

# Transportation Technical Committee Meeting

Wednesday, May 25, 2022 | 1:00 PM – 2:30 PM

## AGENDA

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1. Call to Order / Record of Attendance	
1:02	2. Approval of April 2022 TTC Meeting Minutes	
1:03	3. Public Comments	
1:05	4. TTC Member Comments	
1:15	5. Chair Report on SRTC Board of Directors Meeting	
	<b><u>FOR ACTION</u></b>	
1:18	6. <b>2022-2026 Transportation Improvement Program (TIP) June Amendment</b> <i>(Kylee Jones)</i>	
	<b><u>FOR INFORMATION AND DISCUSSION</u></b>	
1:20	7. <b>Transportation Discussion Series: Equity</b> <i>(Michael Redlinger)</i>	
1:40	8. <b>Spokane Transit Authority: I-90/Valley High Performance Transit Corridor</b> <i>(Hamid Hajjafari, STA)</i>	2
1:55	9. <b>2024-2026 TIP Call for Projects</b> <i>(Kylee Jones)</i>	20
2:15	10. <b>Freight Mobility Strategic Investment Board Priorities</b> <i>(David Fletcher)</i>	31
2:25	11. <b>Agency Update and Future Information Items</b> <i>(Ryan Stewart)</i>	
2:30	12. <b>Adjournment</b>	

AGENDA ITEMS IN BLUE TYPE HAD MEETING PRESENTATIONS. ALL HAVE BEEN COMBINED INTO THE FOLLOWING DOCUMENT.



# **I-90 / Valley HIGH PERFORMANCE TRANSIT (HPT) PROJECT**

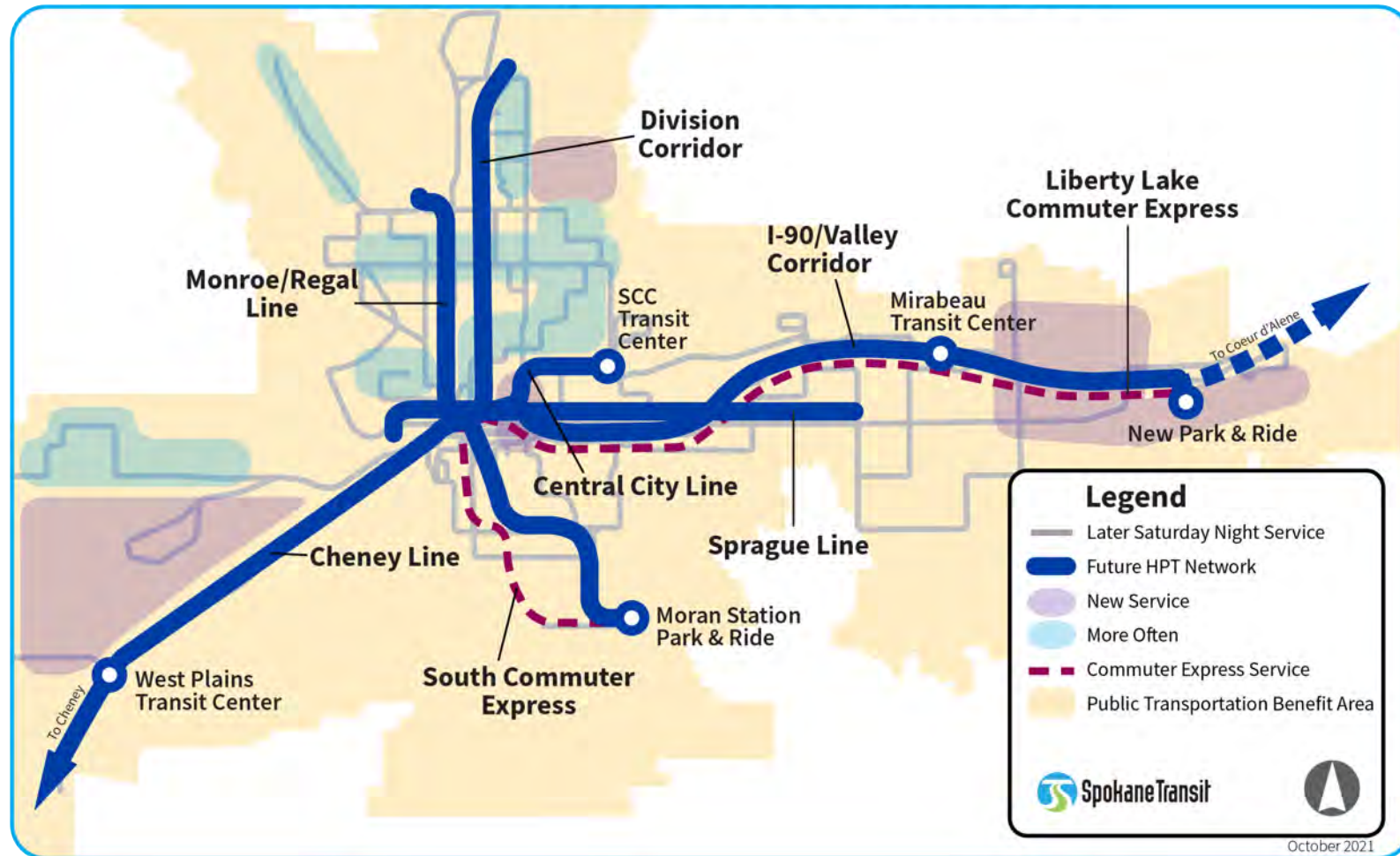
## **Corridor Development Plan Update**

SRTC Transportation Technical Committee Meeting  
May 25, 2022

# I-90/Valley HPT and STA Moving Forward

- I-90 is one of six High Performance Transit (HPT) corridors slated for improvements in STA Moving Forward (STAMF)
- STAMF commitments include capital and operating projects to be launched in 2025:
  - A new transit center
  - Expanded commuter parking east of Sullivan Road
  - Direct, not-stop peak hour service between Liberty Lake and Spokane
  - Night and weekend service
  - Extend service to Post Falls and Coeur d'Alene on a two-year pilot basis through a cross-state partnership

## STA Moving Forward 10-Year Plan



# Background

- Other I-90/Valley Corridor elements may include:
  - HPT stations/enhanced stops at other locations in the corridor
  - I-90/Valley service architecture
  - Argonne Road flyer station and park and ride
  - Future facilities in Kootenai County
  - Network redesign informed by new facilities
- Funding for corridor infrastructure includes state and federal grants
  - \$14.45M Total Programmed: \$7.5M State, \$1.84M Federal, \$5.11M Local
- Improvements will include design, engineering, right-of-way acquisition, and construction of transit facilities and infrastructure
- This regional development will benefit a significant number of Spokane County residents and employees who commute to Spokane County from Kootenai County.

# Corridor Context

## We're Growing...

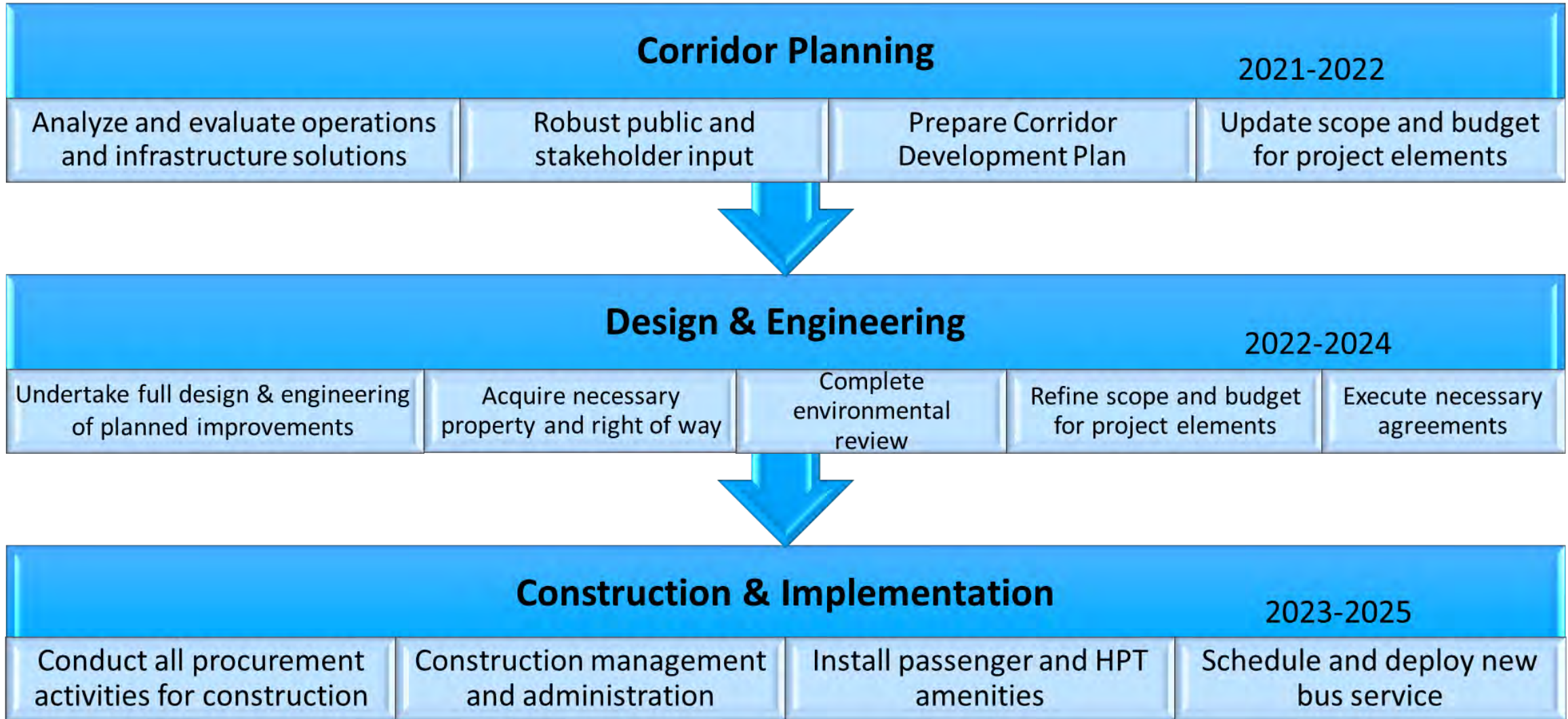
- **Rapid growth** throughout the corridor
- **Liberty Lake** is experiencing fastest percentage, both jobs and housing
- **Household and Job growth hotspots:** Sprague Avenue, Argonne Road, Spokane Business & Industrial Park, Meadowood Technology Campus, Harvard Rd and Country Vista
- **Kootenai County:** one of the fastest growing metropolitan areas in the U.S.

## ...and Feeling it

- **I-90:** Daily and Peak Traffic
- **I-90 Hot Spots:** Hamilton St to Thor/Freya, 'S' Curves near Sprague Interchange, Sullivan Rd Interchange to Harvard Interchange, Ramp Terminals in Downtown Spokane, Pines (SR 27), Liberty Lake
- **Interstate Commutes:** Fastest rate of growth in cross-state commute is people commuting from Spokane County to Kootenai County



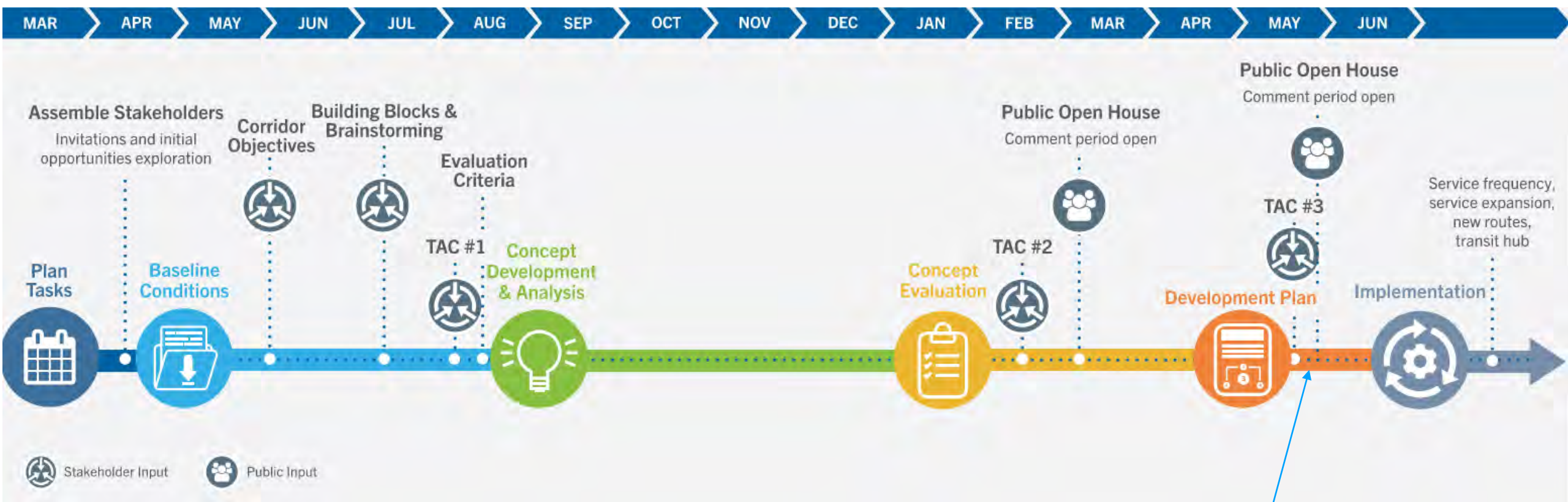
# I-90/Valley HPT Corridor Timeline



# Corridor Planning Purpose

- When finalized, the I-90/Valley Corridor Development Plan will
  - Define service architecture to meet a variety of transportation needs
  - Identify candidate and preferred locations of new stations and corridor infrastructure
  - Provide a road map for planned and possible future phases of corridor build-out
  - Support the planning effort's objectives to support **economic vitality**, advance **transportation equity**, promote **integrated solutions**, engage **our community**, model **regional cooperation** and enhance **community identity and environment**

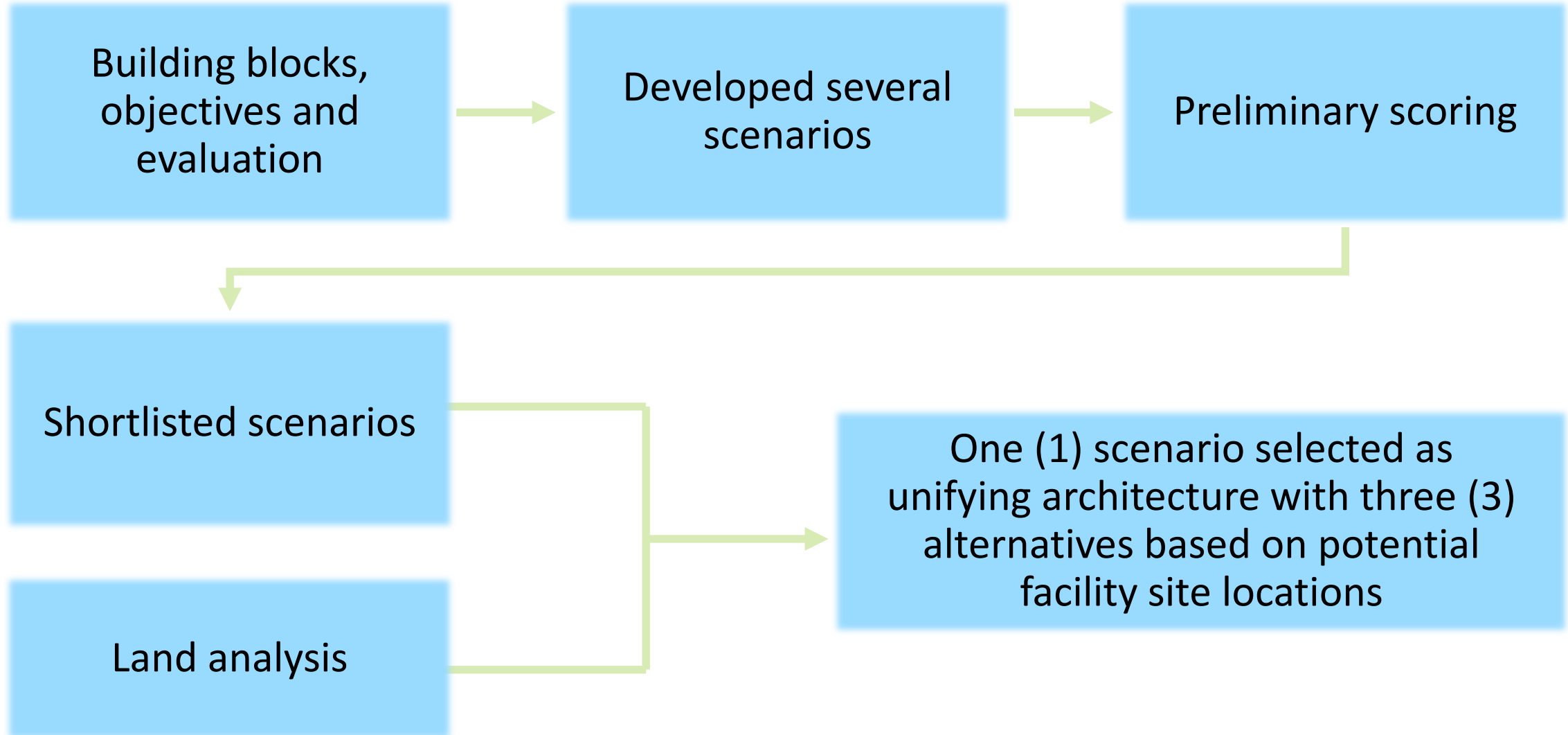
# Timeline and Engagement



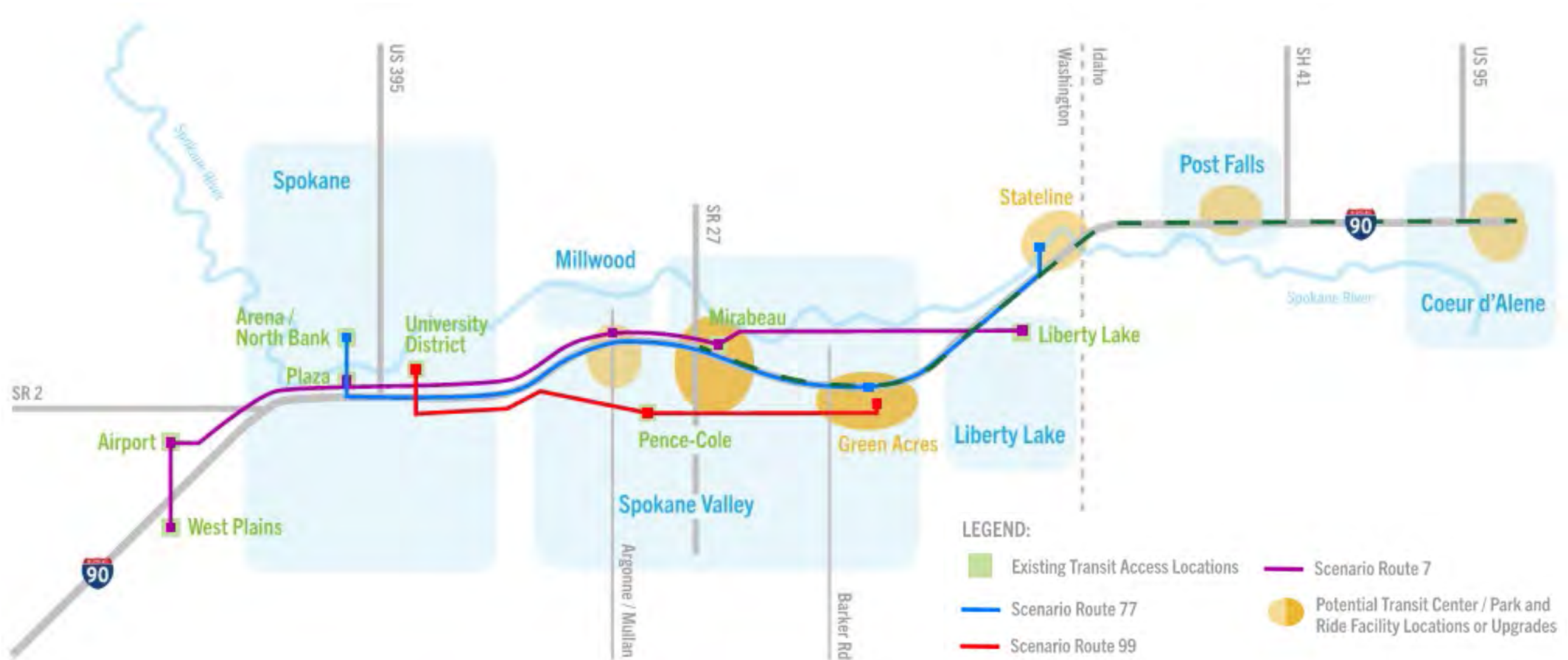
We are here



# Scenario Development Process

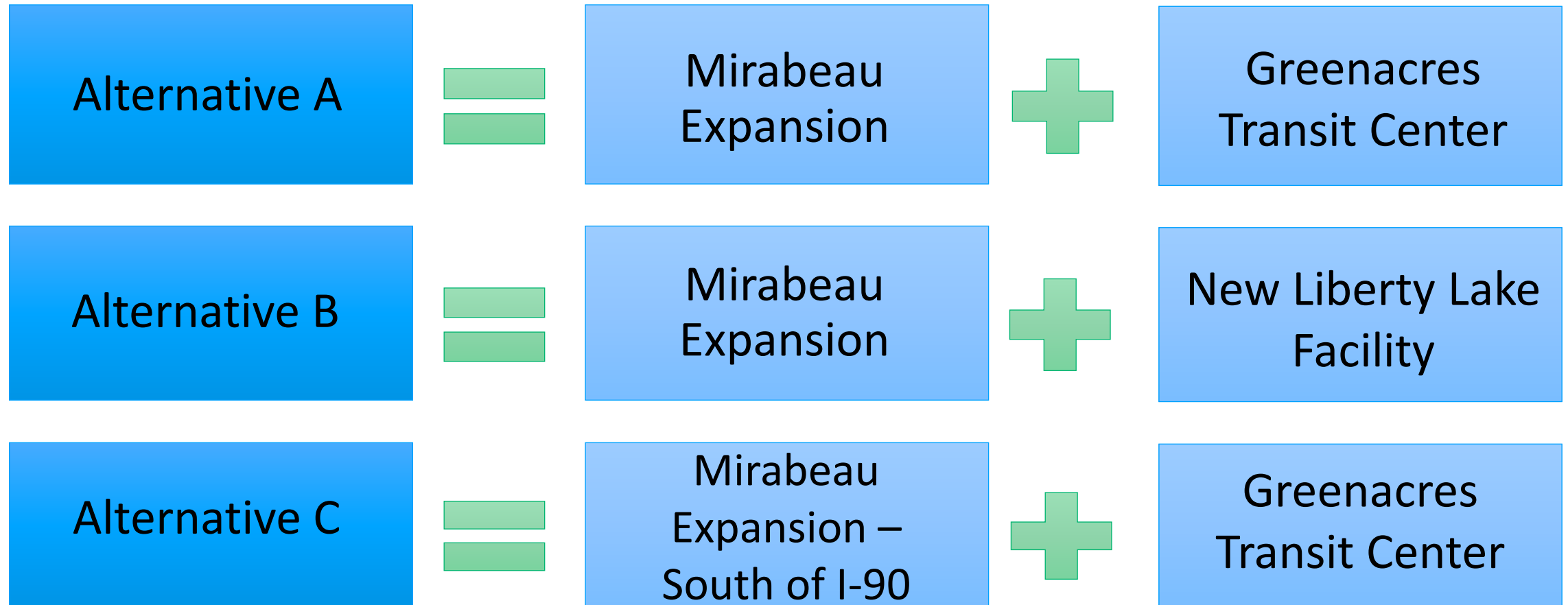


# Preferred Scenario for HPT Architecture





# Preferred Scenario Alternatives



- Local route networks were devised for each alternative for purposes of ridership and operational modeling

# Preliminary Findings – Outreach & Survey

- There is general support for additional transit investments
- Night and weekend service and improved frequency lead by a wide margin as the most desirable improvements
- Spokane County residents support connecting bus service to Idaho (77%) more than Idaho residents (41%)
- Stateline, Sprague and Argonne were identified as the top preferred interchanges for new park-and-ride locations
  - Stateline may provide reasonable strategy for addressing increasing traffic demand from Kootenai County in the coming decade
- Strong interest in exploring ways to ensure investments support connectivity to jobs and destinations in an area more broadly defined than the I-90 corridor

# Preliminary Findings – Alternatives Evaluation

- All alternatives appear to result in a multi-fold increase in ridership in the corridor compared to the 2045 baseline
  - Service frequency and improved access are key elements of these outcomes
  - Validates the preferred architecture, including connectivity to West Plains
- The *STA Moving Forward* park and ride investment east of Sullivan Road performs better closer to Barker Road than Harvard Road
- Mirabeau Park and Ride continues to provide value for connectivity and park and ride demand
  - Opportunity to explore ways to improve facility for passengers and buses
- New connectivity at Argonne Road and integrated service to northeast Spokane Valley appear to promising in terms of ridership response



# Multiple Account Evaluation Results



Greenacres + Mirabeau  
Expansion

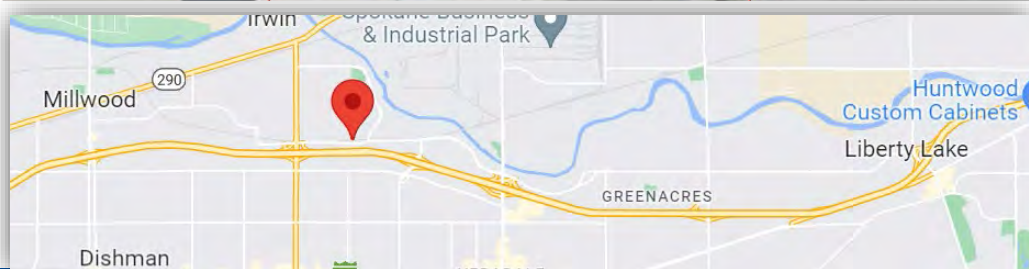
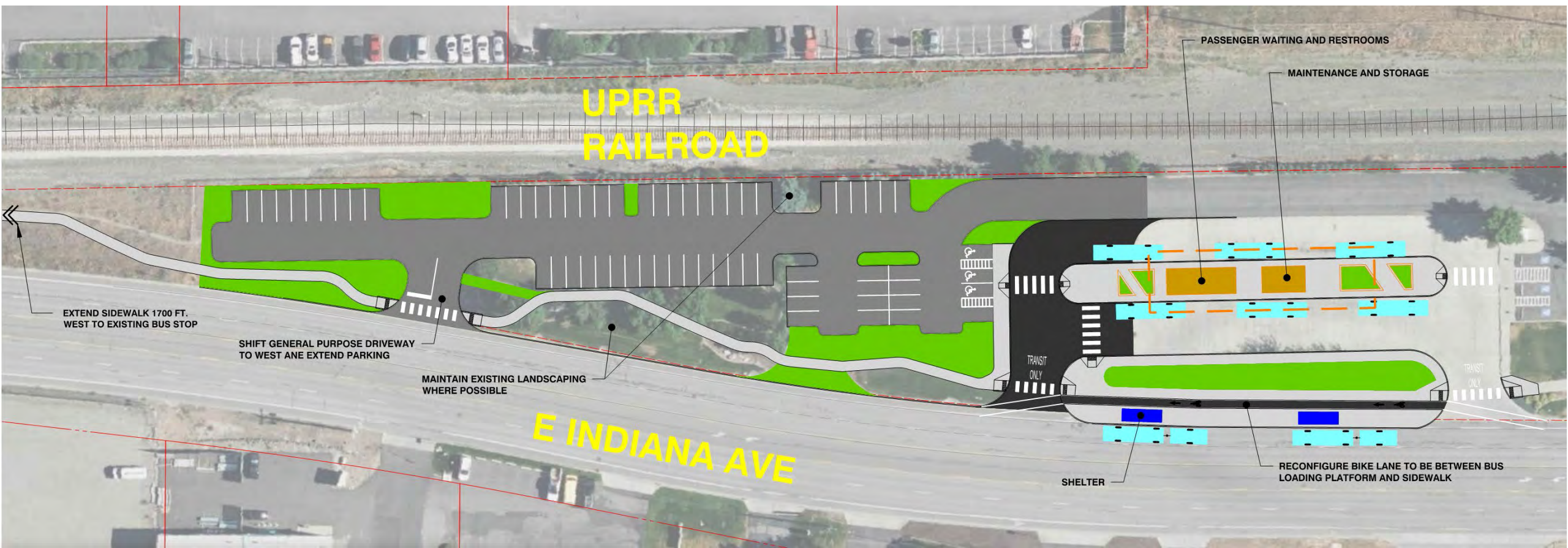
Liberty Lake + Mirabeau  
Expansion

Greenacres + Whimsical  
Pig

Evaluation Accounts	Baseline Scenario	Alternative A	Alternative B	Alternative C
Transportation				
Economic Development				
Social + Community				
Environment				
Financial				
Deliverability				

- Higher performing
- Moderate performing
- Lower performing

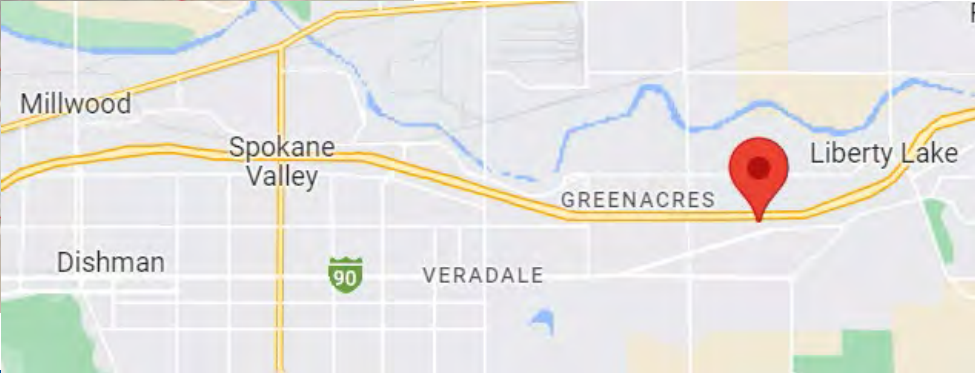
# Draft Preferred Facility Site Concepts





# Draft Preferred Facility Site Concepts

Greenacres



# Reconciliation of CDP to STA Moving Forward

STA Moving Forward Project	CDP Response
Introduce more nights and weekend services along I-90 between Spokane and Liberty Lake	Existing Route 74 will be renumbered Route 7 and will be the primary route in the corridor and will have night and weekend service
Expand commuter parking capacity east of Sullivan Road	Preferred location at Greenacres Interchange in Liberty Lake
Direct, non-stop peak hour service between Liberty Lake and Spokane	Modify and expand peak express service that will serve Liberty Lake and a new park and ride at Greenacres before traveling express
Construct a new Mirabeau Transit Center	Mirabeau Park and Ride will be expanded in capacity to serve as transit center
As a cross-state partnership, create an extension of HPT: I-90/Valley to Post Falls and Coeur d'Alene on a two-year pilot basis	The preferred architecture accommodates the pilot with service between Mirabeau Transit Center and Coeur d'Alene

# Next Steps

Time	Task/Event	Description
Feb 14 – Mar 2	Open House Promotion	Promoting virtual Open House via communication tactics such as personal invitations to partners, STA E-NEWS, Facebook event, social ads, and print ads
Feb 15	TAC Meeting 2	Coordinate scenario development, analyses and evaluation. Review public engagement activities.
Feb 15 – Mar 17	Partner Agency Presentations	Project introduction/update to councils/boards/commissions Liberty Lake (2/15), Spokane Valley (3/1), Millwood (3/8), Spokane (2/28), Spokane County (2/22)
Mar 2	Open House	Virtual Open House to inform the public on STA's progress to provide HPT enhanced service to the corridor. Share study objectives, describe I-90 HPT, introduce the preferred concept and collect public feedback.
Mar 2 – Mar 17	Online Survey	Gather input on project goals and evaluation results of alternatives
March/April	Partner Agency Meetings	Coordinate preliminary preferred alternative and solicit feedback
May 18	TAC Meeting 3	Coordinate DRAFT Development Plan and solicit feedback
June 1	Online Survey	STA will release the second online survey to gather input on CDP
June 14	Public Open House	Public hearing hosted by City of Spokane Valley and Valley Chamber of Commerce





# How to Get Involved

- Attend the Virtual Open House (June 14, 12:00 pm)
- Access links will be advertised and posted to the project website (below)

## **I-90/Valley Corridor HPT Project Website**

[Spokanetransit.com/i90](https://spokanetransit.com/i90)

# 2024-2026 Transportation Improvement Program (TIP) Call for Projects

---

Kylee Jones, Associate Transportation Planner III

Agenda Item 9, Page 10

May 25, 2022

# Overview

---

- **2024-2026 Call for Projects was issued on Feb 11**
- **\$32 M of funding available over three years**
- **5 funding types**
- **Federal Fiscal Years 2024-2026**

# Principles of Investment – Resolution 22-04

---

## **Off the top -**

- \$2.1M to the Spokane Regional Transportation Management Center (SRTMC) for operations
- \$1.5M to SRTC for planning activities

## **Minimum for Small Towns < 5,000 -**

- \$1.5M to small towns during this 2024-2026 call

## **Future Preservation Call for Projects -**

- \$9.2M aside for a future preservation call for projects

# Application Review Process

---

- 8 (TTC) members on the Transportation Improvement Program (TIP) Working Group reviewed & edited the SRTC 2018 Call for Projects Application to update the application.
- 2024-2026 updates included:
  - Improved question clarity
  - Minor scoring adjustments
  - Removed duplicative questions across sections



# Application Received & Eligibility

---

- SRTC received 51 applications from nine member agencies
- Applications include new projects and existing projects' next phase
- SRTC staff & WSDOT Local Programs worked with member agencies to ensure
  - Application completeness
  - Consistency with SRTC policies
  - Eligibility for various funding programs

# Scoring Process

- **Scoring Team**
  - Three members of the TTC
  - Two members of the Transportation Advisory Committee (TAC)
  - Two SRTC Staff
- **Preservation & reconstruction projects – Pavement conditions were score by three staff from member jurisdictions**
- **Individual scores were entered into a master score sheet to develop an average overall score for each project.**



# Scoring Process – Ranking

2024-2026 SRTC Draft Priority Scoring

							STBG			CMAQ	STBG S
							Urban	Rural	Flex	inside AQ boundaries	Urban
Priority Ranking	Agency	Project Name	Match	Final Score as %	Requested	Project Phase	\$11,198,000	\$1,767,000	\$2,536,000	\$9,267,000	\$2,635,000
1	SV	Pines Rd/BNSF Grade Separation*	33.5%	86.0%	\$23,130,199	CN					
2	STA	Division St BRT Project Development	33.5%	80.8%	\$1,000,000	PE					
3	CoS	Sunset Highway Pathway - Royal St to Spotted Rd*	33.5%	79.8%	\$4,437,000	PE, RW, CN					
4	SV	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	33.5%	77.7%	\$2,212,500	PE					
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (with 2 Roundabouts)	13.5%	74.2%	\$876,991	PE					
6	STA	I90/Valley HPT Line Park & Ride Construction	33.5%	74.0%	\$1,200,000	RW, CN					
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE					
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$5,257,000	PE, RW, CN					
9	SV	Barker Corridor: Appleyway to Sprague	33.5%	69.7%	\$2,095,072	PE, RW, CN					
10	CoS	US 195/Meadowlane	33.5%	69.4%	\$2,417,000	PE, CN					
11	SC	Bigelow Gulch Road Project 2*	33.5%	68.6%	\$6,000,000	CN					
12	CoS	Fish Lake Trail Connection Phases 1-3	23.5%	64.6%	\$19,477,771	PE, RW, CN					
13	CoS	Spokane Falls Blvd Reconstruction - Post St to Division St*	33.5%	63.8%	\$9,074,000	RW, CN					
14	SC	Commute Trip Reduction Program	33.5%	63.0%	\$991,924	Program					
15	CoS	Broadway Ave Reconstruction - Ash St to Lincoln St	33.5%	63.0%	\$7,589,000	PE, RW, CN					

# Timeline

---

## May

- TTC feedback – Additional funding allocation questions
- TAC feedback – Additional funding allocation questions

## June

- Board feedback – Additional funding allocation questions
- TTC approval - Funding allocations for 2024-2026
- TAC approval - Funding allocations for 2024-2026

## July

- Board approval - Funding allocations for 2024-2026

## Additional:

- Get feedback from Scoring Team (June)
- Work with TIP Working Group (June)

# Programming - Important Considerations

---

## **SRTC Obligation Target –**

- Funding a variety of project phases ensures a balanced program
- Balancing risks of Right-of-Way & Railroad coordination
- \$11 M per year - Project delivery timelines

## **HIP Funding –**

- HIP funding expires in September 2024



# Funding Allocation Questions

---

1. The #1 ranked project has a significant funding request, how should we handle this request?
2. In practice in the past SRTC has focused on geographic distribution with regards to funding, should we continue that practice?



A nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow lights. In the foreground, a large, multi-story building with a grid-like facade is prominent. To its left, another building features a sign that reads "STC". The city is set against a backdrop of dark, forested hills. In the lower-left corner, a sign for "PRIME TIME" is visible. The overall scene is a vibrant display of city lights at night.

# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6378 | [kjones@srtc.org](mailto:kjones@srtc.org) | [www.srtc.org](http://www.srtc.org)



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD (FMSIB) INVESTMENT PRIORITIES

---

SRTC Transportation Technical Committee  
Agenda Item 10 | Page 14

May 25, 2022

# RECENT + ONGOING FREIGHT EFFORTS

---

- CUFC/CRFC Update
- FFY 2022–2025 NHFP Call for Projects
- FMSIB Investment Priorities

# FMSIB STATEWIDE FREIGHT PRIORITIES

---

In 2021, WA State Legislature directed FMSIB to develop a statewide prioritized list of freight investments.

- Not tied to any particular funding source

Phase 1 — outlined process and methodology:

- Defined Target Areas, Desired Freight Outcomes, Relative Investment Amounts

Phase 2 — will prioritize statewide freight investments:

- MPOs submit their regional lists of priority freight projects

# ELIGIBLE PROJECTS + PRIORITIZATION CRITERIA

---

## Eligibility Criteria:

1. On the FGTS or benefits the FGTS
2. Under construction within six (6) years

## Prioritization Criteria:

1. Tonnage, supplemented by truck percentage and/or number of trucks (based on FGTS)
2. Non-state match percentage of total cost
3. Percentage of funding “committed”

Target Areas, Desired Freight Outcomes + Relative Investment Amounts			
Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	10%
Improving the Operations of the Existing System	TSMO	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%
Expanding the Existing System	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%
Achieving the Freight System of the Future	Land Banks	Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.	5%
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.	5%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.	10%
	Zero Emissions	Improve air quality and equity within the freight industry by moving toward zero emissions; electrification for short haul/dray at shipping ports, railyards and airports; hydrogen for long haul	10%



# SRTC'S 2022 NHFP CALL FOR PROJECTS LIST

## Candidate Freight Projects Evaluation For National Highway Freight Program (NHFP) Funding Consideration

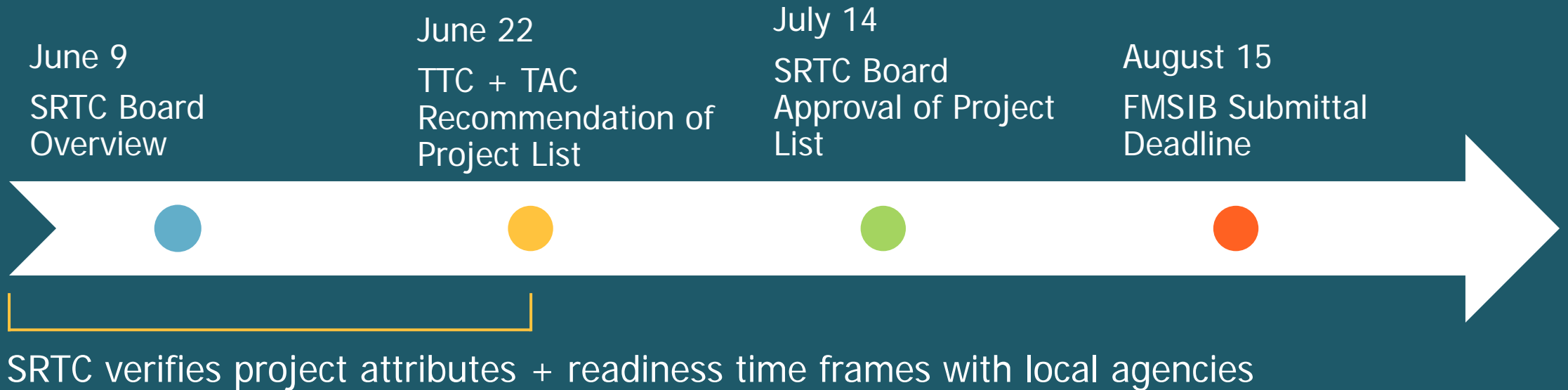
Projects sorted by likely NHFP competitiveness				NHFP Competitiveness Criteria <sup>1</sup>							
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FRTS Class	Intermodal Connectivity	In Vulnerable Community
<b>Bigelow Gulch/Forker Rd Connector - Project 2</b> Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓	●	●	●	●	●	●	●	✓
<b>Pines Rd/BNSF Grade Separation</b> Grade separation and multi-lane roundabout	Spokane Valley	\$24,300,000	✓	●	●	●	●	●	●	●	✓
<b>Wellesley Ave: Freya St to Havana St Improvements</b> Reconstruct roadway	Spokane	\$3,460,000	✓	●	●	●	●	●	●	●	✓
<b>Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange</b> Reconstruct roadway with ITS improvements (PE only)	Spokane Valley	\$2,950,000	✓	●	●	●	●	●	●	●	✓
<b>Argonne Rd/I-90 Interchange Bridge Widening</b> Widen roadway w/10' breakdown lane and 6' wide sidewalk (PE only)	Spokane Valley	\$1,500,000	✓	●	●	●	●	●	●	●	✓
<b>Argonne Rd &amp; Upriver Dr Intersection Improvements</b> Intersection improvements (alternatives analysis)	Spokane County	\$300,000	✓	●	●	●	●	●	●	●	✓
<b>Freya St: Garland to Francis</b> Reconstruct roadway	Spokane	\$18,800,000	✓	●	●	●	●	●	●	●	✓
<b>Inland Empire Way Connection</b> Build new northbound only connection	Spokane	\$6,700,000		●	●	●	●	●	●	●	
<b>Airport Dr &amp; Spotted Rd Realignment &amp; Interchange</b> Realign roadway and construct grade-separated interchange	Spokane Int'l Airport	\$19,300,000	✓	●	●	●	●	●	●	●	
<b>18st/21st Ave Improvements - US 2 Congestion Relief</b> Improve and extend roadway from US 2 to Flint Rd	Airway Heights	\$4,500,000		●	●	●	●	●	●	●	✓

<sup>1</sup>NHFP competitiveness criteria, detailed in the table below, is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project will be competitive in the statewide in the NHFP selection process. More information on this criteria and process can be found [HERE](#).

# DRAFT LIST OF POTENTIAL PROJECTS

Name	Agency	Primary Target Area
West Plains Connection	Airway Heights	Expansion of Freight Corridors
18th/21st Ave Improvements - US 2 Congestion Relief	Airway Heights	Expansion of Freight Corridors
Airport Dr & Spotted Rd Realignment & Interchange	SIA	Expansion of Freight Corridors
3rd Avenue: Perry to Havana	Spokane	Road Preservation
Freya St: Garland to Francis	Spokane	Road Preservation
Inland Empire Way Connection	Spokane	Expansion of Freight Corridors
Wellesley Ave: Freya to Havana	Spokane	Road Preservation
Whistalks Way Improvements	Spokane	Expansion of Freight Corridors
Argonne Rd & Upriver Dr Intersection	Spokane County	Expansion of Freight Corridors
Bigelow Gulch/Forker Rd Connector - Project 2	Spokane County	Expansion of Freight Corridors
Argonne Rd/I-90 Interchange Bridge	Spokane Valley	Bridge and Road Replacement
Pines Rd/BNSF Grade Separation	Spokane Valley	Grade Separation Projects
South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors
Trent Ave/Sullivan Rd Interchange	Spokane Valley	Expansion of Freight Corridors
I-90 Transportation System Management and Operation (TSMO) Improvements	WSDOT	TSMO

# NEXT STEPS



# QUESTIONS FOR THE COMMITTEE

---

- Should SRTC prioritize the project list?
  - Yes: What criteria should we use?
  - No: Transferring SRTC's authority to FMSIB.
- Should SRTC form a working group to review, analyze, and/or prioritize projects?
  - Yes: Who would like to volunteer?
  - No: SRTC will contact local agencies to verify this information.

## NHFP Competitiveness Scoring Criteria

Goal	Evaluation Criterion	Scoring Measures	Points Possible
<b>Preservation</b>	Improve the State of good repair of freight infrastructure	Worst observed pavement or bridge condition in project area. <i>Good = 1 point, Fair = 2 points, Poor = 1 point</i>	3
<b>Safety</b>	Prevent or reduce injuries or fatalities	Count of serious injury and fatality collisions within project boundary (2016 - 2020). <i>1 point per serious injury or fatality collision</i>	3
<b>Stewardship</b>	Matching funds	Percent match of non-federal funds. <i>Non-federal match percentage x 1</i>	1
	Implements lowest-cost solutions	Qualitative assessment of low-cost solutions.	1
<b>Mobility</b>	Reduces congestions and improves reliability	Level of Travel Time Reliability or Peak Hr to Free Flow Speed Ratio of corridor the project is aims to address. <i>High = 1 point, Medium = 2 points, Low = 3 points</i>	3
<b>Economic Vitality</b>	Supports economic activity and employment	Distance from nearest freight cluster. <i>&lt;1 mile = 2 points, 1 - 2 miles = 1 point</i>	2
	Location on Freight and Goods Transportation System (FGTS)	Highest FGTS designation within project area. <i>T-1 = 3 points, T-2 = 2 points, T-3 = 1 point</i>	3
	Intermodal Connectivity	Degree of connection to an intermodal facility. <i>Direct = 3 points, Secondary = 2 points, Tertiary = 1 point<sup>2</sup></i>	3
<b>Environment &amp; Communities</b>	Reduces Freight's Negative Impacts and/or Provides Positive Benefits to Vulnerable Communities	Project located in a vulnerable community. <i>Based on WA Dept of Health's Environmental Health Disparities Map (Tracts with a rank of 8 or higher)</i>	0.5

<sup>2</sup>Direct, Secondary, and Tertiary Intermodal Connections defined in WSDOT's [Project Submission Instruction Sheet for NHFP Program](#).