

| Time   | Item  | Page # |
|--|---|--------|
| 1:00   | 1. <b>Call to Order / Record of Attendance / Excused Absences</b>   |        |
| 1:02   | 2. <b>Public Comments</b>   |        |
| <b><u>FOR ACTION</u></b>   |   |        |
| 1:10   | 3. Consent Agenda <ul style="list-style-type: none"><li>a) June 2022 Meeting Minutes</li><li>b) June 2022 Vouchers</li><li>c) Cancellation of August Board Meeting</li></ul>                                      |        |
| <b><i>Tentative: EXECUTIVE SESSION</i></b> for the purpose of discussion of the performance of a public employee under [RCW 42.30.110(1)(g)] |   |        |
| 1:15   | 4. Committee Recommendation of Salary Adjustment for Executive Director ( <i>Chair Schmidt</i> )  |        |
| 1:20   | 5. <a href="#">2024-2026 TIP Call for Projects (<i>Kylee Jones</i>)</a>   |        |
| 1:35   | 6. <a href="#">Freight Mobility Strategic Investment Priorities (<i>David Fletcher</i>)</a>   |        |
| 1:45   | 7. Appoint Budget Committee ( <i>Lois Bollenback</i> )  |        |
| <b><u>FOR INFORMATION AND DISCUSSION</u></b>   |   |        |
| 1:50   | 8. <a href="#">DivisionConnects: Presentation of Draft Final Report (<i>Jason Lien</i>)</a>   |        |
| 2:00   | 9. <a href="#">Safe Streets for All: SRTC Grant Proposal (<i>Mike Ulrich</i>)</a>   |        |
| <b><u>FOR INFORMATION: No Action or Discussion</u></b> - <i>In the interest of time, these items are presented as written reports only</i>   |   |        |
|  | 10. Executive Director's Report ( <i>Lois Bollenback</i> ) <ul style="list-style-type: none"><li>a) ILA Implementation Committee Update</li><li>b) Joint Transportation Commission Working Group Update</li></ul> |        |
|  | 11. CY 2022 2 <sup>nd</sup> Quarter Budget Update ( <i>Greg Griffin</i> )   |        |
|  | 12. CY 2023 Membership Contributions ( <i>Greg Griffin</i> )  |        |
|  | 13. Coordinated Public Transit-Human Services Transportation Plan Update ( <i>Jason Lien</i> )  |        |
|  | 14. Equity Framework Update ( <i>Michael Redlinger</i> )  |        |
|  | 15. Unified Planning Work Program Amendment ( <i>Eve McMenamy</i> )   |        |
| <b><u>DISCUSSION</u></b>   |   |        |
| 2:10   | 16. Board Member Comments   |        |
| 2:15   | 17. Adjournment   |        |

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

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

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Kylee Jones, Associate Transportation Planner III

Agenda Item 5, Page 12

Action Item

July 14, 2022

# Timeline

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## May

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

## June

- **Board feedback – Additional funding allocation questions**
- **TIP Working Group – “Program of Projects” work session**
- **TTC recommend approval – “Program of Projects” for 2024-2026**
- **TAC recommend approval – “Program of Projects” for 2024-2026**

## July

- **Board approval – “Program of Projects” for 2024-2026**

# Requested Action

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**Approve resolution 22-09 to establish a 2024-2026 Program of Projects as represented in Option \_\_\_\_ as shown in Attachment \_\_\_\_**

**Option 1 = Attachment 1**

**Option 2 = Attachment 2**

# Last Month Recap

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- \$34.68 M of funding available over 2024-2026
- Principles of Investment – Board Resolution 22-04
- Application Review Process
- Application Received & Project Eligibility
- Scoring Team & Process
- Ranked list of projects
- Funding discussion



# Funding Allocation Feedback

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1. The #1 ranked project has a significant funding request, how should we handle this request?
  - TTC/TAC Feedback – Suggested maximum award/Cap
  - Board Feedback – Suggested maintaining program/funding flexibility
  - Directed staff to develop two program options
2. In practice in the past SRTC has focused on geographic distribution with regards to funding, should we continue that practice?
  - TTC/TAC Feedback – Suggested continue with regional distribution
  - SRTC Board – Supportive of regional distribution

# 2018 VS 2022

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## 2018 Call for Projects

- \$29.5 M available funding
- 50 applications
- Total request: \$98 M
- Highest ind. project request: \$8.1 M
- Highest ind. project award: \$5.7 M
- Average of project awards: \$1.4 M
- 7 partially funding awards: \$14 M
- 13 fully funded awards: \$15.5 M
- Total projects awarded: 20

## 2022 Call for Projects

- \$34.68 M available funding
- 51 applications
- Total request: \$150 M
- Highest ind. project request: \$23 M

# Programming - Important Considerations

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## **SRTC Obligation Target –**

- Fund variety of project phases to ensure a balanced program (PE, RW, CN)
- SRTC obligation target of ~\$12-13M per year

## **HIP Funding –**

- HIP funding expires in September 2024

## **Principles of Investment –**

- \$9.2M for future Preservation Call in 2025-2026
- SRTC & SRTMC off the top \$
- \$1.5M small towns under 5,000 in population

## **Other –**

- STBG rural minimums
- TAP rural minimums



# 2022 TIP Guidebook

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## **Leftover Funds – Policy 6.5**

- *Unspent funds from the project award must be returned to SRTC for redistribution*

## **Contingency Funding Process – Policy 6.8**

- *If contingency funds become... SRTC is responsible to reassign those funds*

# Option 1 vs Option 2 – Program of Projects

| Rank | Project Title  | Agency            | Requested Amount | Option 1    | Option 2    |
|------|--|-------------------|------------------|-------------|-------------|
| 1    | Pines Rd/BNSF Grade Separation                           | Spokane Valley    | \$23,130,199     | \$9,270,000 | \$6,404,600 |
| 2    | Division St BRT Project Development                      | Spokane Transit   | \$1,000,000      | \$1,000,000 | \$1,000,000 |
| 3    | Sunset Highway Pathway - Royal St to Spotted Rd          | City of Spokane   | \$4,437,000      | \$4,437,000 | \$4,437,000 |
| 4    | Bigelow-Sullivan Corridor: Sullivan/Trent Interchange    | Spokane Valley    | \$2,212,500      | \$1,367,500 | \$1,367,500 |
| 5    | SR2 Multi-Modal and Pedestrian Enhancements              | Airway Heights    | \$876,991        | \$876,991   | \$876,991   |
| 6    | I90/Valley HPT Line Park & Ride Construction             | Spokane Transit   | \$1,200,000      | \$1,200,000 | \$1,200,000 |
| 7    | Argonne Rd/I-90 Bridge                                   | Spokane Valley    | \$1,297,500      | \$1,297,500 | \$1,297,500 |
| 8    | Pacific Ave Neighborhood Greenway                        | City of Spokane   | \$3,496,000      | \$3,496,000 | \$3,496,000 |
| 9    | Barker Corridor: Appleway to Sprague                     | Spokane Valley    | \$2,095,072      | \$0         | \$1,083,400 |
| 10   | US 195/Meadowlane  | City of Spokane   | \$2,417,000      | \$1,758,000 | \$2,417,000 |
| 12   | Fish Lake Trail Connection to Centennial Trail -Phase 1  | City of Spokane   | \$4,932,000      | \$787,984   | \$787,984   |
| 14   | Commute Trip Reduction Program                           | Spokane County    | \$991,924        | \$991,924   | \$991,924   |
| 20   | Harvard Rd Phase 2                                       | Spokane County    | \$5,481,000      | \$5,481,000 | \$5,481,000 |
| 21   | Cascade Way Reconstruction                               | Spokane County    | \$1,123,000      | \$0         | \$1,123,000 |
| 41   | N Colville Reconstruction, Third St to North City Limits | City of Deer Park | \$3,239,717      | \$1,767,000 | \$1,767,000 |
| 49   | Lake St ADA Upgrades                                     | Medical Lake      | \$442,015        | \$511,000   | \$511,000   |

# Requested Action

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**Approve resolution 22-09 to establish a 2024-2026 Program of Projects as represented in Option \_\_\_\_ as shown in Attachment \_\_\_\_**

**Option 1 = Attachment 1**

**Option 2 = Attachment 2**

# Next Steps

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- Award letters will go out next week
- Sign & return to SRTC
- Projects in TIP/STIP



A high-angle, nighttime photograph of Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a car on a road in the foreground. The Grand Hotel is visible in the center. The background shows a forested hillside and distant mountains under a dark sky.

# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

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# Freight Mobility Strategic Investment Board (FMSIB) Investment Priorities

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SRTC Board of Directors

Agenda Item 6 | Page 18

June 22, 2022

# Requested Action

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**Approve Resolution 22-10, establishing a regional priority freight projects list for submittal to FMSIB, along with a secondary list of investments demonstrating the extent of the region's freight related needs, as shown in Attachment 1.**

# Background

**In 2021 WA State Legislature directed FMSIB to develop a prioritized list of freight investments**

- List is not tied to a specific funding source





# List Development

## FMSIB Eligibility Criteria:

- On/benefits the FGTS
- Under construction within 6 years

## FMSIB Prioritization Factors:

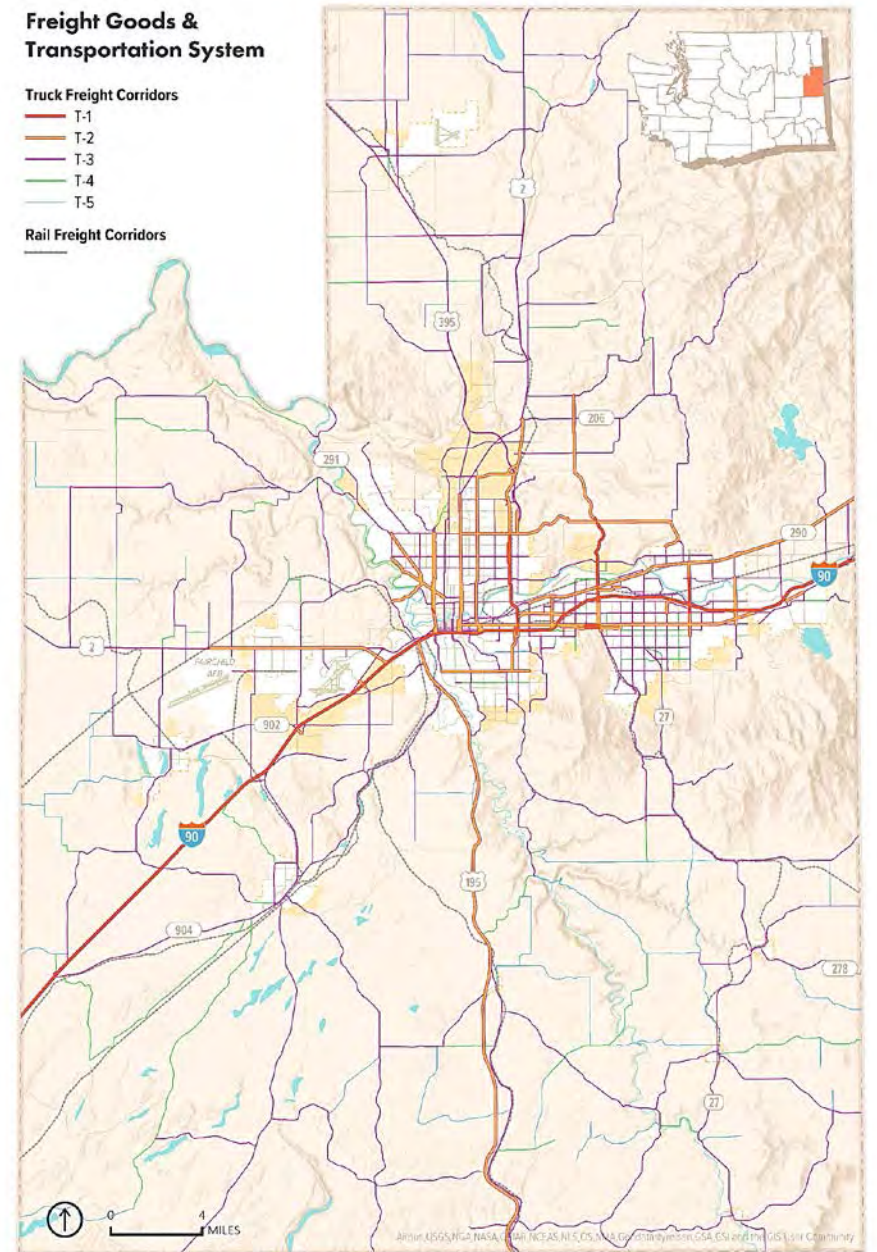
- Committed Funds
- Non-State Match
- Freight Tonnage + Volume

Geographic equity also considered

### Freight Goods & Transportation System

Truck Freight Corridors  
T-1  
T-2  
T-3  
T-4  
T-5

Rail Freight Corridors



# FMSIB's Target Areas

## 45% Asset Preservation & Safety

- Bridge Preservation (20%)
- Road Preservation (15%)
- Bridge & Road Replacement (10%)

## 5% Improving Operations of the Existing System

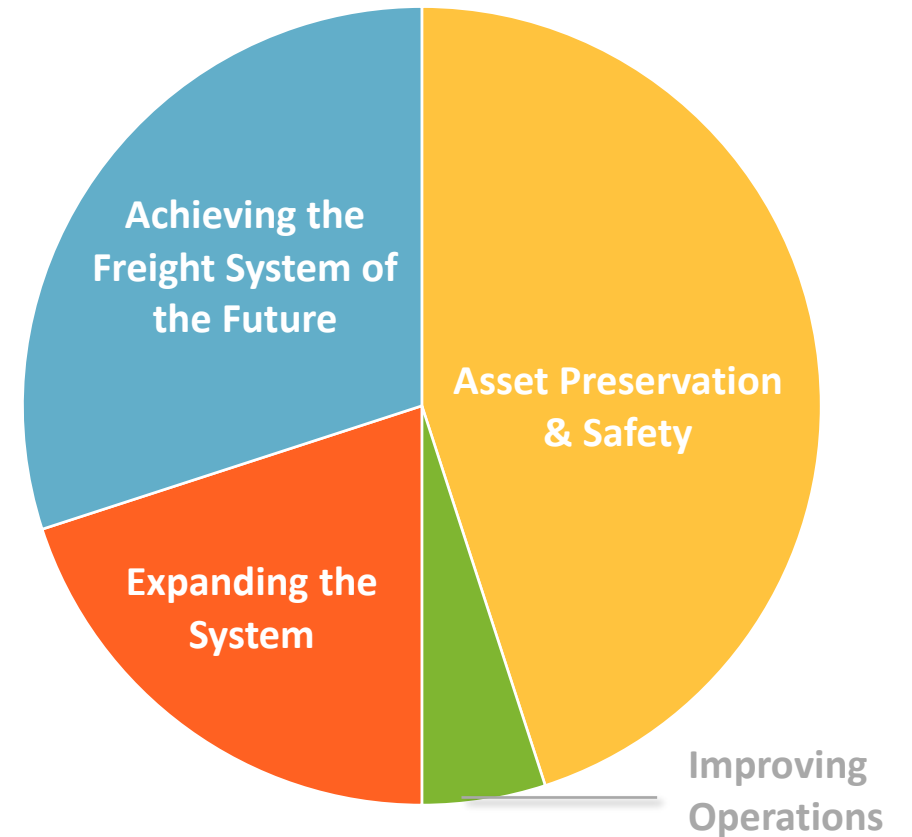
- TSMO (5%)

## 20% Expanding the System

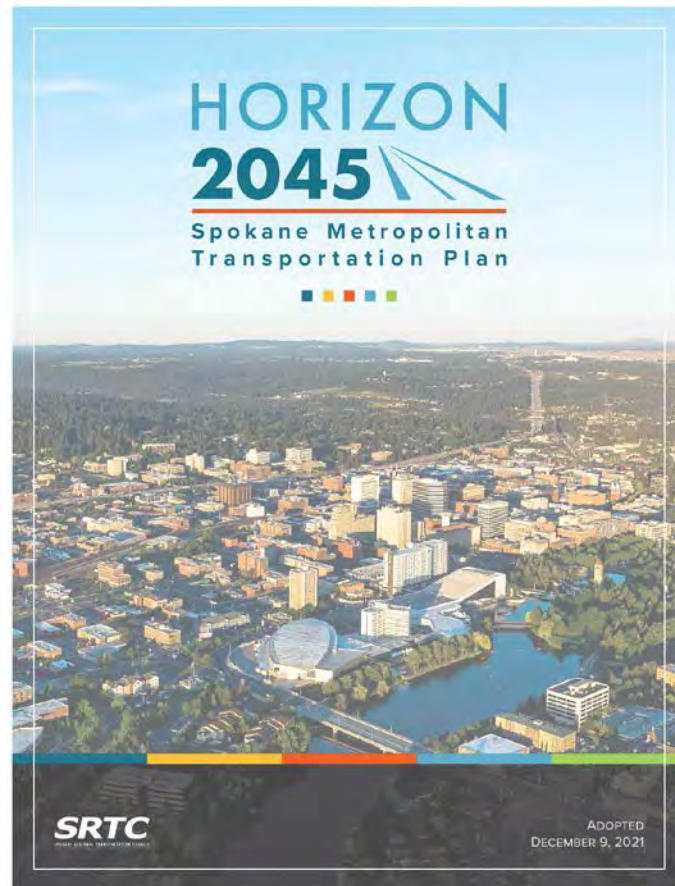
- Grade Separation Projects (10%)
- Expansion of Freight Corridors (10%)


## 30% Achieving the Freight System of the Future

- Land Banks (5%)
- Truck Parking (5%)
- Intermodal Transfer Facilities (10%)
- Zero Emissions (10%)



# Identifying Priority Freight Investments














































































# Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council  
Approved by the SRTC Board of Directors on November 11, 2021

|  |                                 |                 | PROJECT SCREENING CRITERIA  |   |   |   |   |   |   |   |  |  |
|--|---------------------------------|-----------------|---|---|---|---|---|---|---|---|--|--|
| PROJECT TITLE  | AGENCY                          | UNFUNDED AMOUNT | PROJECT STATUS  | MTP CONSISTENCY CRITERIA  |   |   |   |   |   | EMPHASIS AREAS  |  |  |
|  |                                 |                 |   | Economic Viability  | Environmental Sustainability  | Transportation  | Quality of Life   | Safety  | Equity  | Climate Change  |  |  |
| Project Implementation Category  |                                 |                 |   |   |   |   |   |   |   |   |  |  |
| <b>PINES ROAD/BNSF GRADE SEPARATION</b><br>Grade separation and multi-lane roundabout  | Spokane Valley                  | \$ 19,300,000   |    |    |    |    |    |    |   |    |  |  |
| <b>DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS</b><br>Completes various gaps in the City's pedestrian/bicycle network               | Airway Heights                  | \$ 792,000      |    |    |    |    |    |    |    |   |  |  |
| <b>PACIFIC AVENUE GREENWAY</b><br>Bike/ped safety improvements   | Spokane                         | \$ 3,900,000    |    |    |    |    |    |    |    |   |  |  |
| <b>I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO)</b><br>Various projects from SR 904 to Idaho state line       | WSDOT                           | \$ 20,000,000   |    |    |    |    |    |    |   |    |  |  |
| <b>AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE</b><br>Realign roadway and construct grade-separated interchange                | Spokane International Airport   | \$ 19,300,000   |    |    |    |    |    |    |   |   |  |  |
| <b>INDUSTRIAL SUBAREA CONNECTIVITY PROJECT</b><br>Extends and improves Russell St from US 2 to McFarlane Rd                              | Airway Heights                  | \$ 2,764,500    |    |    |    |    |    |    |   |   |  |  |
| <b>WEST PLAINS CONNECTION</b><br>Multimodal corridor improvement project   | Airway Heights / Spokane        | \$ 22,375,000   |  |  |  |  |  |  |   |   |  |  |
| <b>BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY &amp; SAFETY PROJECT</b><br>Reconstruction and widen to 4-lane arterial w/ITS improvements | Spokane County / Spokane Valley | \$ 34,000,000   |  |  |  |  |  |  |   |   |  |  |
| <b>STA FLEET ELECTRIFICATION</b><br>Replace 20 diesel coaches w/40' battery electric buses   | Spokane Transit Authority       | \$ 21,600,000   |  |  |  |  |  |  |  |  |  |  |
| <b>MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD</b><br>New shared-use trail  | Spokane                         | \$ 5,700,000    |  |  |  |  |  |  |  |   |  |  |
| <b>BARKER CORRIDOR IMPROVEMENTS - PHASE I</b><br>Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits          | Spokane Valley                  | \$ 12,900,000   |  |  |  |  |  |  |   |   |  |  |

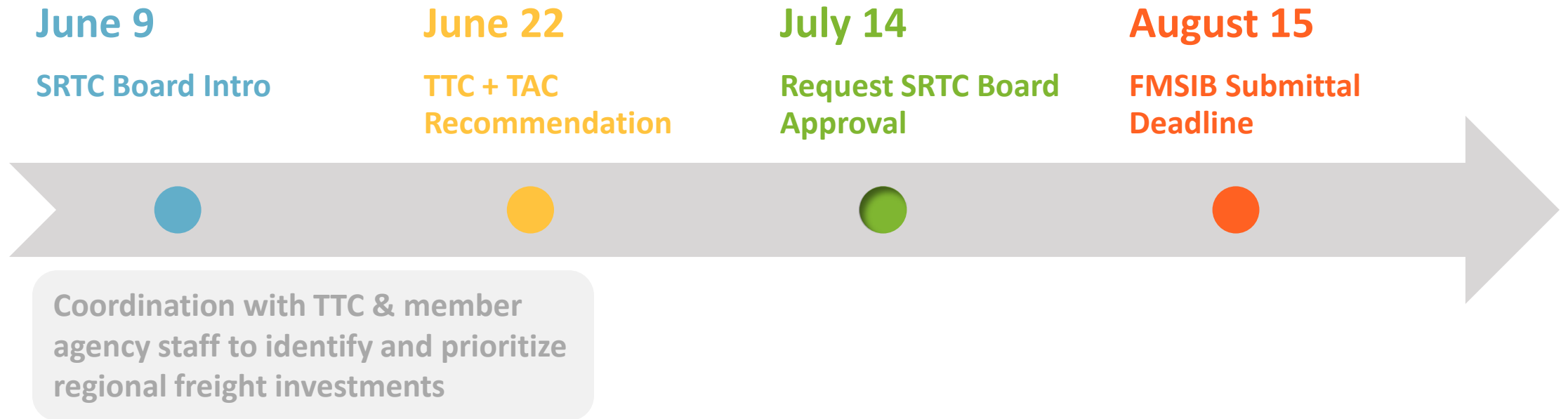
Unified List of Regional Transportation Priorities | Spokane Regional Transportation Council

Page 2

Unified List of Regional Transportation Priorities | Spokane Regional Transportation Council

Page 1

# SRTC's List Development Process



# Project Evaluation *FMSIB Prioritization Factors*

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# Project Prioritization *SRTC Regional Priorities*

## 2) SRTC REGIONAL PRIORITIZATION ACTIVITIES

Evaluation of a project's consistency with previous SRTC regional prioritization activities.

| Criteria   | Scoring Method  | Max Points Possible |
|--|---|---------------------|
| Horizon 2045                                       | Project listed in Horizon 2045's Short-Term Projects List or Fiscally Constrained Programs = 5 pts  | 5                   |
| Unified List of Regional Transportation Priorities | Project listed in SRTC's Unified List of Regional Transportation Priorities = 5 pts   | 5                   |
| Freight Network                                    | Project located on SRTC's Regional Freight Priority Network = 5 pts;<br>Project benefits SRTC's Regional Freight Priority Network = 2.5 pts                                   | 5                   |
| Project Readiness                                  | Design Status: Complete = 2 pts; Preservation Project or In Progress = 1 pt<br>Right-of-Way Status: Complete = 3 pts; Preservation Project or N/A = 2 pts; In Progress = 1 pt | 5                   |
| Total SRTC Regional Prioritization Points Possible |   | 20                  |

# Initial Projects List

| Project Name   | Agency                 | FMSIB Target Area              | Unfunded Amount | FMSIB Criteria | Committed \$ | Non-State Match | Freight Tonnage | Truck Volume | Total Score |
|--|------------------------|--------------------------------|-----------------|----------------|--------------|-----------------|-----------------|--------------|-------------|
| Bigelow Gulch Corridor Safety & Mobility Project 2               | Spokane County         | Expansion of Freight Corridors | -               | 17.8           | 5            | 5               | 5               | 3            | 35.8        |
| Pines Rd/BNSF Grade Separation                                   | Spokane Valley         | Grade Separation Projects      | \$17,895,400    | 9.8            | 5            | 5               | 5               | 2            | 26.8        |
| South Barker Rd Corridor Improvements                            | Spokane Valley         | Expansion of Freight Corridors | \$11,816,600    | 8.7            | 5            | 5               | 5               | 2            | 25.7        |
| Wellesley Ave: Freya to Havana                                   | Spokane                | Road Preservation              | -               | 14.2           | 0            | 5               | 5               | 1            | 25.2        |
| 6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd           | Spokane/Airway Heights | Expansion of Freight Corridors | \$4,080,472     | 9.5            | 5            | 5               | 2.5             | 2            | 24.0        |
| Airport Dr & Spotted Rd Realignment & Interchange                | SIA                    | Expansion of Freight Corridors | \$19,300,000    | 8.3            | 5            | 5               | 2.5             | 3            | 23.8        |
| Trent Ave/Sullivan Rd Interchange                                | Spokane Valley         | Expansion of Freight Corridors | \$24,447,500    | 6.9            | 5            | 5               | 5               | 1            | 22.9        |
| I-90 TSMO Improvements   | WSDOT                  | TSMO                           | \$19,300,000    | 10.0           | 0            | 5               | 5               | 2            | 22.0        |
| Freya St: Rowan to Francis                                       | Spokane                | Road Preservation              | \$9,000,000     | 5.0            | 5            | 5               | 5               | 1            | 21.0        |
| Argonne Rd/I-90 Interchange Bridge                               | Spokane Valley         | Bridge and Road Replacement    | \$13,702,500    | 10.9           | 5            | 0               | 5               | 0            | 20.9        |
| Sprague Avenue Grind & Inlay                                     | Spokane Valley         | Road Preservation              | \$3,300,000     | 12.5           | 0            | 0               | 5               | 3            | 20.5        |
| Sullivan Road Grind & Inlay                                      | Spokane Valley         | Road Preservation              | \$5,600,000     | 12.2           | 0            | 0               | 5               | 3            | 20.2        |
| Broadway Avenue Grind & Inlay                                    | Spokane Valley         | Road Preservation              | \$4,000,000     | 10.3           | 0            | 0               | 5               | 3            | 18.3        |
| Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation | Spokane                | Bridge Preservation            | \$2,000,000     | 10.0           | 0            | 0               | 5               | 3            | 18.0        |
| Argonne Rd & Upriver Dr Intersection                             | Spokane County         | Expansion of Freight Corridors | \$8,500,000     | 7.3            | 0            | 5               | 5               | 0            | 17.3        |
| Argonne Road Reconstruction                                      | Spokane Valley         | Road Preservation              | \$4,000,000     | 9.0            | 0            | 0               | 5               | 3            | 17.0        |
| Nevada St Preservation: Hawthorne Ave to US 2                    | Spokane County         | Road Preservation              | \$1,500,000     | 7.0            | 0            | 0               | 5               | 3            | 15.0        |
| 2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St         | Spokane                | Road Preservation              | \$4,020,000     | 6.4            | 0            | 0               | 5               | 3            | 14.4        |
| 29th Ave Preservation: High Dr to Grand Ave                      | Spokane                | Road Preservation              | \$1,000,000     | 6.0            | 0            | 0               | 5               | 3            | 14.0        |
| Inland Empire Way Connection                                     | Spokane                | Expansion of Freight Corridors | \$6,700,000     | 6.0            | 0            | 5               | 2.5             | 0            | 13.5        |
| Flora Road Grind & Inlay   | Spokane Valley         | Road Preservation              | \$3,000,000     | 4.0            | 0            | 0               | 5               | 3            | 12.0        |
| Magnesium Rd Preservation: Crestline to Market                   | Spokane County         | Road Preservation              | \$1,500,000     | 4.0            | 0            | 0               | 5               | 3            | 12.0        |
| Cheney-Spokane Rd Preservation: Grove Rd to City Limits          | Spokane County         | Road Preservation              | \$3,000,000     | 4.0            | 0            | 0               | 2.5             | 3            | 9.5         |
| 18th/21st Ave Improvements: Garfield Rd to Deer Heights Rd       | Spokane/Airway Heights | Expansion of Freight Corridors | \$9,800,000     | 5.0            | 0            | 0               | 2.5             | 1            | 8.5         |

# Reviewing the Draft List

**Is it focused?**

**Does it accurately reflect the region's identified priorities?**

**Does it include a good mix of projects?**

- Geographic balance
- Project types / FMSIB Target Areas



# Focusing the List

- ✓ Most Competitive Projects
- ✓ Funded Projects
- ✓ Geographic Balance

| Project Name   | Agency | FMSIB Target Area      | Unfunded Amount                | FMSIB Criteria | Committed \$ | Non-State Match | Freight Tonnage | Truck Volume | Total Score |      |
|--|--------|------------------------|--------------------------------|----------------|--------------|-----------------|-----------------|--------------|-------------|------|
| Bigelow Gulch Corridor Safety & Mobility Project 2               | Funded | Spokane County         | Expansion of Freight Corridors | -              | 17.8         | 5               | 5               | 5            | 3           | 35.8 |
| Pines Rd/BNSF Grade Separation                                   |        | Spokane Valley         | Grade Separation Projects      | \$17,895,400   | 9.8          | 5               | 5               | 5            | 2           | 26.8 |
| South Barker Rd Corridor Improvements                            |        | Spokane Valley         | Expansion of Freight Corridors | \$11,816,600   | 8.7          | 5               | 5               | 5            | 2           | 25.7 |
| Wellesley Ave: Freya to Havana                                   | Funded | Spokane                | Road Preservation              | -              | 14.2         | 0               | 5               | 5            | 1           | 25.2 |
| 6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd           |        | Spokane/Airway Heights | Expansion of Freight Corridors | \$4,080,472    | 9.5          | 5               | 5               | 2.5          | 2           | 24.0 |
| Airport Dr & Spotted Rd Realignment & Interchange                |        | SIA                    | Expansion of Freight Corridors | \$19,300,000   | 8.3          | 5               | 5               | 2.5          | 3           | 23.8 |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
| I-90 TSMO Improvements   |        | WSDOT                  | TSMO                           | \$19,300,000   | 10.0         | 0               | 5               | 5            | 2           | 22.0 |
| Freya St: Rowan to Francis                                       |        | Spokane                | Road Preservation              | \$9,000,000    | 5.0          | 5               | 5               | 5            | 1           | 21.0 |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
|  |        |                        |                                |                |              |                 |                 |              |             |      |
| Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation |        | Spokane                | Bridge Preservation            | \$2,000,000    | 10.0         | 0               | 0               | 5            | 3           | 18.0 |
| Argonne Rd & Upriver Dr Intersection                             |        | Spokane County         | Expansion of Freight Corridors | \$8,500,000    | 7.3          | 0               | 5               | 5            | 0           | 17.3 |
| Argonne Road Reconstruction                                      |        | Spokane Valley         | Road Preservation              | \$4,000,000    | 9.0          | 0               | 0               | 5            | 3           | 17.0 |
| Nevada St Preservation: Hawthorne Ave to US 2                    |        | Spokane County         | Road Preservation              | \$1,500,000    | 7.0          | 0               | 0               | 5            | 3           | 15.0 |
| 2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St         |        | Spokane                | Road Preservation              | \$4,020,000    | 6.4          | 0               | 0               | 5            | 3           | 14.4 |
| 29th Ave Preservation: High Dr to Grand Ave                      |        | Spokane                | Road Preservation              | \$1,000,000    | 6.0          | 0               | 0               | 5            | 3           | 14.0 |
| Inland Empire Way Connection                                     |        | Spokane                | Expansion of Freight Corridors | \$6,700,000    | 6.0          | 0               | 5               | 2.5          | 0           | 13.5 |
| Flora Road Grind & Inlay   |        | Spokane Valley         | Road Preservation              | \$3,000,000    | 4.0          | 0               | 0               | 5            | 3           | 12.0 |
| Magnesium Rd Preservation: Crestline to Market                   |        | Spokane County         | Road Preservation              | \$1,500,000    | 4.0          | 0               | 0               | 5            | 3           | 12.0 |
| Cheney-Spokane Rd Preservation: Grove Rd to City Limits          |        | Spokane County         | Road Preservation              | \$3,000,000    | 4.0          | 0               | 0               | 2.5          | 3           | 9.5  |
| 18th/21st Ave Improvements: Garfield Rd to Deer Heights Rd       |        | Spokane/Airway Heights | Expansion of Freight Corridors | \$9,800,000    | 5.0          | 0               | 0               | 2.5          | 1           | 8.5  |

# SRTC REGIONAL PRIORITY FREIGHT PROJECTS

for FMSIB's statewide prioritized list of freight investments consideration

Spokane Regional Transportation Council, July 2022

## Project Evaluation Criteria

| #  | Project Name   | Agency                 | FMSIB Target Area              | Estimated Total Cost | Unfunded Need | FMSIB Prioritization Focus Areas |                 |                 |              | SRTC Regional Prioritization Activities |              |                 |           | Total Score |
|----|--|------------------------|--------------------------------|----------------------|---------------|----------------------------------|-----------------|-----------------|--------------|---|--------------|-----------------|-----------|-------------|
|    |  |                        |                                |                      |               | Committed \$                     | Non-State Match | Freight Tonnage | Truck Volume | Horizon 2045                            | Unified List | Freight Network | Readiness |             |
| 1  | Bigelow Gulch Cor. Safety & Mobility Project 2 <b>FULLY FUNDED</b> | Spokane County         | Expansion of Freight Corridors | \$12,700,000         | -             | 4.9                              | 4.9             | 4               | 4            | 5                                       | 5            | 5               | 3         | 35.8        |
| 2  | Pines Rd/BNSF Grade Separation                                     | Spokane Valley         | Grade Separation Projects      | \$34,000,000         | \$17,895,400  | 2.4                              | 1.4             | 4               | 2            | 5                                       | 5            | 5               | 2         | 26.8        |
| 3  | South Barker Rd Corridor Improvements                              | Spokane Valley         | Expansion of Freight Corridors | \$18,800,000         | \$11,816,600  | 1.9                              | 1.9             | 3               | 2            | 5                                       | 5            | 5               | 2         | 25.7        |
| 4  | Wellesley Ave: Freya to Havana <b>FULLY FUNDED</b>                 | Spokane                | Road Preservation              | \$4,995,000          | -             | 4.1                              | 4.1             | 4               | 2            | -                                       | 5            | 5               | 1         | 25.2        |
| 5  | 6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd             | Spokane/Airway Heights | Expansion of Freight Corridors | \$9,680,000          | \$4,080,472   | 2.9                              | 1.6             | 3               | 2            | 5                                       | 5            | 2.5             | 2         | 24.0        |
| 6  | Airport Dr & Spotted Rd Realignment & Interchange                  | Spokane Int'l Airport  | Expansion of Freight Corridors | \$28,700,000         | \$19,300,000  | 1.6                              | 1.6             | 3               | 2            | 5                                       | 5            | 2.5             | 3         | 23.8        |
| 7  | I-90 TSMO Improvements   | WSDOT                  | TSMO                           | \$19,300,000         | \$19,300,000  | -                                | -               | 5               | 5            | -                                       | 5            | 5               | 2         | 22.0        |
| 8  | Freya St: Rowan to Francis   | Spokane                | Road Preservation              | \$9,000,000          | \$9,000,000   | -                                | -               | 3               | 2            | 5                                       | 5            | 5               | 1         | 21.0        |
| 9  | Freya/Greene/Market Corridor Bridge Deck Preservation              | Spokane                | Bridge Preservation            | \$2,000,000          | \$2,000,000   | -                                | -               | 5               | 5            | -                                       | -            | 5               | 3         | 18.0        |
| 10 | Argonne Rd & Upriver Dr Intersection Improvements                  | Spokane County         | Expansion of Freight Corridors | \$8,800,000          | \$8,500,000   | 0.2                              | 0.2             | 5               | 2            | -                                       | 5            | 5               | -         | 17.3        |

# Additional Freight-Related Needs

## OTHER FREIGHT INVESTMENT NEEDS

Additional projects that were evaluated and considered for inclusion in the prioritized project list above and are included to illustrate the region's freight-related needs.

| Project Name and Agency   | FMSIB Target Area              | Unfunded Need | Project Name and Agency  | FMSIB Target Area              | Unfunded Need |
|---|--------------------------------|---------------|--|--------------------------------|---------------|
| Trent Ave/Sullivan Rd Interchange<br>Spokane Valley             | Expansion of Freight Corridors | \$24,447,500  | 2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St<br>Spokane          | Road Preservation              | \$4,020,000   |
| Argonne Rd/I-90 Interchange Bridge<br>Spokane Valley            | Bridge and Road Replacement    | \$13,702,500  | 29th Ave Preservation: High Dr to Grand Ave<br>Spokane                       | Road Preservation              | \$1,000,000   |
| Sprague Avenue Grind & Inlay<br>Spokane Valley                  | Road Preservation              | \$3,300,000   | Inland Empire Way Connection<br>Spokane                                      | Expansion of Freight Corridors | \$6,700,000   |
| Sullivan Road Grind & Inlay<br>Spokane Valley                   | Road Preservation              | \$5,600,000   | Flora Road Grind & Inlay<br>Spokane Valley                                   | Road Preservation              | \$3,000,000   |
| Broadway Avenue Grind & Inlay<br>Spokane Valley                 | Road Preservation              | \$4,000,000   | Magnesium Rd Preservation: Crestline to Market<br>Spokane County             | Road Preservation              | \$1,500,000   |
| Argonne Road Reconstruction<br>Spokane Valley                   | Road Preservation              | \$4,000,000   | Cheney-Spokane Rd Preservation: Grove Rd to City Limits<br>Spokane County    | Road Preservation              | \$3,000,000   |
| Nevada St Preservation: Hawthorne Ave to US 2<br>Spokane County | Road Preservation              | \$1,500,000   | 18th/21st Ave Improvements: Garfield Rd to Deer Heights Rd<br>Spokane County | Expansion of Freight Corridors | \$9,800,000   |

# Requested Action

**Approve Resolution 22-10, establishing a regional priority freight projects list for submittal to FMSIB, along with a secondary list of investments demonstrating the extent of the region's freight related needs, as shown in Attachment 1.**



# **DivisionConnects Draft Final Report 7/14/22**

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**SRTC Board**

**Jason Lien, Principal Transportation Planner**

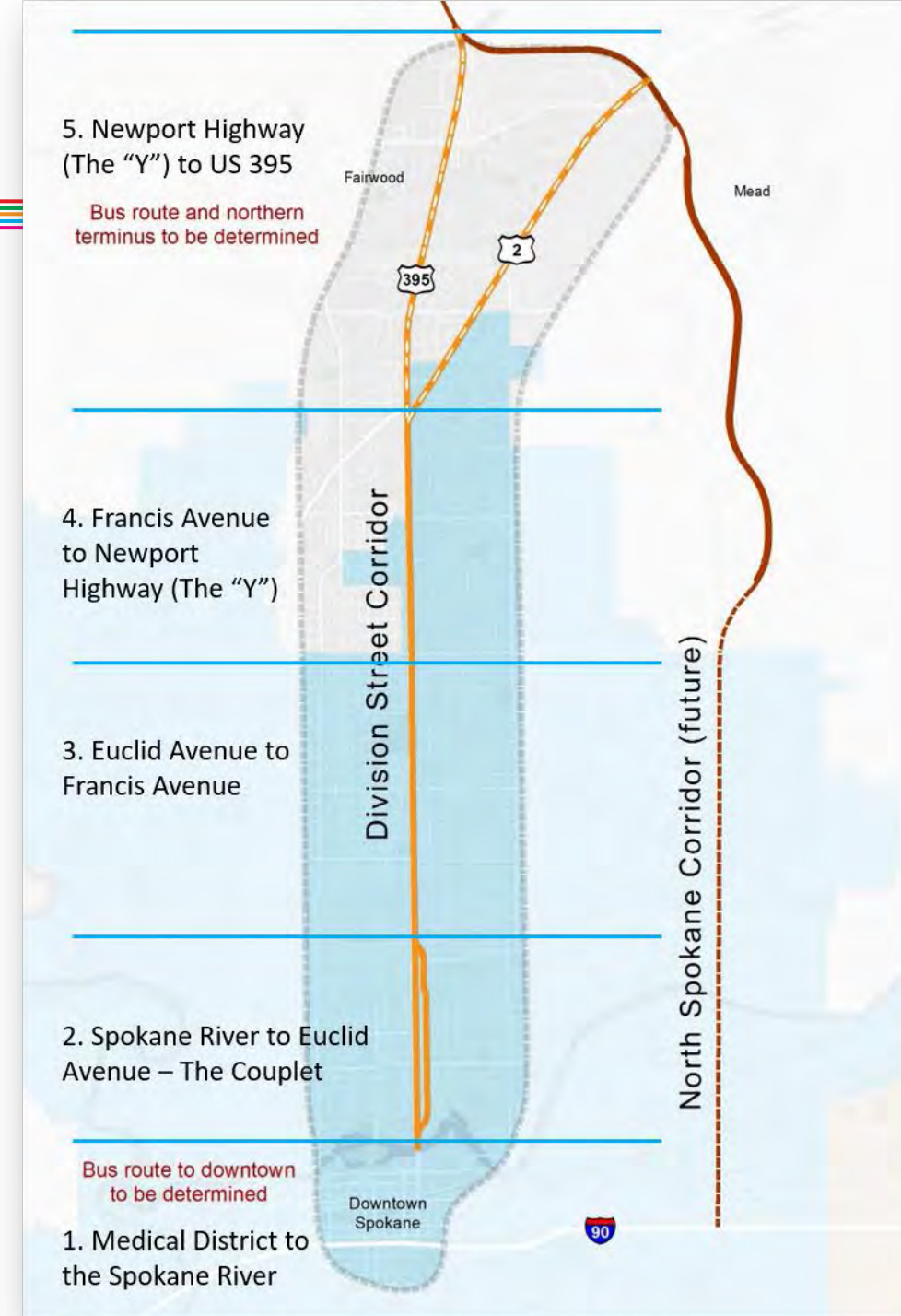
**Agenda Item 8, Pg. 25**

**[divisionconnects.org](https://divisionconnects.org)**

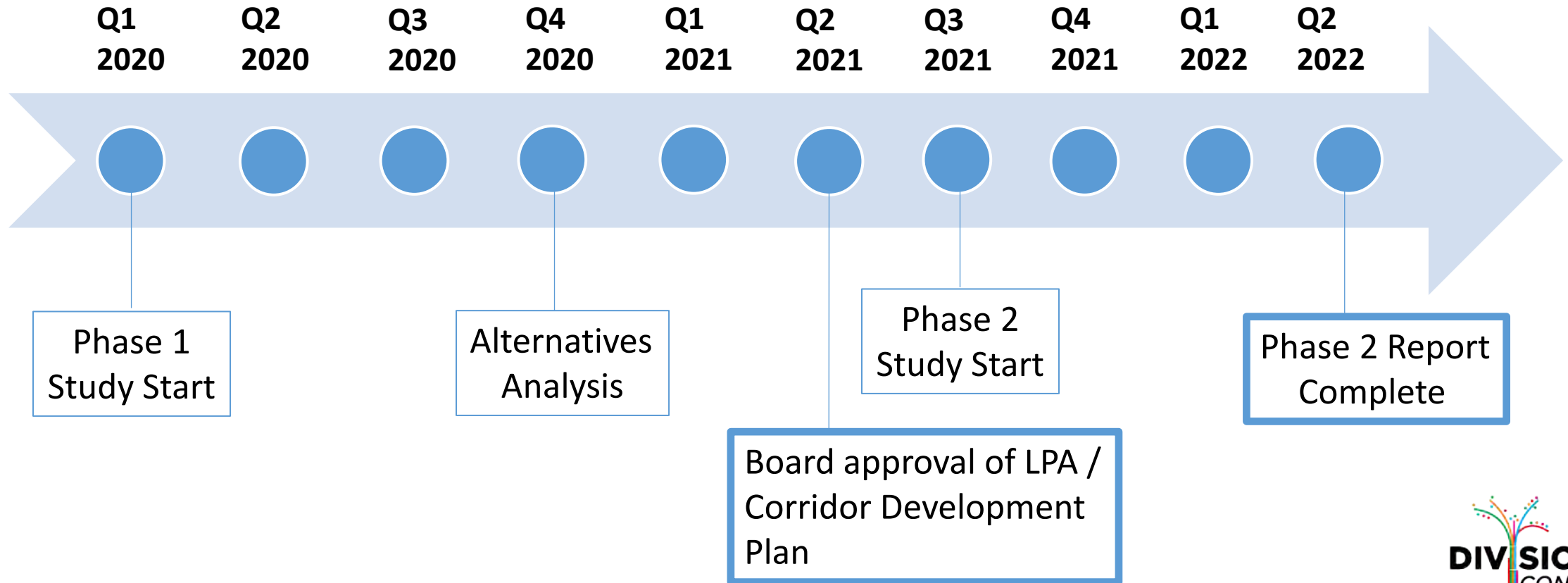


# Background

- Launched beginning of 2020
  - Two phases
  - Multi-agency partnership
- Corridor study of Division Street
  - Bus rapid transit (BRT)
  - All transportation modes
  - Relationship to NSC
  - Land use



# Study Timeline



# Phase 2

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## Scope of Work

- Land Use Planning
  - Plan review / Case studies
  - Division Activity Nodes
  - Travel Demand Modeling
- Transportation Planning
  - Active Transportation
- Public Engagement





- **Land Use Node profiles (App. L)**
- **Visual Sourcebook of development types (App. M)**
- **Travel Demand Modeling (App. N)**



This node is sandwiched between Gonzaga University and Riverfront Park, with an interconnected street network and direct access to the Centennial Trail. Spokane River frontage, mostly occupied by hospitality uses, contributes to the district's identity.

Land Uses (Approximate Area)

|                                |                  |
|--------------------------------|------------------|
| Retail                         | 19 acres         |
| Professional Office            | 12 acres         |
| Hospitality                    | 20 acres         |
| Multi-Family Residential       | 9 acres          |
| Single-Family Residential      | 5 acres          |
| Public/Recreational/Open Space | 3 acres          |
| Vacant                         | 22 acres         |
| Right-of-Way Estimate          | 28 acres         |
| <b>Total</b>                   | <b>118 acres</b> |

Riverfront Park, Spokane River

Gonzaga University, Kaiser Permanente

## WalkScore



## A photograph showing a person standing on a sidewalk in the foreground, looking towards a street. In the background, a white truck is visible, along with other vehicles and buildings. The scene appears to be an urban or industrial area.



Kaiser Permanente operates a clinic in the



*Gonzaga University influences housing and retail character.*



Legacy structures offer unique reuse and development opportunities.



Legacy structures offer unique reuse and development opportunities.

# Travel Demand Model

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- **Vehicle Miles Traveled (VMT) Performance Metric**
  - Home-Based VMT per Capita
  - Non-Home-Based VMT per Employee
  - VMT per Service Population (Capita + Employee)

# Travel Demand Model Findings

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## Vehicular Summary:

- **Increase in VMT/VHT/VHD for compared to Existing**
- **Screenlines for future scenarios show decreased vehicle travel on all N/S arterials (with an increase in travel on NSC)**
- **Decrease in VMT in study area per service population for build scenarios**

## Transit Ridership Summary

- **No Build sees 24% increase in ridership compared to Existing**
- **Build scenarios see 29-32% increase compared to No Build**

# Phase 2 - Active Transportation Planning

## RECOMMENDATIONS

### Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Uidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.



#### EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

#### PROJECT COSTS

- See cost table for planning level range of costs
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

#### PROJECT FEATURES

- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

#### NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

30%  
Design

DIVISION STREET CORRIDOR STUDY Spokane Regional Transportation Commission

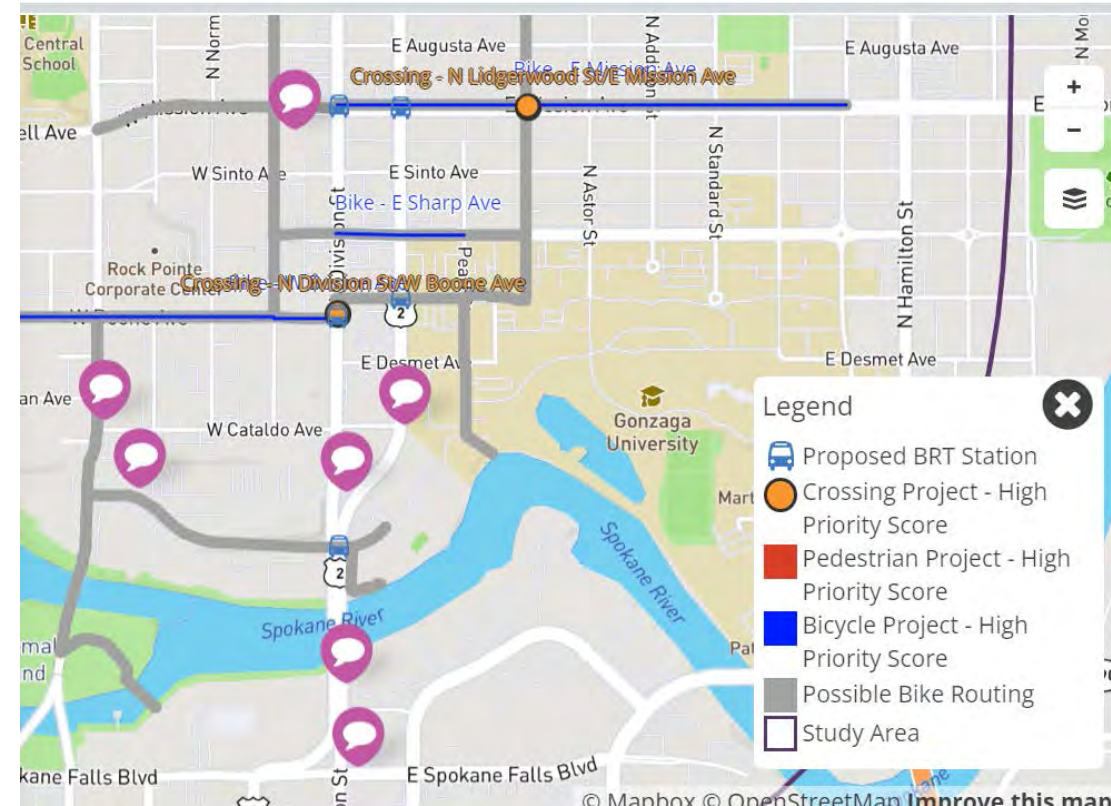
Walking / biking projects that support local mobility and BRT access

- AT project summaries / designs (App. I)
- All Ages & Abilities facility types and strategies (App. F)
- Funding opportunities (App. I)



# Phase 2 - Public Engagement Activities

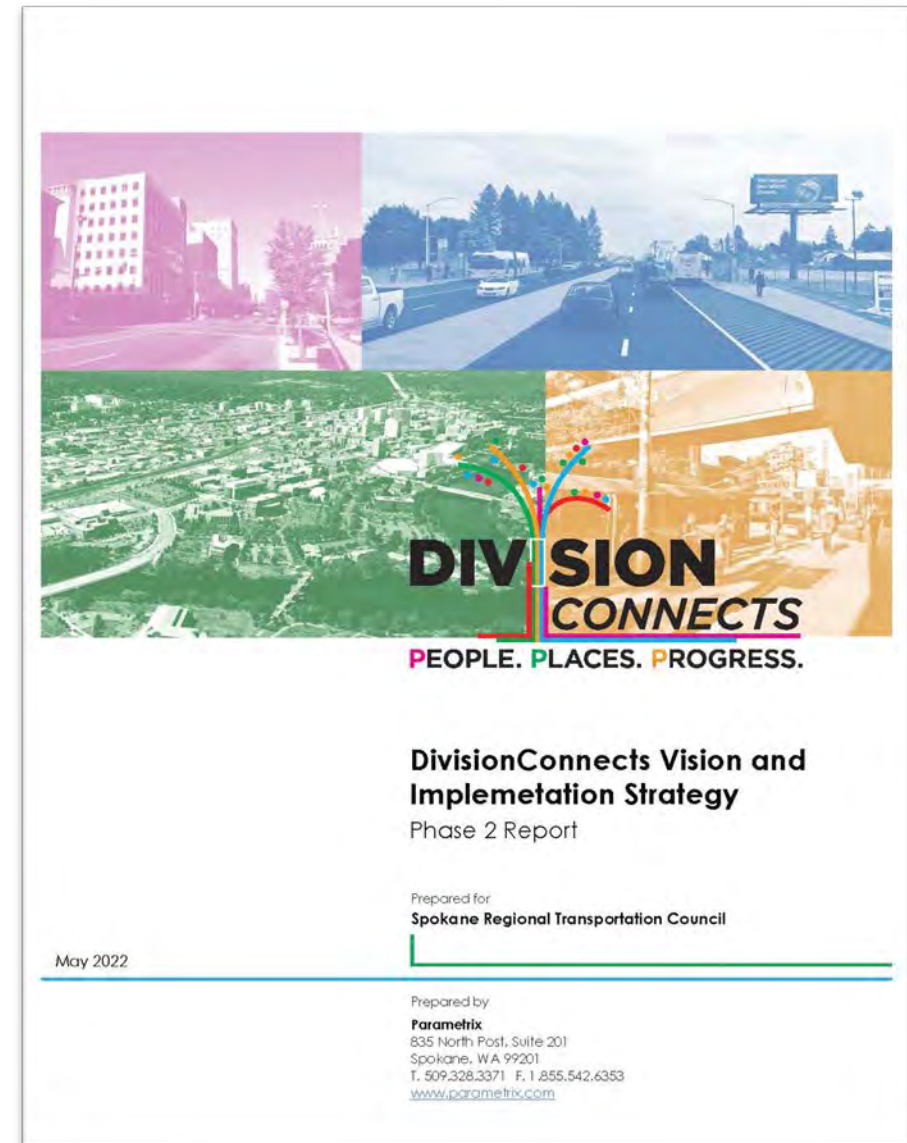
- **Appendices A-C**
  - Land Use Planning online survey
  - Active Transportation online survey
  - Property Developer interviews
- **Engagement with Boards and Plan Commission**
- **Neighborhood Councils/Community Assembly**



# Final Phase 2 Reporting

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## DivisionConnects Vision & Implementation Strategy

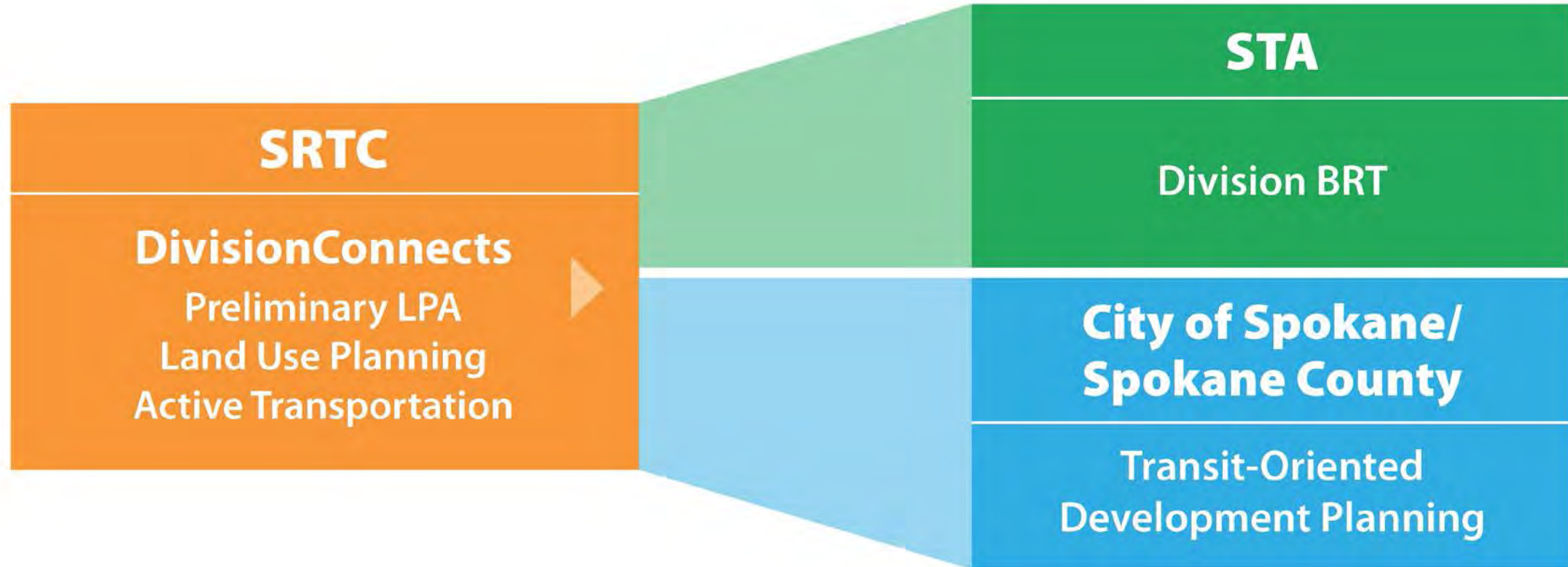


# Draft Report Materials

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- Report materials posted at [divisionconnects.org](https://divisionconnects.org)
- Will seek SRTC Board approval of Phase 2 report in September

# Beyond DivisionConnects





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# Thank You

Jason Lien

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[divisionconnects.org](http://divisionconnects.org)

# SAFE STREETS AND ROADS FOR ALL: SRTC GRANT PROPOSAL

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SRTC Board Meeting

Agenda Item 9 | Page 26

July 14, 2022

# March Meeting Recap

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- Existing Federal grant programs
- Target setting requirements
- Target Zero
- Contributing behavioral factors
- Project evaluation, weighting, and selection

# SS4A Grant Program Highlights

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- Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A)
- a discretionary program with \$5 billion in appropriated funds over the next 5 years
- Expected minimum award: \$200K
- Expected maximum award: \$5M
- Could qualify member jurisdictions for Highway Safety Improvement Program funding

# SS4A Action Plan Components

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1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

# SS4A Grant Program Relevant Requirements

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- To be eligible for the program's implementation (projects) funding, an applicant must have an eligible adopted action plan
- An official public commitment by the SRTC Board to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline.
- Local matching funds requirement of 20%



# Next Steps

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- Board direction
- Convene project team
- Engage stakeholders
- Board action at September meeting
- Submit application by September 15<sup>th</sup>

# Questions / Discussion

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Should SRTC pursue a regional safety action plan through the SS4A grant program?