alone for all trips with the ability to track each trip and the transportation mode the participant used using CTR survey data and CommuteSmartNW.org trip tracking calendar. Commute Smart businesses will also be targeted with the same messaging and educational outreach ensuring consistent messaging at new and participating worksites and to the public. Removing trips on our roadways during peak hours, in addition to other trips, helps to ease traffic congestion in city centers, schools and surrounding parks. With Commute Smart businesses located in all seven jurisdictions and our focus on smaller businesses traveling to and through Spokane's downtown area, our project impacts and improves connections and reduces congestion for citizens throughout Spokane County.

**1c (5).** Please describe if the project serves an area that is targeted for planned future growth or revitalization (include local planning documentation as well as targeted investment details, if applicable). (High-Medium-Low)

This project will align with many of the STA Moving Forward Projects and improvements along the Division Street Corridor from the Division Connects Study. Projects include Bus Rapid Transit from Browne's addition to SCC, Division Street Corridor, High Performance Transit from Downtown to Cheney and Downtown Spokane to Spokane Valley. We will assess all projects and future projects that have and will be completed, focusing on transit, bike/ped projects that will positively impact the educational and public outreach efforts in promoting riding the bus, walking, bicycling, carpooling and vanpooling.

**1d (5).** Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity/transportation centers or regional public facilities (Questions 1a,1b,1c), or freight use (Question 1e)? Please explain. (High-Medium-Low)

This project is consistent with the Horizon 2045 regional vision. Educating, expanding public awareness and outreach efforts, building Commute Smart partnerships with small businesses and enhancing existing partnerships will be keys to reducing drive alone trips, vehicle miles traveled and greenhouse gas emissions. These reductions will improve transportation quality and efficiency for the traveling public and the movement of freight. In addition, it will enhance connections to existing key destinations including major employment sites, schools and communities. It's imperative that we continue building on the successful foundation of Commute Smart Northwest and strengthen our reach and partnerships with the goal to increase the use of alternatives commute modes and change behavior for sustainability.

### Truck Freight Network (Internal Use Only)

**1e (10).** Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?  
**To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps**

- T1 - 10 points
- T2 – 6 points
- T3 – 4 points
- Otherwise included in WSDOT's TFEC - 2 points

## 2. COOPERATION AND LEADERSHIP – 50 POINTS

### Local Planning Alignment

**2a (15).** How is this project consistent with your agency's Comprehensive Plan and is it included in your 6-year Capital Improvement Program? (please provide the excerpt(s) or citation(s))  
Each jurisdiction including Airway Heights, Cheney, Medical Lake, Liberty Lake, Spokane Valley and Unincorporated Spokane County adopted CTR Implementation Plans that go through 2023. Each CTR Plan in the seven jurisdictions lists goals and targets to increase the non-drive alone rate (NDAT) by 6% points, decrease vehicle miles traveled (VMT) by 18% and reduce greenhouse gas (GHG) emissions by 18% baseline surveys conducted in 2007/2008. The CTR Plans also list specific steps and strategies to meet the above goals for NDAT (non-drive alone travel), VMT (vehicle miles traveled) and GHG. In addition, it outlines how commute trip reduction supports the goals of the community and comprehensive plan in each jurisdiction and the Spokane County comprehensive plan. These CTR plans will be updated in 2024 with all seven jurisdiction and will outline goals and strategies to help meet commute trip reduction goals. This project will build and expand the CTR program and strategically focus on education and public awareness, eliminating drive alone trips, reducing miles driven and reducing air pollution through Spokane's City Center and connecting corridors.

### Agency Coordination

**2b (20).** Does this project support an agency other than your own or does it support an adopted network from another agency, including public/private partnerships? If yes, describe.  
Yes, by working with nearly 130 Commute Smart business, all seven jurisdictions, partnering agencies including SRTC, WSDOT-Eastern Region, STA, Spokane Clean Air Agency, Spokane Regional Health District our focus on expanding the program to smaller businesses traveling to and through Spokane's downtown area, our project will positively impact and improves connections while reducing congestion and air pollution for citizens throughout Spokane County.

### Public Involvement

**2c (15).** Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 points max)**

- Public meetings/Workshops/Open houses
- Online feedback opportunity (surveys, mapping tools)
- Planning study

- Review by agency committees (Plan Commission, project advisory committee)
- Environmental review
- Legislative actions (adoption/endorsement by board or council)
- Other (please explain, max 3 points) Commute Smart Northwest has been implementing the statewide Commute Trip Reduction Law for the seven jurisdictions affected by the law in Spokane County for nearly 30 years. Each jurisdiction follows the CTR Ordinance and CTR Plans approved by City Council and County Commissioners. The goal is to reduce air pollution, traffic congestion and fuel consumption by encouraging commuters to use alternative commute modes rather than driving alone. This successful program removes over 1.6 million trips and nearly 35 million miles not driven each year. Commute Smart Northwest has been successful in receiving several grants to increase and grow the program and continually educate and encourage the use of alternative commute modes.

### 3. STEWARDSHIP – 50 POINTS

#### Environmental Mitigations

**3a (10).** Does the project improve the natural environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 points max)**

- Green infrastructure (e.g. rain gardens, swales, pervious pavement)
- Increases urban tree canopy
- Air quality benefit and/or includes electric charging/electrification strategies
- Reduces noise pollution
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting

Other (please explain) (Max 2 points) This project will reduce trips and vehicle miles travelled off our roadways, helping to preserve and reduce cost for maintaining our infrastructure. The trips and miles removed will also positively impact our air quality by reducing air pollution generated from motor vehicles. In addition, it will benefit economic development by allowing more people to access the Spokane city center for work and shopping. It can also decrease the space and investment needed for parking, allowing greater space and investment in commercial and residential development.

#### Ability to Advance

**3b (15 points max).** Status of the project (please provide supporting documentation):

Design Status (check one):

- Design initiated--funds committed and design started (submit supporting documentation/link) – 2 points
- Design 30% Complete - (draft plan set and estimate)–4 points
- Design and specifications are bid-ready (90%) – 8 points
- None

Environmental Status (check one):

- Environmental review started (cultural/historical survey, hazardous materials review, Phase 1 ESA, etc.) – 2 points
- Environmental documentation (NEPA) is complete or exempt – 4 points
- None

Right-of-way Status (check one):

- Right-of-way maps prepared – 2 points
- Right-of-way acquisition is complete or not needed – 3 points
- None

**Funding**

**3c (10).** Has the project received partial federal funding through SRTC or other funding partners in the past?

Project funding received through SRTC (10)

- Yes  No

Please indicate funding type(s), dates received, and amounts.

**OR**

Small Towns ONLY (Under 5,000 population) – Project funding received through other funding agencies (e.g. TIB, Safe Routes to School) (5)

- Yes  No

Please indicate funding type(s), dates received, and amounts.

**3d (10).** Does this project have additional local/state match funds above the required 13.5%? If so, please describe:  
 State funds received for implementation of the Commute Smart/Commute Trip Reduction program, will be used as the major contributor for match funds. We'll also work with partnering agencies throughout the project, including Spokane Transit, seven jurisdictions and partnering worksites to secure funds to expand bus and vanpool subsidies and incentives that will help encourage the use of commute alternatives and change behavior.

- 10%-19.9% over required local/state/match – 5 points
- 20% or greater over required local/state match – 10 points

**Roadway Usage**

**3e (5).** What is the current ADT and source of ADT?

- Urban Street  0-4,999 (1)  5,000-9,999 (2)  10,000-14,999 (3)  15,000-19,999 (4)  >19,999 (5) or
- Rural Street  0-499 (1)  500-999 (2)  1,000-1,499 (3)  1,500-1,999 (4)  >1,999 (5)

N/A for project

**4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS**

**Regional Priority Networks**

**4a (15).** How does the project improve performance or conditions on the NHS? Additional pavement and bridge condition information will be asked in the STBG supplemental application.

Please describe:

This project will encourage the use of riding the bus, walking, bicycling, carpooling, vanpooling, working from home and compressing work schedules to smaller businesses and residents in Spokane's city center. Removing trips on our roadways helps to ease traffic congestion in city centers, nearby corridors including I-90 and US 395. With Commute Smart businesses located in all seven jurisdictions and our focus on smaller businesses traveling to and through Spokane's downtown area, our project impacts and improves connections and reduces congestion for citizens throughout Spokane County.

**4b (5).** Does the project improve operations and/or conditions related to the Horizon 2045 regional freight priority network? Please provide supporting information.

Yes  No

If yes, please describe:

This project will reduce cars off our roadways by encouraging the use of riding the bus, walking, bicycling, carpooling, vanpooling, working from home and compressing work schedules. Reducing cars off our roadways will help ensure efficient freight movement in and around our region.

**4c (5).** Does the project improve transit access and/or amenities on STA's High-Performance Transit Network?

Yes  No

If yes, please describe:

Transit is a key component in this project to reduce traffic congestion and air pollution. The Commute Smart businesses, smaller business and residential outreach target area are located throughout the High Performance Transit Network. Riding the bus is one of the seven transportation/commute modes that will be highly encouraged and promoted. Riding the bus will be continually promoted and we'll be educating and assisting employers and their employees to find bus routes that work for them. We'll be working closely with Spokane Transit to provide and offer bus subsidies to further the efforts and encourage the use of transit.

## Congestion

**4d (15).** Does the project address congestion in any of the following areas?

- Tier 1 CMP Corridor – 15 points
- Tier 2 CMP Corridor – 10 points
- Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points
- N/A

If a CMP Corridor or defined Roadway Bottleneck project, please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

There are various bottlenecks going into and out of downtown Spokane and accessing I-90 from downtown. This project will help reduce bottlenecks by reducing the amount of cars on our roadways by encouraging the use of alternative commute modes including riding the bus, walking, bicycling, carpooling, vanpooling, working from home and compressing work schedules. Targeting small businesses and residents in and around downtown Spokane and nearby congested corridors including Hamilton, Green Street, Washington, Division Street, Monroe and Maple/Ash will reduce traffic congestions, air pollution and fuel consumption.

**4e (10).** Does this CMP project utilize any of the following CMP strategies? (Please skip this question if Q4d is N/A)

Select one:

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

## 5. SAFETY AND SECURITY – 50 POINTS



**6a (5).** How does the project support active transportation options for people of all ages and abilities (walking, biking, transit, safe routes to school, etc.)? Please describe.

The project supports commuters of all ages and abilities targeting residents living in and around downtown Spokane which is ideal for encouraging the use of active transportation including walking, bicycling and riding transit. The urban form, concentration of employment, and transportation services can support trip reduction and the use of active transportation. The downtown area has design, density and diversity – the critical land use elements needed to create a lively activity center – where alternative mode use is most attractive and possible.

**6b (5).** Does the project benefit potential populations of disadvantage as identified in Chapter 2 of Horizon 2045 (pgs. 36-43)? Please explain the benefits and populations served.

This project has the potential of benefiting populations of disadvantage. Working with nearly 130 businesses throughout Spokane County, our population reach is very diverse. We work with businesses that have minority populations, limited english proficiency, low income population and disabilities. This project is available to all participating Commute Smart employers, their employees and to residents and small businesses in the downtown area. Participants using alternative commute modes can benefit by saving money, reducing stress, improving our community by reducing traffic congestion and air pollution. As part of the project we'll help provide transit and vanpool subsidies and safety items for walking and bicycling participants.

**6c (5).** Does your agency have an adopted Complete Streets Policy?  Yes  No

If yes, please provide date adopted and the ordinance number (5)

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

TDM/CTR strategies are an essential tool to SRTC's Safe & Complete Streets Policy. Our focus is to reduce drive alone trips, vehicle miles traveled and greenhouse gas emissions through educating, marketing, enhancing and building partnerships that foster and encourage the use of alternative commute modes and for long term results, change behavior. Increasing the use of alternative commute modes by employees and citizens will improve our regions communities' quality of life by reducing traffic congestion, air pollution, fuel consumption, in addition to other improved environmental impacts. In addition, it has health benefits for people who use active transportation choices such as bicycling, walking and riding transit.

## Bicycle and Pedestrian Improvements

**6d (10).** Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 points max)

- |   |   |
|---|---|
| <input type="checkbox"/> Add new sidewalks (6)                | <input type="checkbox"/> Crossing Enhancement (e.g. marked crosswalk, bump outs, curb extension, median refuge) (3) |
| <input type="checkbox"/> Both sides of street (1)             | <input type="checkbox"/> Signalized crossing (e.g. HAWK beacon, Countdown signal, RRFB, etc.) (3)                   |
| <input type="checkbox"/> Exceeds 5-foot min. width (1)        | <input checked="" type="checkbox"/> Education (2)   |
| <input type="checkbox"/> Completes gap (1)                    | <input type="checkbox"/> Wayfinding (2)   |
| <input type="checkbox"/> Ext. of sidewalk network (1)         | <input type="checkbox"/> Enforcement (speed feedback signs) (2)   |
| <input type="checkbox"/> Vegetated / protected buffer (1)     | <input checked="" type="checkbox"/> Data Collection (2)   |
| <input type="checkbox"/> Upgrade to existing sidewalk (6)     | <input type="checkbox"/> ADA enhancements beyond required (please explain) (2)                                      |
| <input type="checkbox"/> Greater width (2)                    |   |
| <input type="checkbox"/> Add vegetated / protected buffer (2) |   |
| <input type="checkbox"/> Removes barriers (1)                 |   |

- Repairs heaves (1)
- Separated shared use path
  - 10-foot min. width, not including shoulders (8)
  - 12-foot or greater in width, not including shoulders (9)
- Pedestrian-scaled lighting (3)
- Widen roadway shoulders in rural context (6-foot min. width)(5)
- Other (please explain) (2)

**6e (10).** Will the project enhance bicycle transportation? (Check all that apply – **10 points max**)

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><input type="checkbox"/> Add new striped bike lanes (6)           <ul style="list-style-type: none"> <li><input type="checkbox"/> Minimum 5-foot width (2)</li> <li><input type="checkbox"/> Includes painted buffer (1)</li> <li><input type="checkbox"/> Includes raised buffer (2)</li> <li><input type="checkbox"/> Completes gap (2)</li> <li><input type="checkbox"/> Ext. of bike lane network (2)</li> </ul> </li> <li><input type="checkbox"/> Upgrade to existing striped bike lanes (6)           <ul style="list-style-type: none"> <li><input type="checkbox"/> Greater width (2)</li> <li><input type="checkbox"/> Add painted buffer (1)</li> <li><input type="checkbox"/> Add raised buffer (2)</li> <li><input type="checkbox"/> Surface repair (1)</li> </ul> </li> <li><input type="checkbox"/> Separated shared use path           <ul style="list-style-type: none"> <li><input type="checkbox"/> 10-foot min. width, not including shoulders (8)</li> <li><input type="checkbox"/> 12-foot or greater in width, not including shoulders (9)</li> </ul> </li> <li><input type="checkbox"/> Widen roadway shoulders in rural context (6-foot min. width) (5)</li> <li><input type="checkbox"/> Bike Boulevard/Neighborhood Greenway improvements (4)</li> <li><input type="checkbox"/> Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)</li> <li><input type="checkbox"/> Other (please explain) (2)</li> </ul> | <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Bike Parking (2)</li> <li><input checked="" type="checkbox"/> Bike Lockers (2)</li> <li><input type="checkbox"/> Pavement Markings (2)</li> <li><input checked="" type="checkbox"/> Education (2)</li> <li><input type="checkbox"/> Wayfinding (2)</li> <li><input type="checkbox"/> Enforcement (2)</li> <li><input checked="" type="checkbox"/> Data Collection (2)</li> </ul> |
|---|---|

**6f (5).** The project is located within an area of significant existing population.

**Scored internally by SRTC staff by population density based on US Census blocks at project vicinity:**

- High – 5 points
- Medium – 3 points
- Low – 1 point

**6g (10).** Will the project enhance public transportation and/or amenities? (Check all that apply and note if there are multiples of any of the transit elements – **10 points max**)

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><input type="checkbox"/> Bus stop shelter/screening (3)</li> <li><input type="checkbox"/> Bus stop lighting/infrastructure (2)</li> <li><input type="checkbox"/> Bench (2)</li> <li><input type="checkbox"/> Concrete pad/foundation for bus stop or bench (2)</li> <li><input type="checkbox"/> Bus bay/pull-out (2)</li> <li><input type="checkbox"/> Boarding bulb stop (2)</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> New transit vehicles (4 per vehicle)</li> <li><input type="checkbox"/> Real time information sign (2)</li> <li><input type="checkbox"/> Signal priority for transit vehicles (2)</li> <li><input type="checkbox"/> School bus operational improvement (2)</li> <li><input checked="" type="checkbox"/> Education (2)</li> </ul> |
|--|---|

Park & Ride (4)

Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5)

Enhanced pedestrian crossing near bus stop (3)

Improved rider access/connectivity to transit (please explain) (3)

Other (please explain) (2)

Transit is a key component in this project to reduce traffic congestion and air pollution. Riding the bus will be continually promoted and we will be educating and assisting employers and their employees to find bus routes that work for them. We'll be working closely with Spokane Transit to provide and offer bus subsidies to further the efforts and encourage the use of transit.

Note here if there are multiples of any of the transit elements above:

# CMAQ Supplement

## 2024-2026 SRTC Call for Projects



**PROJECT TITLE: COMMUTE SMART/DOWNTOWN TDM/CTR EDUCATION & OUTREACH PROJECT**

### AIR QUALITY BENEFIT – ELIGIBILITY

#### **Travel Demand Management**

How many vehicular trips are eliminated as a result of the project (trips/day)? Please include the methodology and any assumptions used in your calculations, including any supporting documentation.

Our goal is to reduce drive alone trips, greenhouse gas emissions and vehicle miles traveled by 6% from residents and commuters that travel into and through the downtown Spokane area and congested corridors. This decrease in trips will have a dramatic impact on reducing traffic and air pollution throughout our region. WSDOT's Commute Trip Reduction survey data and commute data from CommuteSmartNW.org will be used to establish a baseline and yearly goals for a 6% reduction in drive alone trips.

What is the length of vehicular trips eliminated as a result of the project (miles)? Please include the methodology and any assumptions used in your calculations, including any supporting documentation.

WSDOT/CTR survey data for average miles traveled to work is 10.6 miles in Spokane County.

What are the affected days per year (i.e. weekdays, weekends, every day, during the school year, year round, etc.) for this project (days/year)?

Typically Monday - Friday, however some businesses are open on the weekends and the project will be offered to all employees and all shifts. This project will also be offered to residents in the downtown area and we will be promoting all trips which could include weekday and weekend trips.

#### **Traffic Flow Improvements**

Please describe the reduction in vehicle delay (minutes/day), if any, as a result of the project. Please include the methodology and any assumptions used in your calculations, including any supporting documentation (e.g. Synchro files).

Please describe the changes in travel speed (miles per hour), if any, as a result of the project. Please include the methodology and any assumptions used in your calculations, including any supporting documentation.

What is the current (or most recent) Vehicle Miles Traveled (VMT=length of roadway x volume of traffic) for the roadway affected by the above change in speed (miles/day)? Please include the source and year of this information.

What are the affected days per year (i.e. weekdays, weekends, every day, during the school year, year round, etc.) for the reduction in

delay and/or change in speed (days/year)?

### **PM-10 Reductions**

#### **Paving Dirt Roads:**

What is the length of the roadway to be paved (miles)?

What is the average daily traffic (ADT) on this road? Please include the source and year of this information.

What is the speed limit of the current (unpaved) roadway?

#### **Purchasing Street Sweepers:**

##### ***For all street sweeper projects:***

What is the average daily traffic (ADT) on the roads to be swept? Please include the source and year of this information.

##### ***If the new sweeper will replace an older sweeper:***

Current number of days per sweeping cycle for the unit being replaced?

Lane miles swept per cycle by the unit being replaced?

Percent of time the older sweeper was not utilized during the previous year, if any, as a result of maintenance and repair downtime?

##### ***If the new sweeper will be used to increase the frequency of sweeping:***

Planned number of days per sweeping cycle for the lanes to be swept?

Current number of days per sweeping cycle for the lanes to be swept?

***If the new sweeper will be used to expand the area of sweeping:***

Planned number of days per sweeping cycle on roads in the expanded area?

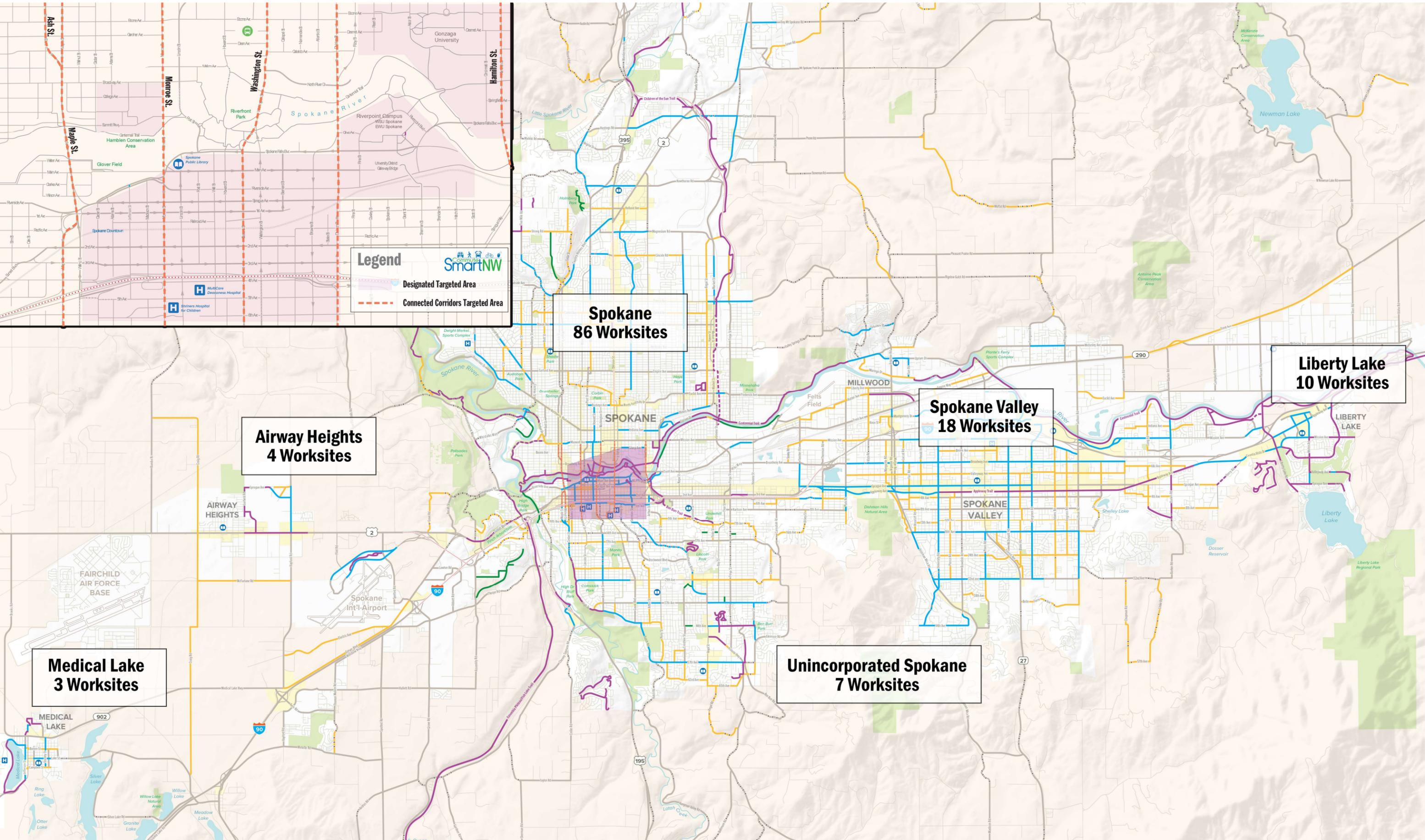
Lane miles of roads to be swept per cycle in the expanded area?

**Other CMAQ eligible projects**

Please call SRTC staff to discuss the specifics of your project to come up with a consistent and agreeable methodology for calculating the emissions benefits.

**COMMUTE SMART/DOWNTOWN TDM/CTR EDUCATION & OUTREACH PROJECT  
3 YEAR COST ESTIMATE**

	<b>Amount</b>
Research/Consulting/Branding	\$ 30,000
TDM/CTR new businesses and student packets and materials	\$ 4,000
Bus and Vanpool Subsidies (450 per year @ \$60)	\$ 81,000
Bike/Ped Safety Kits (300 per year @ \$30)	\$ 27,000
Bike Racks (10 per year)	\$ 24,000
First/Last Mile Subsidies	\$ 6,000
Guaranteed Ride Home Startup Costs	\$ 7,000
Educational/Marketing Materials	\$ 40,000
Educational/Public Awareness Outreach	\$ 240,000
Marketing/Graphic Design Specialist - .80 x 3 years	\$ 229,000
Outreach/Training/Employer Specialist - .6 FTE x 3 years	\$ 148,000
Administrative Coordinator - .6 FTE x 3 years	\$ 120,000
Outreach/Management - .6 FTE x 3 years	\$ 185,000
Indirect Costs	\$ 155,632
<b>Total including match</b>	<b>\$ 1,296,632</b>
<b>Funding Summary</b>	
CMAQ Funding	\$ 991,924
Match Funding - 23.5%	\$ 304,709



# 2024-2026 SRTC Call for Projects



## Local Agency Project Endorsement

**PROJECT TITLE:** COMMUTE SMART/DOWNTOWN TDM/CTR EDUCATION & OUTREACH PROJECT

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.

Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2022 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Matt Zarecor, County Engineer  
Name and Title of Designated Representative

  
\_\_\_\_\_  
Signature of Designated Representative

4/4/22  
Date