

# Transportation Technical Committee Meeting

Wednesday, August 24, 2022 | 1:00 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/83758937380?pwd=ajEyV3hpNW9EM1N1SkhVd0t1c0ZzUT09>

Meeting ID: 837 5893 7380 | Passcode: 239319

By Phone 1-253-215-8782

Meeting ID: 837 5893 7380 | Passcode: 239319

Or find your local number: <https://us02web.zoom.us/j/83758937380?pwd=ajEyV3hpNW9EM1N1SkhVd0t1c0ZzUT09>

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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 Technical Committee Meeting

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Wednesday, August 24, 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 June 2022 TTC Meeting Minutes	3
1:03	3. Public Comments	
1:05	4. TTC Member Comments	
1:10	5. Chair Report on SRTC Board of Directors Meeting	

### **FOR ACTION**

1:15	6. Consent Agenda	
	a) 2022-2025 Transportation Improvement Program (TIP) Sept. Amendment ( <i>Kylee Jones</i> )	X
	b) Unified Planning Work Program Amendment ( <i>Eve McMenemy</i> )	X
1:20	7. Safe Streets for All Grant ( <i>Mike Ulrich</i> )	XX

### **FOR INFORMATION AND DISCUSSION**

1:30	8. Spokane Transit Authority (STA) Strategic Plan ( <i>Kathleen Weinand, STA</i> )	n/a
1:50	9. Transportation Planning Discussion Series: Economic Vitality ( <i>David Fletcher</i> )	XX
2:05	10. Unified List of Regional Transportation Priorities: Process & Screening Criteria ( <i>Eve McMenemy</i> )	XX

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

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

### **DISCUSSION**

2:15	14. Agency Update and Future Information Items ( <i>Ryan Stewart</i> )	n/a
2:20	15. Adjournment	

**MEETING MINUTES**

Spokane Regional Transportation Council - Transportation Technical Committee

June 22, 2022 | Hybrid Meeting

421 W Riverside Ave Suite 500, Spokane WA 99201 and on Zoom

**# 1 Call to Order/Record of Attendance**

Ms. Inga Note, TTC Chair, called the meeting to order at 1:01 pm.

**IN ATTENDANCE*****TTC Members:***

Inga Note, *City of Spokane* (Chair)  
 Char Kay, *WSDOT-East. Region* (Vice-Chair)  
 Heather Trautman, *City of Airway Heights*  
 Bret Lucas, *City of Cheney*  
 Kevin Picanco, *City of Spokane*  
 Colin Quin-Hurst, *City of Spokane*  
 Adam Jackson, *City of Spokane Valley*  
 Jeremy Clark, *City of Spokane Valley*  
 Roger Krieger, *Small Towns Representative*  
 Brandi Colyar, *Spokane County*  
 Barry Greene, *Spokane County*  
 Jami Hayes, *Spokane County*  
 April Westby, *Spokane Regional Clean Air Agency*  
 Cindy Green, *Spokane Regional Health District*  
 Karl Otterstrom, *Spokane Transit Authority*  
 Chad Simonson, *WSDOT-East. Region*  
 Glenn Wagemann, *WSDOT-East. Region*

***Guests:***

Due to a technical issue, guest names were not recorded

***Alternate TTC Members:***

N/A

***SRTC Staff:***

Ryan Stewart, *Principal Transportation Planner*  
 David Fletcher, *Principal Transportation Planner*  
 Kylee Jones, *Assoc. Transportation Planner III*  
 Lois Bollenback, *Executive Director*  
 Eve McMenemy, *Deputy Executive Director*  
 Jason Lien, *Principal Transportation Planner*  
 Michael Redlinger, *Assoc. Transportation Planner II*  
 Julie Meyers-Lehman, *Admin.-Exec. Coordinator*

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

Ms. Green noted that her name was missing from list of attendees at the May meeting.

***Mr. Picanco made a motion to approve the minutes as corrected; Mr. Otterstrom seconded. Motion passed unanimously.***

**# 3 Public Comments**

There were no public comments.

**# 4 Technical Member Comments**

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

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

Chair Note provided a summary of the June 9 Board meeting.

## **ACTION ITEMS**

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

Ms. Jones summarized the call for projects timeline and the application scoring process. She reviewed in detail the two programming options under consideration, Options 1 and 2, and discussed the differences between them. The group discussed the use of toll credits for the Medical Lake project, distributing the funding with geographic equity in mind, and the importance of consideration of project phasing when developing a funding program.

***Mr. Otterstrom was made to recommend Board approval of Option 2 Program of Project as presented. Mr. Picanco seconded.***

The group discussed. Comments included:

- A suggestion to consider modifying the funding program of Option 2 to fully fund project 9 instead of awarding only partial funding.
- The percentages of the total funding package being allotted the largest three agencies (City of Spokane, City of Spokane Valley, and Spokane County) in Option 1 vs Option 2.
- Consideration of geographic equity and the proportional size of City of Spokane's population

***Mr. Jackson made a motion to recommend Board approval of Option 2, with the modification of removing the funding from project #21 Cascade Way Reconstruction and applying those funds to project #9 Barker Corridor: Appleway to Sprague. Mr. Clark seconded the motion. There were 2 votes in favor and 15 votes against. Motion did not pass.***

***The vote was taken on the original motion. There were 16 votes in favor and 1 against. Motion passed.***

### **# 7 Freight Mobility Strategic Investment Board Priorities**

Mr. Fletcher summarized FMSIB's directive from 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 throughout the state. He explained that currently no funding source is tied to this process, however, it is possible that funding will be made available in the future.

He reviewed FMSIB's investment categories and target areas and described the process developed, in coordination with TTC volunteers, to prioritize the regional freight projects. He then presented 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—in its prioritization of projects.

The group discussed the pros and cons of a submitting a more focused list of projects versus the entire project list and also discussed the ranked order of project prioritization.

***Mr. Greene made a motion to recommend Board approval of submitting a focused list of projects to FMSIB, based on the Option B methodology, and also including the full list of projects in order to demonstrate the extent of the region's freight-related need; the motion included a request that the Board consider reversing***

*the order of prioritization of the Pines Rd/BNSF Grade Separation project and the South Barker Rd Corridor Improvements project. Mr. Jackson seconded. Motion passed unanimously.*

## **INFORMATION & DISCUSSION ITEMS**

### **# 8 Transportation Discussion Series: Equity**

Mr. Redlinger defined equity in terms of regional transportation planning and reported on the federal and state regulations regarding equity which SRTC must follow. He explained that a key reason that equity is so important in the planning process is to counter inequitable planning policies from the past; he spoke about equity metrics in Spokane county and highlighted the benefits of equitable transportation systems. He shared maps of Spokane County containing potential disadvantage data indicators by census tracts. The group was asked to consider other ways in which SRTC could analyze equity, how to define success in this regard, and what additional criteria could make the equity process stronger.

### **# 9 Equity Planning Framework Update**

Mr. Redlinger reported on the work that began in 2022 to develop an equity planning framework at SRTC and shared details of progress made by the Equity Planning Work Group, which is made up of staff and representatives of the TTC, TAC and Board.

### **# 10 Unified Planning Work Program Amendment**

Ms. McMenemy explained that Spokane Transit Authority (STA) is adding the *Division Street Bus Rapid Transit Corridor Land Use and Infrastructure Plan* to their work program. Because SRTC's Unified Planning Work Program (UPWP) also includes the major planning activities of STA (and WSDOT), this means the UPWP must be amended to include this project.

### **# 11 DivisionConnects Conclusion**

Mr. Lien announced that the final DivisionConnects Steering Committee meeting was held yesterday, and they reviewed the Phase 2 final report materials, which includes information about land use opportunities, active transportation projects along the corridor and travel demand modeling information. The final report will be posted to the [DivisionConnects](#) website soon.

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

Mr. Lien said the CPT-HSTP update process has involved public outreach, particularly focusing on a public survey, which closes at the end of July. More information can be found on the [project page](#).

### **# 13 Transportation Discussion Series: Funding**

Due to lack of time, this item will be covered at a future meeting.

### **# 14 Agency Update and Future Information Items**

Mr. Stewart reported that SRTC staff met with staff from City of Spokane, City of Spokane Valley and Spokane County to discuss a new grant program created by the bipartisan infrastructure package called Safe Streets for All, which provides funding for the development of a safety action plan. The Board will be asked to consider approving SRTC to pursue this grant and develop a regional safety action plan.

### **# 15 Adjournment**

There being no further business, the meeting adjourned at 2:46 pm.

To: Transportation Technical 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.

<b><u>Agency</u></b>	<b><u>Project</u></b>
City of Airway Heights	S.R 2 Pedestrian and Multimodal Enhancements
City of Spokane	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
City of Spokane Valley	S. Barker Rd. ROW Acquisition
Spokane County	Bigelow Gulch Project 2
WSDOT	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 TTC; the Transportation Advisory 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@srctc.org](mailto:kjones@srctc.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 Spokane	<b>Wellesley Ave. - Freya to Havana</b> 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.	Federal (DEMO&NHFP)	\$ 3,620,000	✓
		Local	\$ 700,000	
		Total	\$ 4,320,000	
Airway Heights	<b>S.R 2 Pedestrian and Multimodal Enhancements</b> Project design for the pedestrian, and parking improvements along U.S. Highway 2 and roundabouts at Lundstrom Street and Lawson Street	Federal (STBG)	\$ 876,991	✓
		Local	\$ 136,871	
		Total	\$ 1,013,862	
WSDOT	<b>S 395/NSC Spokane River Crossing</b> Increased total project cost and state funding on project	State (CWA)	\$ 92,178,544	✓
		Local	\$ -	
		Total	\$ 92,178,544	
WSDOT	<b>US 2/Sunset Interchange - Illumination Replacement</b> Increased total project cost. Increased federal funding and local match on project	Federal(STP)	\$ 1,362,390	✓
		Local	\$ 27,804	
		Total	\$ 1,390,194	
WSDOT	<b>I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild</b> Increased total project cost. Increased federal funding and local match on project	Federal (NHPP)	\$ 1,736,289	✓
		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 Technical Committee 08/17/2022

From: Eve McMenemy, 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 McMenemy, SRTC | [evemc@src.org](mailto:evemc@src.org) | 509.381.9466

To: Transportation Technical 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 Advisory 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 Technical Committee

08/15/2022

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@src.org](mailto:dfletcher@src.org) | 208.579.5440

To: Transportation Technical Committee 08/17/2022  
From: Eve McMenemy, 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 McMenemy, SRTC | [evemc@srctc.org](mailto:evemc@srctc.org) | 509.381.9466

# 2023 Unified List of Regional Transportation Priorities

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

SPOKANE REGIONAL TRANSPORTATION COUNCIL

	AUG 2022					SEPT 2022				OCT 2022					NOV 2022				DEC 2022				
<b>Project Tasks (Red &amp; blue cells indicate TTC/TAC/Board touches)</b>	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 (Sept 12 thru Oct 5)							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		
<b>Project Deliverables</b>																							
(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																							
<b>Board &amp; Committee Touches</b>																							
TTC/TAC Info Item (Aug 24, Oct 26 meetings)				24									26										
TTC/TAC Action Item (Sept 28, Nov 16 meetings)									28							16							
Board Info Item (Sept 8, Nov 10 meetings)						8									10								
Board Action Item (Oct 13, Dec 8 meetings)											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> 10 points possible</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> 10 points possible</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> 10 points possible</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

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

 Yellow shading indicates project scores will be scaled based on the 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 Appleway</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

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

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



To: Transportation Technical 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 Technical 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@srctc.org](mailto:kjones@srctc.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 Technical 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.