

## Transportation Advisory Committee Meeting

Wednesday, August 24, 2022 | 3:00 PM

**Hybrid In-Person/Online Meeting**

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SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:

<https://us02web.zoom.us/j/83721294845?pwd=WTFzWE5IOVkvUGxFMmV6OGZlbjcyZz09>

Meeting ID: 837 2129 4845 | Passcode: 184781

By Phone

Meeting ID: 837 2129 4845 | Passcode: 184781

Or find your local number: <https://us02web.zoom.us/j/kcAUWzFGwo>

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Public comments are welcome and can be submitted via email to [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org) or by mail to:  
421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370.

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## Transportation Advisory Committee Meeting

Wednesday, August 24, 2022 | 3:00 PM – 4:30 PM

### AGENDA

Time	Item	Page
3:00	1. Call to Order / Record of Attendance	
3:02	2. Approval of June 2022 TAC Meeting Minutes	3
3:03	3. Public Comments	
3:05	4. TAC Member Comments	
3:10	5. Chair Report on SRTC Board of Directors Meeting	

### FOR ACTION

3:15	6. Consent Agenda	
	a) 2022-2025 Transportation Improvement Program (TIP) September Amendment ( <i>Kylee Jones</i> )	7
	b) Unified Planning Work Program Amendment ( <i>Eve McMenamy</i> )	11
3:20	7. Safe Streets for All Grant ( <i>Mike Ulrich</i> )	12

### FOR INFORMATION AND DISCUSSION

3:30	8. Spokane Transit Authority (STA) Strategic Plan ( <i>Kathleen Weinand, STA</i> )	n/a
3:50	9. Transportation Planning Discussion Series: Economic Vitality ( <i>David Fletcher</i> )	13
4:10	10. Unified List of Regional Transportation Priorities: Process & Screening Criteria ( <i>Eve McMenamy</i> )	14

### FOR INFORMATION: No Action or Discussion (*Items presented as written reports only*)

11.	TIP Obligation Target Update ( <i>Kylee Jones</i> )	18
12.	2023-2026 Transportation Improvement Program ( <i>Kylee Jones</i> )	19
13.	Transportation Discussion Series: Summary of Land Use and Technology Panels ( <i>Eve McMenamy and Ryan Stewart</i> )	21

### DISCUSSION

4:25	15. Agency Update ( <i>Jason Lien</i> )	n/a
4:30	16. Adjournment	

**Spokane Regional Transportation Council - Transportation Advisory Committee**  
**Meeting Minutes | June 22, 2022**  
**Hybrid Meeting | 421 W Riverside Ave Suite 504, Spokane WA 99201 and on Zoom**

**# 1 Call to Order/Attendance**

Chair Rhonda Young called the meeting to order at 3:01 pm.

**IN ATTENDANCE**

***TAC Members:***

Raychel Callary	Bill White
Todd Coleman	Todd Williams
Charles Hansen	Charlie Wolff
Carlie Hoffman	Rhonda Young
Jorgen Rasmussen	Claudine Zender
Paul Vose	Kim Zentz

***SRTC Staff:***

Kylee Jones, *Assoc. Transportation Planner III*  
Lois Bollenback, *Executive Director*  
Eve McMenamy, *Deputy Executive Director*  
Jason Lien, *Principal Transportation Planner*  
David Fletcher, *Principal Transportation Planner*  
Mike Ulrich, *Principal Transportation Planner*  
Julie Meyers-Lehman, *Admin.-Exec. Coordinator*

***Guests:***

Tom Sahlberg  
Kennet Bertelsen  
Inga Note

Chair Young introduced new members Paul Vose and Charles Hansen.

**# 2 Approval of May 2022 TAC Meeting Minutes**

***Mr. Coleman made a motion to approve the May minutes as presented. Ms. Zentz seconded. Motion passed unanimously.***

**# 3 Public Comments**

There were no comments.

**# 4 TAC Member Comments**

There were no comments.

**# 5 Chair Report on SRTC Board of Directors Meeting**

Chair Young shared highlights from the July 9 SRTC Board meeting.

**ACTION ITEMS**

**# 6 2024-2026 TIP Call for Projects**

Ms. Jones shared a history of the call for projects process to date and summarized feedback from the TAC and the Transportation Technical Committee regarding funding allocations. She reported that staff developed two funding programs, Option 1 and Option 2. She reviewed in detail the differences in the projects and funding amount between the two options.

The group discussed:

- Option 2 has more of a geographic equity approach between jurisdictions/agencies
- How much time project sponsors have to spend the funds when SRTC is awarding partial funding
- The current TIP Guidebook contains policies regarding project extensions for funding obligation timelines, but those policies may be updated in the coming year
- The group spoke about project timing, delays, and moving phases to meet federal obligation targets
- Pines Rd funding is allocated to 2025-2026 so they have several years to find additional funds from other programs

***Mr. White made a motion to recommend that the Board approve awards for the 2024-2026 SRTC Call for Projects as represented in Option 2 as shown in the Program of Projects. Mr. Wolff seconded.***

Discussion continued; comments included

- There is clearly a lot of need in the region; expressed support for the idea of distributing funding to as many jurisdictions/agencies as possible.

***The motion passed unanimously.***

## **# 7 FMSIB Priorities**

Mr. Fletcher summarized the directive given to FMSIB's by the state legislature to develop a statewide prioritized list of freight investments; this process includes collecting freight project data and regional freight investment priorities from Metropolitan Planning Organizations in Washington. There is no current funding source tied to this process, but future funding may become available.

Mr. Fletcher reviewed FMSIB's investment categories and target areas. The regional freight project prioritization process was developed by staff in coordination with member agency staff from the Transportation Technical Committee.

He identified two different options for prioritization, based on this process.

- Option A prioritized projects using criteria identified by FMSIB.
- Option B added regional prioritization activities to this initial criterion (such as Horizon 2045, the Unified List of Regional Transportation Priorities, the Freight Priority Network and project readiness) to project prioritization.

He shared the action taken by the TTC committee earlier which contained an addition to the motion to include the full list of regional freight projects to demonstrate the region's freight related needs.

The group discussed. Comments included:

- Clarification about adding regional criteria on top of the FMSIB criteria and developing our own project prioritization
- Confirmation of the difference between Options A and B

***Ms. Zentz made a motion to recommend submitting a focused list of prioritized projects based on Option B methodology, along with a secondary list consisting of the remaining projects to illustrate need. Mr. White seconded. Motion passed unanimously.***

### # 8 Transportation Discussion Series: Funding

Ms. Bollenback spoke about how transportation supports the worldwide economy, supports safety and security, and impacts quality of life for all people. Creating effective and efficient transportation systems is expensive; both the federal and state governments recently passed infrastructure packages that contain \$567B federal funds and \$17B in state funds for transportation.

She explained how revenues federal, state, and local transportation revenues are currently set. The role of SRTC in the transportation conversation is to identify and prioritize transportation policies for the planning area of Spokane County, using the tools of the Metropolitan Transportation Plan, Transportation Improvement Plan and Unified List of Regional Transportation Priorities. SRTC as the MPO also gives a local voice to the decision making and communicates with state and federal legislators about regional project needs.

In light of the region's rapid growth, limited long-range funding and growing need for system maintenance and preservation funds, the group was asked to consider:

- How should SRTC identify the highest value solutions
- How SRTC can stay flexible and current
- How can SRTC be more successful in meeting regional needs

Comments included;

- Suggestion for an updated regional needs analysis
- Interested in seeing a funding matrix for that distributes the dollars – perhaps as a percentage - so there is a commitment of a certain amount of funds for a variety of different travel modes, including emerging technologies
- Each individual jurisdiction or agency has their own priorities so it is important that there is a focus on projects or plans that serve the broad needs of region as a whole (for example the Spokane Regional Transportation Management Center)
- In support of annual discussions about transportation needs and priorities due to the rapid of change in all industries and fields
- Need to be prepared with well-defined regional priorities because it is not always known when federal or state legislators will approve funding
- Having our own goals will allow us to be nimble; rapid changes in technology could mean that even existing projects may be out of date by the time they are done being constructed
- Interest in SRTC supporting for projects and funding for new innovations in transportation technologies
- SRTC is currently reactionary in terms of funding projects, we prioritize and fund projects that are brought to us. But SRTC isn't proactive in asking project sponsors to develop projects that demonstrate diversity, equity and inclusion, innovation, or emerging technology,

## **# 9 Equity Framework**

Mr. Redlinger provided a background of the equity planning framework that began at the start of this year and summarized the work completed to date by the Equity Planning Work Group, which consists of staff and volunteers from the TAC, TTC and Board. There were no questions or discussion.

## **# 10 Unified Planning Work Program (UPWP) Amendment**

Ms. McMenemy explained what the UPWP is and noted that SRTC is required to coordinate and incorporate the workplans of Spokane Transit Authority (STA) and Washington Department of Transportation Eastern Region (WSDOT) into the UPWP document. The reason for this proposed amendment is because STA is adding the *Division Street Bus Rapid Transit Land Use and Infrastructure Plan* to their program. SRTC and WSDOT has no workplan changes at this time. There were no questions or discussion.

## **# 11 DivisionConnects**

Mr. Lien provided an overview of the study and shared a timeline since its launch in early 2020. Phase 1 ended last spring and Phase 2 just wrapped up. The Phase 2 scope of work included identifying land use opportunities and active transportation projects along the corridor and travel demand modeling analysis. The final report and other supporting documentation will be posted to the DivisionConnects website ([www.divisionconnects.org](http://www.divisionconnects.org)). There were no questions or discussion.

## **# 12 Coordinated Public Transit – Human Services Transportation Plan Update**

Mr. Lien outlined the definition and purpose of the CPT-HSTP and summarized the plan update process. A CPT-HSTP plan is needed for the WSDOT Consolidated Grant Program and the Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities grant program. He spoke about the community outreach done to identify service gaps/needs and to develop strategies. The Board will be asked to take action on the plan in November.

He said later this year the TAC will be asked to provide input on project prioritization as part of the WSDOT consolidated grant application process. The group spoke about challenges reaching the target communities.

## **# 13 Agency Update**

Ms. Jones shared information about the Safe Streets for All grant program. She reported that the TAC will continue to meet in a hybrid setting. She said this will be her last meeting as the staff TAC liaison; Jason Lien will be stepping into that position.

## **# 14 Adjournment**

There being no further business, the meeting adjourned at 4:31 pm.

To: Transportation Advisory Committee

08/17/2022

From: Kylee Jones, Associate Transportation Planner III

**TOPIC: 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SEPTEMBER AMENDMENT**

**Requested Action:**

Recommend Board approval of the 2022-2025 Transportation Improvement Program September amendment as shown in the **Attachment**.

**Key Points:**

Five agencies have requested an amendment to the 2022-2025 TIP for the following projects. See **Attachment** for more details.

**Agency**

City of Airway Heights  
City of Spokane

City of Spokane Valley  
Spokane County  
WSDOT

**Project**

S.R 2 Pedestrian and Multimodal Enhancements  
Pacific Avenue Greenway  
US 195/Meadowlane  
Fish Lake Trail Connection to Centennial Trail  
Sunset Hwy (US2) Bicycle Facilities/Shared Use Path  
Wellesley Ave. - Freya to Havana  
S. Barker Rd. ROW Acquisition  
Bigelow Gulch Project 2  
S 395/NSC Spokane River Crossing  
US 2/Sunset Interchange - Illumination Replacement  
I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild

**Board/Committee Discussions:**

This is the first time the 2022-2025 TIP September amendment has been discussed by the TAC; the Transportation Technical Committee will also discuss on 08/24/22 and it will be presented to the Board for action at their September meeting.

**Public Involvement:**

The proposed amendment will be published for a public review and comment period from 05/18/2022 through 05/27/2022. On 05/18/22 notice of the amendment will be published in the Spokesman Review, posted to the SRTC website ([www.srtc.org](http://www.srtc.org)), and posted to social media platforms. Public comments received during the public comment period will be addressed by SRTC staff and presented to the Board in their June 2022 meeting packet

**Staff Contact:** Kylee Jones, SRTC | [kjones@strtc.org](mailto:kjones@strtc.org) | 509.343.6370

**2022-2025 Transportation Improvement Program**

September Amendment (22-09)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
City of Spokane	<b>Pacific Avenue Greenway</b> Design and build a Neighborhood Greenway along Pacific Avenue and two blocks of alley between Howard Street. and Sherman Street. Includes two new traffic signals at the Browne and Division intersections.	Federal (TAP & CMAQ)	\$ 3,496,000	✓	
		Local	\$ 1,761,000		
		Total	\$ 5,257,000		
City of Spokane	<b>US 195 / Meadowlane</b> Intersection improvements at the US-195/Meadowlane intersection including a J-turn at the north end, and relocate the west leg of the Meadowlane intersection to be in line with Eagle Ridge Boulevard.	Federal (STBG)	\$ 1,607,240	✓	
		Local	\$ 809,760		
		Total	\$ 2,417,000		
City of Spokane	<b>Fish Lake Trail Connection to Centennial Trail</b> Finalize design and build a shared-use path connection from the Fish Lake Trailhead near Lindeke to the Centennial Trail via Sandifur Bridge.	Federal (TAP & STBG)	\$ 4,162,934	✓	
		Local	\$ 768,786		
		Total	\$ 4,931,720		
City of Spokane	<b>Sunset Hwy (US2) Bicycle Facilities/Shared Use Path</b> Construct shared use path along Sunset between Deer Heights and Royal; Construct sidewalk segments to support transit stop locations.	Federal (STBG)	\$ 4,437,000	✓	
		Local	\$ -		
		Total	\$ 4,437,000		
Spokane County	<b>Bigelow Gulch Project 2</b> Adds \$6M in NHFP federal funding and reduces local match.	Federal (STBG & NHFP)	\$ 6,174,920		✓
		State (CRAB & FMSIB)	\$ 2,520,000		
		Local	\$ 1,604,250		
		Total	\$ 10,299,170		
Spokane Valley	<b>S. Barker Rd. ROW Acquisition</b> Property acquisitions for corridor improvements.	Federal (DEMO)	\$ 2,249,000	✓	
		Local	\$ 351,000		
		Total	\$ 2,600,000		



City of	<b>Wellesley Ave. - Freya to Havana</b>	Federal (DEMO&NHFP)	\$	3,620,000	✓
Spokane	Full reconstruction of Wellesley Ave. within the project limits, widening for turn lanes at intersections. Includes new sidewalk, ADA ramps, lighting, drainage improvements and bike facilities.	Local	\$	700,000	
		Total	\$	4,320,000	
Airway	<b>S.R 2 Pedestrian and Multimodal Enhancements</b>	Federal (STBG)	\$	876,991	✓
Heights	Project design for the pedestrian, and parking improvements along U.S. Highway 2 and roundabouts at Lundstrom Street and Lawson Street	Local	\$	136,871	
		Total	\$	1,013,862	
WSDOT	<b>S 395/NSC Spokane River Crossing</b>	State (CWA)	\$	92,178,544	✓
	Increased total project cost and state funding on project	Local	\$	-	
		Total	\$	92,178,544	
WSDOT	<b>US 2/Sunset Interchange - Illumination Replacement</b>	Federal(STP)	\$	1,362,390	✓
	Increased total project cost. Increased federal funding and local match on project	Local	\$	27,804	
		Total	\$	1,390,194	
WSDOT	<b>I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild</b>	Federal (NHPP)	\$	1,736,289	✓
	Increased total project cost. Increased federal funding and local match on project	Local	\$	35,434	
		Total	\$	1,771,723	

TAP      Transportation Alternative Program  
CMAQ    Congestion Mitigation Air Quality  
NHFP    National Highway Freight Program  
NHPP    National Highway Performance Program  
FMSIB   Freight Mobility Strategic Investment Board

STBG/STP      Surface Transportation Block Grant  
CRAB            County Road Administration Board  
DEMO           AID Demonstration Project  
CWA             Connecting Washington

**Supporting Information****TOPIC: 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SEPTEMBER AMENDMENT**

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- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The September amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the September amendment will be incorporated into the STIP on or around 10/15/2022.

To: Transportation Advisory Committee

08/17/2022

From: Eve McMenamy, Deputy Executive Director

**TOPIC: SFY 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT**

**Requested Action:**

Recommend Board approval of the proposed [SFY 2022-2023 UPWP - Amendment One](#) as shown in the linked document.

**Key Points:**

- Spokane Transit Authority is adding a new project to their work program, Division Street Bus Rapid Transit (BRT) Corridor Land Use and Infrastructure Plan, which necessitates an amendment to the SRTC SFY 2022-2023 UPWP, Appendix C page 52.
- The SRTC UPWP is the foundational document outlining SRTC's core functions, planning studies, technical support, other ongoing planning activities, and anticipated revenue and expenditures to conduct agency work over a two-year period.
- The UPWP also includes major planning activities, expected outcomes, funding types, and timelines identified by our partners at Spokane Transit Authority (STA) and Washington State Department of Transportation-Eastern Region which are included in the UPWP appendices.
- SRTC and WSDOT are not seeking any adjustments in this UPWP amendment.
- Amendments to the UPWP require approval by the SRTC Board of Directors.

**Board/Committee Discussions:**

The Transportation Technical Committee and Transportation Advisory Committee received information about this topic on 06/22/22 and the Board received a written report in their July packet.

**Public Involvement:**

All meetings at which the SFY 2022-2023 UPWP Amendment will be presented are open to the public.

**Staff Contact:** Eve McMenamy, SRTC | [evemc@srtc.org](mailto:evemc@srtc.org) | 509.381.9466

To: Transportation Advisory Committee

08/17/2022

From: Mike Ulrich, Principal Transportation Planner

**TOPIC: SAFE STREETS AND ROADS FOR ALL: SRTC GRANT PROPOSAL**

**Requested Action:**

Recommend the SRTC Board direct staff to apply to the Safe Streets and Roads for All grant program. The grant application will be for a total project cost of \$500,000 which requires a \$100,000 local match.

**Key Points:**

- The recently passed Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A).
- The SS4A program is a discretionary program with \$5 billion in appropriated funds over the next 5 years and makes funds available to develop action plans or implementation plans.
- The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.
- To be eligible for implementation (projects) funding, an applicant must have an adopted action plan.
- Action Plan Grant awards will be based on estimated costs, with an expected minimum of \$200,000 for all applicants, and an expected maximum of \$5,000,000 for a metropolitan planning organization.
- SRTC would apply for a project amount of \$500,000 which would require a \$100,000 local match. SRTC staff is currently working on agreement for a local match strategy and will present that strategy at the August meeting.
- The deadline for applications is 5:00 p.m. EDT on 09/15/2022.
- At their September meeting, SRTC staff will be asking the SRTC Board to adopt a resolution which directs staff to make application for the grant.

**Board/Committee Discussions:**

The Board discussed this item at their July meeting. The Transportation Technical Committee will also be making a recommendation to the Board at their August meeting.

**Public Involvement:**

All Board and committee meetings are open to the public.

**Staff Contact:** Mike Ulrich, SRTC | [mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6370

To: Transportation Advisory Committee

08/17/2022

From: David Fletcher, Principal Transportation Planner

Topic: **TRANSPORTATION PLANNING PRESENTATION SERIES: ECONOMIC VITALITY**

**Requested Action:**

None. For information and discussion.

**Key Points:**

- SRTC is interested in developing a more robust process for identifying transportation system needs along with a quantitative evaluation strategy for determining the highest value projects.
- During the first half of 2022, staff will conduct a series of discussions with the SRTC Board and Committees to develop a deeper understanding of transportation topics, seek input and direction from members on key issues, and revisit screening criteria to develop a more data driven evaluation strategy for transportation project prioritization.
- This month's topic is economic vitality.

**Board/Committee Discussions:**

This is the ninth in a series of discussions for the Board and Committees. Prior discussions were:

- The Role of an MPO (January)
- Quality of Life (February)
- Safety (March)
- Stewardship (April)
- Equity (May)
- Funding (June)
- Land Use & Transportation (July)
- Transportation Technology (August)

**Public Involvement:**

All meetings of the Board and Committees are noticed and open to the public.

**Staff Contact:**

David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 208.579.5440

To: Transportation Advisory Committee

08/17/2022

From: Eve McMenamy, Deputy Executive Director

**TOPIC: UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES- PROCESS AND SCREENING CRITERIA**

**Requested Action:**

None. For Information and discussion.

**Key Points:**

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agency's current regional transportation priorities to state legislators and members of Congress for potential funding opportunities. SRTC is committed to annually updating the Unified List.
- Legislators and members of Congress provided feedback that the Unified List is very helpful in identifying current regional priorities and if possible, a shorter more focused list would be beneficial.
- The 2023 Unified List update process and development steps can be found in the **Attachment** to the memo.
- Over the past nine months, SRTC Staff has conducted a Transportation Discussion Series and gathered input from the committees and the Board to help identify any new criteria that should be used to evaluate projects for inclusion on the 2023 Unified List. The Staff has synthesized Board and committee input and provided a draft of the criteria for discussion this month and action next month, see the **Attachment**.
- While some projects have been successfully funded and will be removed from the List, there is an opportunity to evaluate additional projects that have regional importance and are on member agencies local legislative agendas.
- State leadership has indicated that with the passage of the Move Ahead Washington package in 2022, State transportation funding opportunities for 2023 are anticipated to be limited. If funding is available, safety projects may be an area of focus.

**Board/Committee Discussions:**

The Transportation Technical Committee and Transportation Advisory Committee received information in the *Transportation Discussion Series* each month in 2022, which outlined and identified Unified List criteria.

**Public Involvement:**

All meetings at which the Unified List will be presented to the committees are open to the public.

**Staff Contact:** Eve McMenamy, SRTC | [evemc@srtc.org](mailto:evemc@srtc.org) | 509.381.9466

# 2023 Unified List of Regional Transportation Priorities

# List Update Schedule **DRAFT** **SRTC**

SPOKANE REGIONAL TRANSPORTATION COUNCIL

**FOR INFORMATION**

**AGENDA ITEM 10**

**Attachment**

**08/24/2022 TAC Meeting**

	AUG 2022					SEPT 2022				OCT 2022					NOV 2022				DEC 2022			
Project Tasks <i>(Red &amp; blue cells indicate TTC/TAC/Board touches)</i>	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26
(t1) Develop Draft Criteria				24		8																
(t2) Develop Project Information Form				24		8																
(t3) Project Submittal Period <i>(Sept 12 thru Oct 5)</i>							12			5												
(t4) Finalize Criteria									28		13											
(t5) Develop Draft Project List														26								
(t6) Draft Updated Priority Statements													26		10							
(t7) Finalize Updated Priority Statements																16			8			
(t8) Finalize Project List																16			8			
Project Deliverables																						
(d1) Draft Criteria																						
(d2) Project Information Form																						
(d3) Project Submittal Period Notice to Agencies																						
(d4) Final Criteria																						
(d5) Draft Project List																						
(d6) Draft Updated Priority Statements																						
(d7) Final Updated Priority Statements																						
(d8) Final Project List																						
Board & Committee Touches																						
TTC/TAC Info Item <i>(Aug 24, Oct 26 meetings)</i>				24									26									
TTC/TAC Action Item <i>(Sept 28, Nov 16 meetings)</i>									28							16						
Board Info Item <i>(Sept 8, Nov 10 meetings)</i>						8									10							
Board Action Item <i>(Oct 13, Dec 8 meetings)</i>											13								8			


## 2023 Unified List of Regional Transportation Priorities

# Project Evaluation Criteria **DRAFT**

The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agencies current regional transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC is committed to annually updating the Unified List.

<p><b>Economic Vitality</b> <b>10 points possible</b></p> <p>Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.</p>	<p><b>Does the project provide access within or between two or more regional/local activity centers?</b></p>	<p>What is the forecasted 2045 employment density within a 0.5 mile buffer of the project?</p>	<p>Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5</p>		
<p><b>Cooperation &amp; Leadership</b> <b>10 points possible</b></p> <p>Relates to SRTC's role to provide a regional forum to identify regional transportation needs, establish regional priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.</p>	<p>Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?</p>	<p>Is the project identified in other agency plans and/or has it gone through a documented public outreach process?</p>			
<p><b>Stewardship</b> <b>10 points possible</b></p> <p>Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.</p>	<p><b>Does the project incorporate electrification strategies?</b></p>	<p><b>Does the project increase resilience by adding redundancy in areas of limited connectivity?</b></p> <p><i>Note: This question was listed under economic vitality in 2022 Unified List.</i></p>	<p><b>Was the project developed with a main emphasis on reducing air quality emissions or VHT/VMT?</b></p>		

 Grey shading indicates project scores will be binary, based solely on whether or not the criteria is met

 Yellow shading indicates project scores will be scaled based on the criteria

**Bold text** indicates criteria was included in the 2022 Unified List project evaluation criteria



<p><b>Operations, Maintenance &amp; Preservation</b> 10 points possible</p> <p>Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.</p>	<p><b>Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways?</b></p> <p><i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i></p>	<p><b>Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets?</b></p> <p><i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i></p>	<p>Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation List, or local technology plan?</p>		
<p><b>Safety &amp; Security</b> 10 points possible</p> <p>Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.</p>	<p><b>What countermeasures does the project incorporate to address safety issues or contribute to STA safety targets?</b> <i>Review collision data to see if countermeasures address existing issues.</i></p> <p><i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i></p>	<p><b>Is the project identified in a state or local plan, or an approved prioritized list of safety projects?</b></p>			
<p><b>Quality of Life</b> 10 points possible</p> <p>Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.</p>	<p>Is the project on the Regional Bicycle Priority Network and does it have a bike-supportive element?</p>	<p>Is the project on the Regional Transit Priority Network and does it have a transit-supportive element?</p> <p><i>Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.</i></p>	<p>Is the AT proposal context-appropriate for all ages and abilities?</p> <p><i>Examples include separated or protected facility—particularly on higher volume streets, lower volume/lower speed street connection, 6-foot shoulders in rural areas.</i></p>	<p>Does the project extend or fill gap in one of the regional trails or provide new AT connectivity to one of the regional trails?</p> <p><i>Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, and Appleyway</i></p>	<p>If AT or transit facilities are proposed, does the project improve connectivity to a major destination?</p> <p><i>Major destinations include schools, colleges, employment centers, transit centers, rural town centers, and state or federal parks.</i></p>
<p><b>Equity</b> 10 points possible</p> <p>Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.</p> <p><i>*These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.</i></p>	<p>Was the project developed with a main emphasis on benefiting an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?</p>	<p>Does the project Incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?</p>	<p>Does the project provide access between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?</p>	<p>Does the project include potential negative impacts to areas of potential disadvantage?</p>	

Grey shading indicates project scores will be binary, based solely on whether or not the criteria is met

Yellow shading indicates project scores will be scaled based on the criteria

**Bold text** indicates criteria was included in the 2022 Unified List project evaluation criteria

To: Transportation Advisory Committee

08/17/2022

From: Kylee Jones, Associate Transportation Planner III

**TOPIC: TIP OBLIGATION TARGET UPDATE**

**Requested Action:**

None. For information.

**Key Points:**

- SRTC is required to meet federal funding obligation targets within its Transportation Improvement Program (TIP). The FFY 2022 funding obligation target for all federal funding sources administered by SRTC is \$12.79M. WSDOT allocated an additional \$366,000 in Transportation Alternatives funding to SRTC in April 2022; this was not anticipated and has been added to the FY 2022 obligation target.
- As of 08/16/22, the region is at 99% of the SRTC obligation target. The FFY 2022 obligations are \$12.74M, with about \$49,500 remaining to meet the target.
- If SRTC does not reach our target by 09/30/2022, we are in jeopardy of losing the portion of underdelivered funds through sanctions by WSDOT.
- The most current information submitted to SRTC from member agencies suggests that the target *may be reached by* 09/30/2022 deadline. Two projects are experiencing delays and one is awaiting approval from a railroad agency.
- WSDOT's Local Agency Federal Obligation Authority (OA) Policy establishes the obligation targets for each Metropolitan Planning Organization, Regional Transportation Planning Organization, and County lead agency.
- The policy only applies to three funding sources for which the SRTC Board is responsible in terms of project identification, prioritization, and selection: Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ), and STBG Set-Aside (TAP).
- With the assistance of the member agencies, SRTC exceeded the obligation target in 2021 and received \$4.26M in additional federal funding obligation authority via WSDOT.
- The TIP Working Group meets monthly and works on options to meet the target.

**Board/Committee Discussions:**

The TAC and TTC committees received a TIP Delivery update in April; the Board received an update in May.

**Public Involvement:**

All SRTC Board and Committee meetings are open to the public.

**Staff Contact:** Kylee Jones, SRTC | [kjones@srtc.org](mailto:kjones@srtc.org) | 509.343.6370

To: Transportation Advisory Committee

08/17/2022

From: Kylee Jones, Associate Transportation Planner III

**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**Requested Action:**

None. For information.

**Key Points:**

- SRTC staff is currently preparing the 2023-2026 TIP. SRTC is required to develop a TIP that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area over a four-year period.
- A TIP must be updated a minimum of every two years; SRTC updates the TIP annually.
- Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP. Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP) then reviewed and approved by FHWA and FTA.
- Member jurisdictions and agencies have submitted their TIP project records into the Secure Access Washington Database and SRTC staff is reviewing the records and developing the TIP.

**Board/Committee Discussions:**

This is the first discussion of the 2023-2026 TIP.

**Public Involvement:**

None to date. However, individual agencies develop and adopt their six-year programs in accordance with their own public involvement procedures. As outlined in SRTC's Public Participation Plan, development and approval of the TIP includes a 30-day public comment period and a public meeting (date pending). Presentations of the TIP document will be held at Board, TTC and Transportation Advisory Committee meetings, all of which are open to the public.

**Staff Contact:** Kylee Jones, SRTC | [kjones@srtc.org](mailto:kjones@srtc.org) | 509.343.6370

## **Supporting Information**

### **TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

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The schedule for the development and approval of the 2023-2026 TIP is as follows:

July - Aug	TIP development – SRTC staff reviews project information in Secure Access Washington (SAW) portal, finalizes the project list, conducts fiscal constraint analysis and air quality conformity determination
08/01/22	Agencies must submit the required information for all regionally significant and/or federally funded projects to SRTC through SAW portal
08/01/22	Complete Streets Checklists due to SRTC for projects not exempt from the Safe & Complete Streets policy or not previously submitted in conjunction with a SRTC Call for Projects application
08/24/22	Draft TIP presented to TTC and TAC
09/01/22	Start of 30-day public comment period
09/08/22	Draft TIP presented to Board
pending	Public meeting to review draft TIP and receive public comments
09/28/22	TTC and TAC meeting – request to recommend Board approval of TIP
10/13/22	Board meeting – request approval of TIP
??	WSDOT STIP Due Date
~ 01/15/23	FHWA/FTA Approval

To: Transportation Advisory Committee

08/17/2022

From: Ryan Stewart, Principal Transportation Planner  
Eve McMenemy, Deputy Executive Director

**TOPIC: TRANSPORTATION PLANNING DISCUSSION SERIES: (1) LAND USE AND TRANSPORTATION  
PANEL DISCUSSION AND (2) TRANSPORTATION TECHNOLOGY PANEL DISCUSSION**

**Requested Action:**

None. For information.

**Key Points:**

- SRTC is interested in developing a more robust process for identifying transportation system needs along with a quantitative evaluation strategy for determining the highest value projects.
- During 2022, staff will conduct a series of discussions with the SRTC Board and Committees to develop a deeper understanding of transportation topics, seek input and direction from members on key issues, and revisit screening criteria to develop a more data driven evaluation strategy for transportation project prioritization. More information on the series can be found [here](#).
- July's topic was the discussion panel on [Land Use and Transportation](#).
- August's topic was the discussion panel on [Transportation Technology](#).
- More detailed information on the two panel discussions follows on the supplemental information.

**Board/Committee Discussions:**

These are the seventh and eighth in a series of discussions for the Board and Committees. Prior discussions were:

- The Role of an MPO (January)
- Quality of Life (February)
- Safety (March)
- Stewardship (April)
- Equity (May)
- Funding (June)

**Public Involvement:**

All meetings of the Board and Committees are noticed and open to the public.

**Staff Contacts:**

Ryan Stewart | [rstewart@srtc.org](mailto:rstewart@srtc.org) | 509.343.6370 or Eve McMenemy | [evemc@srtc.org](mailto:evemc@srtc.org) | 509.381.9466

## **Supporting Information**

### **TRANSPORTATION PLANNING DISCUSSION SERIES: (1) LAND USE AND TRANSPORTATION PANEL DISCUSSION**

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More information on the SRTC Transportation Discussion Series is [here](#).

The recording for the July Land Use and Transportation panel discussion is [here](#). Highlights include:

- Zoning originally established large, isolated areas of different uses which hinders walkability and sense of community.
- Development regulations have been an impediment to address the above.
- The Growth Management Act (GMA) has been helpful in some cases while in other cases has had unintended, negative consequences.
- Some jurisdictions have been more forward thinking allowing mixed uses (e.g., cottages, townhomes, duplexes/triplexes, single family dwellings all on the same street).
- Moving away from traditional Euclidean zoning towards mixed use can save a huge amount in capital projects.
- Redevelopment may be harder and more expensive if infrastructure is insufficient.
- Inefficiency occurs in our transportation systems when parts of the network are used for what it wasn't intended (e.g., freight trucks on local streets) which creates congestion and safety issues. These issues are expensive to solve. We need to use the capacity we already have more efficiently.
- Every land use decision is a transportation decision.
- GMA is about feedback loops. The vision of the community must reflect infrastructure to support that vision.
- It is important to take a regional approach early on before land use decisions are made.
- We need to be more sophisticated in how we evaluate impacts. Using traditional methods, we overestimate the impacts of infill or redevelopment and underestimate the impacts of new (greenfield) development.
- In order to address NIMBY-ism (Not In My Back Yard), it is important to address the desires of the community in the comprehensive plan. Integrated planning should drive the development code. Also, it is important to help neighborhoods understand local growth versus regional impacts, make sure there are lots of options, and use "disciplined imagination" grounded in rigorous discussion about the tradeoffs.
- Tax Increment Financing (TIF) is one tool to encourage infill and help pay for improvements in an area. Others include multifamily or low-income housing tax incentives, waiver of water/sewer connectivity fees, and transportation impact fees.
- It is clear that people's desires are changing, both for where they live and how they travel. They want more options.
- 45 people attended the event.

## Supporting Information

### TRANSPORTATION PLANNING DISCUSSION SERIES: (2) TRANSPORTATION TECHNOLOGY PANEL DISCUSSION

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The recording for the August Transportation Technology panel discussion is [here](#). Highlights include:

- The MPO is collaborative in nature, we are in a great position to facilitate a collective innovative vision for the region, plan it with precision, and then address implementation through partnerships.
- Create an environment of innovation and take risks and learn from those successes and failures.
- Take opportunities to partner with the private sector and pilot technology including proof of concept. Pilots allow local governments time to test concepts before making final commitments.
- The next revolution of transportation is changing the paradigm from transportation solutions to mobility solutions and how we move people. There is an opportunity to avoid past negative impacts on communities and create more equitable solutions.
- Prepare for an automated, connected, electric and shared (ACES) transportation future, which puts safety at the forefront.
- Automated technologies will require new policies to allow driving without drivers or steering wheels
- Connected vehicles can communicate with other vehicles and infrastructure and provide advanced warnings. Advanced communication in vehicles and infrastructure is key to success.
- As we switch to electrification, the core gas tax funding is decreasing. Consider road user charges so the burden of gas tax is only on those driving older, less fuel-efficient cars
- Car ownership levels will change as a result of shared vehicle opportunities and subscriptions. Evacuation plans should consider how to handle citizens who do not own vehicles.
- Prepare for robot (sidewalk) and drone (rooftop) delivery and on demand first and last mile delivery.
- Artificial intelligence software can evaluate crash causalities and help improve safety
- Prepare to put data in the cloud so you can process data and information more quickly.
- Transportation grids are moving towards adaptative technology which improves safety.
- Use models and digital model twins to test innovative concepts when applicable
- Bring in community leaders into the technology conversation
- Encourage asking questions about equitable distribution of technology, how can we be proactive. Precision in planning is helpful to minimize disruptions.
- Be resilient, prepare for redundancy in communication networks, if communication networks go down there needs to be backups.
- Safe and Smart Complete Streets- consider adding Smart technology reviews to our Safe and Complete Street policy - build streets to move all users AND improve safety AND capitalize on innovative technology solutions.

- Streamline regulation by utilizing and evaluating potential non-federal funding sources, example given was a sales tax revenue for transportation solutions. Non-federal funding reduces the need to comply with federal requirements so solutions can be tested more swiftly.
- Curb management policies encourage drop off and pick up zones and may decrease parking revenue, what outcomes do we want.
- Begin training and focusing on your future workforce needs now. Technology innovations require a different set of skills than most agencies currently have on board.
- Planning needs to go beyond our region and look toward the development of anticipated mega-regions.
- 74 people attended the event.