

SAFE STREETS AND ROADS FOR ALL: SRTC GRANT PROPOSAL

TAC Meeting

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August 24, 2022

March Meeting Recap

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

SS4A Grant Program Highlights

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

SS4A Grant Program Highlights

- Two funding opportunities: action or implementation (not both)
- In order to be eligible for implementation you must have an eligible action plan
- Can self certify an existing or apply for an action planning grant

SS4A Action Plan Components

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

SS4A Grant Program Relevant Requirements

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

Proposal

- \$500,000 total project cost
- SRTC: project management; consultant supported (RFP)
- \$400,000 federal, \$100,000 local match
- City of Spokane, Spokane County, City of Spokane Valley: \$15,000 each
- SRTC: \$55,000 in reserve funds
- Plan developed to include “chapters” with localized data analysis and project identification and rolled up into regional priorities

Next Steps

- Board action at September meeting
- Submit application by September 15th
- Award announcements this winter
- Convene project team/engage stakeholders/develop RFP

Requested Action

Recommend the SRTC Board direct staff to apply to the Safe Streets and Roads for All grant program.

2022 Discussion Series Economic Vitality

Transportation Advisory Committee

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August 24, 2022

Discussion Series

Educate

Build a deeper understanding of topics

Dialogue

Dialogue and exchange ideas to advance transportation in the region

Identify

Identify transportation needs and future planning activities

Develop

Develop legislative policy positions and funding strategies

Refine

Refine metrics for project prioritization

Timeline

January
MPO Purpose

February
Quality of Life

March
Safety

April
Stewardship

May
Equity

June
Funding

July
Land Use & Transportation

August
Transportation Technology

September
Economic Vitality

October
**Unified List Prioritization
Strategy**

November
Review Priority Order

December
Approve 2022 Unified List

Unified List of Regional Transportation Priorities

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

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

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

Evaluating & Prioritizing Projects



Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

*Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.

PROJECT EMPHASIS AREAS

EQUITY

Project developed with a main emphasis on benefiting an area of potential disadvantage

CLIMATE CHANGE

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)



Economic Vitality Evaluation Criteria

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

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SAFETY

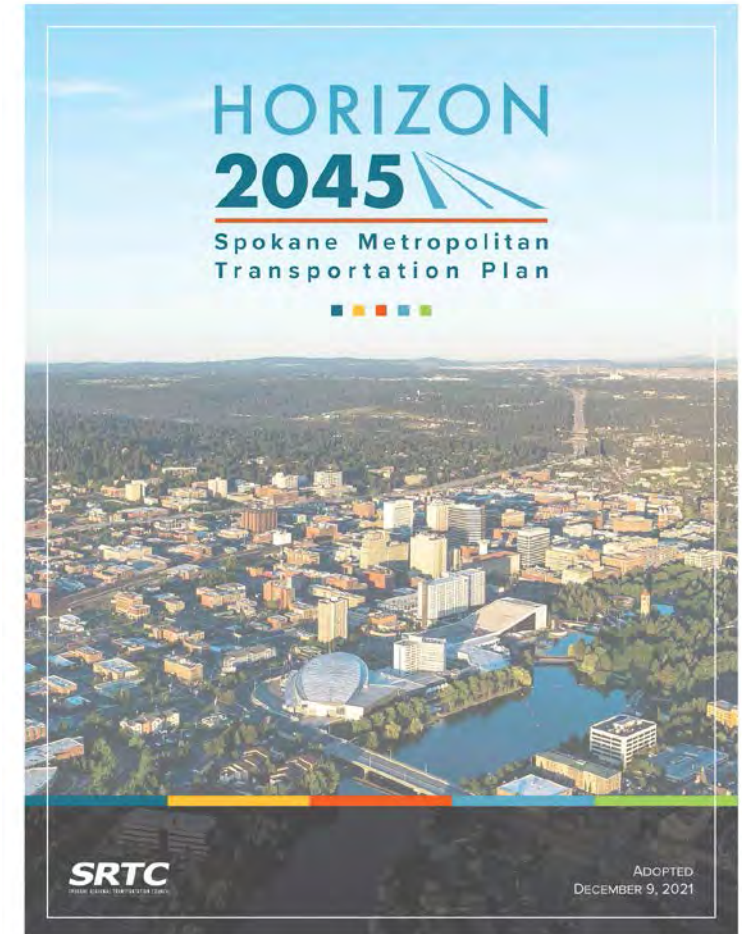
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Horizon 2045 Guiding Principle

Economic Vitality

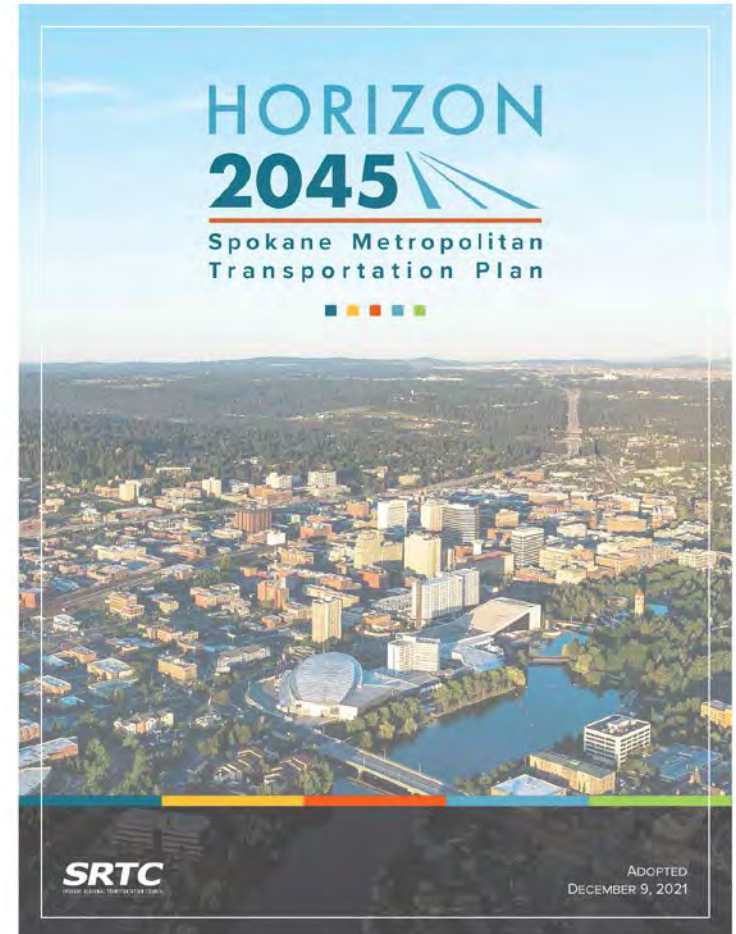
Investments and improvements in the regional transportation system will promote economic vitality by moving people, freight, and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between, and within economic activity centers, will stimulate commerce. Horizon 2045 should prioritize and coordinate regional transportation investments aimed at the development of a multimodal system that provides transportation opportunities and that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and regional employment areas.



Horizon 2045 Guiding Principle

Economic Vitality

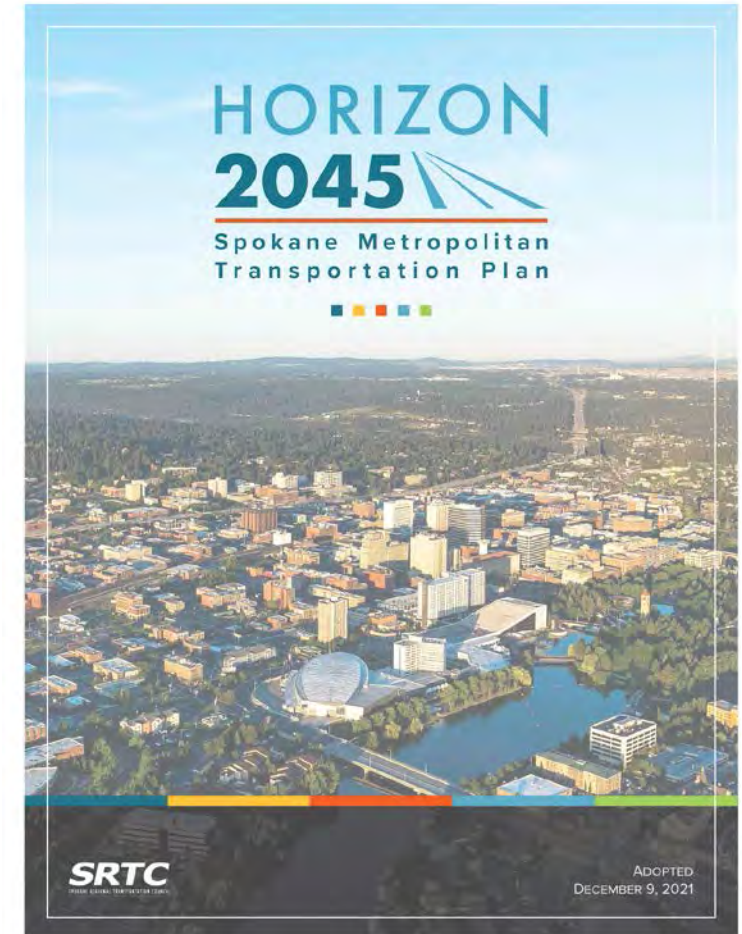
- Focus on people, freight, and goods movement to improve regional, national, and global competitiveness.
- Enhance accessibility and connections to economic activity centers.
- Prioritize multi-modal investments.



Horizon 2045 Guiding Principle

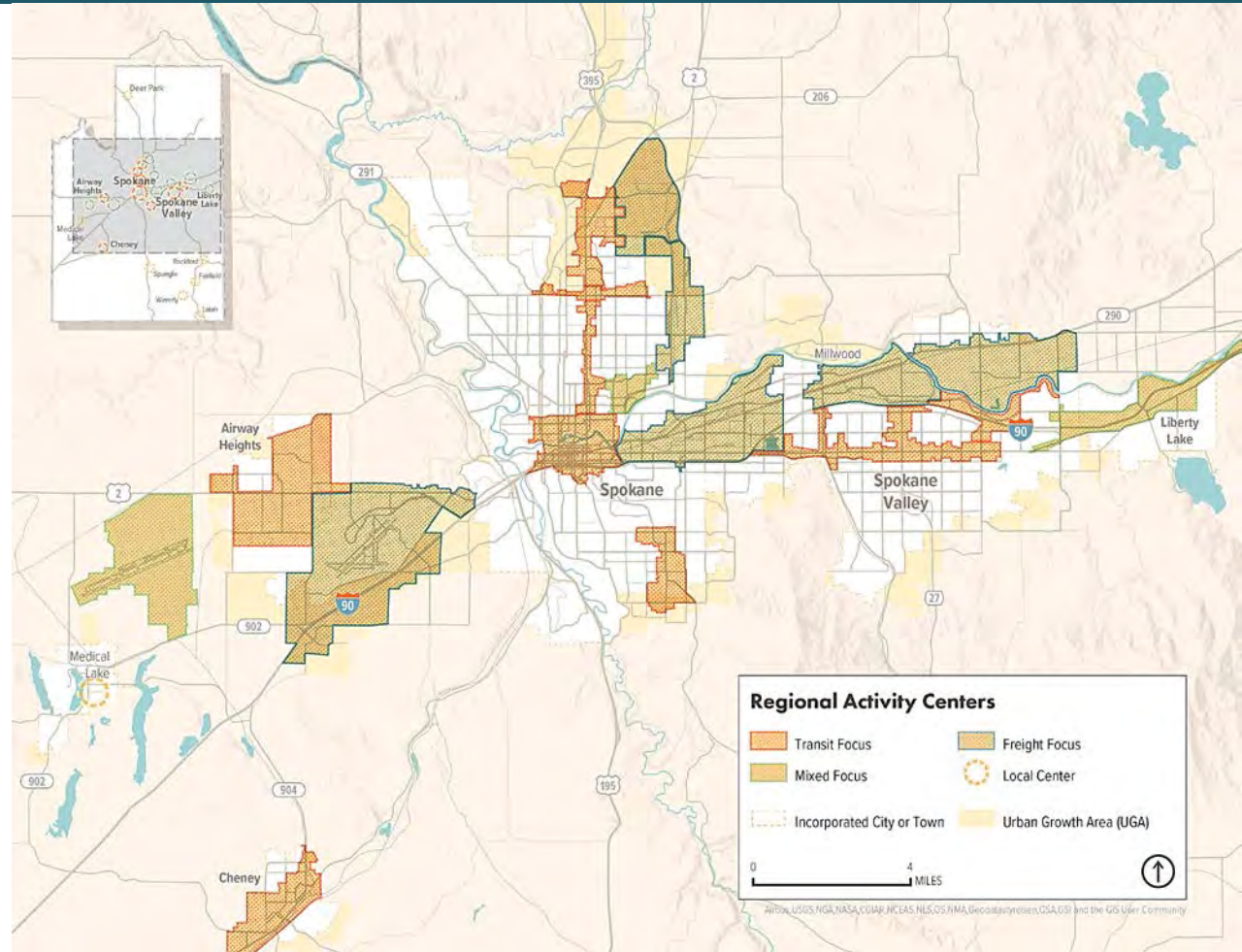
Economic Vitality Policies

- A) Prioritize transportation investments, by mode, that enhance accessibility and connections between city centers, regional centers, attractions, towns, and areas of regional employment.
- B) Support areas of potential economic development.
- C) Support the efficiency of freight movement.

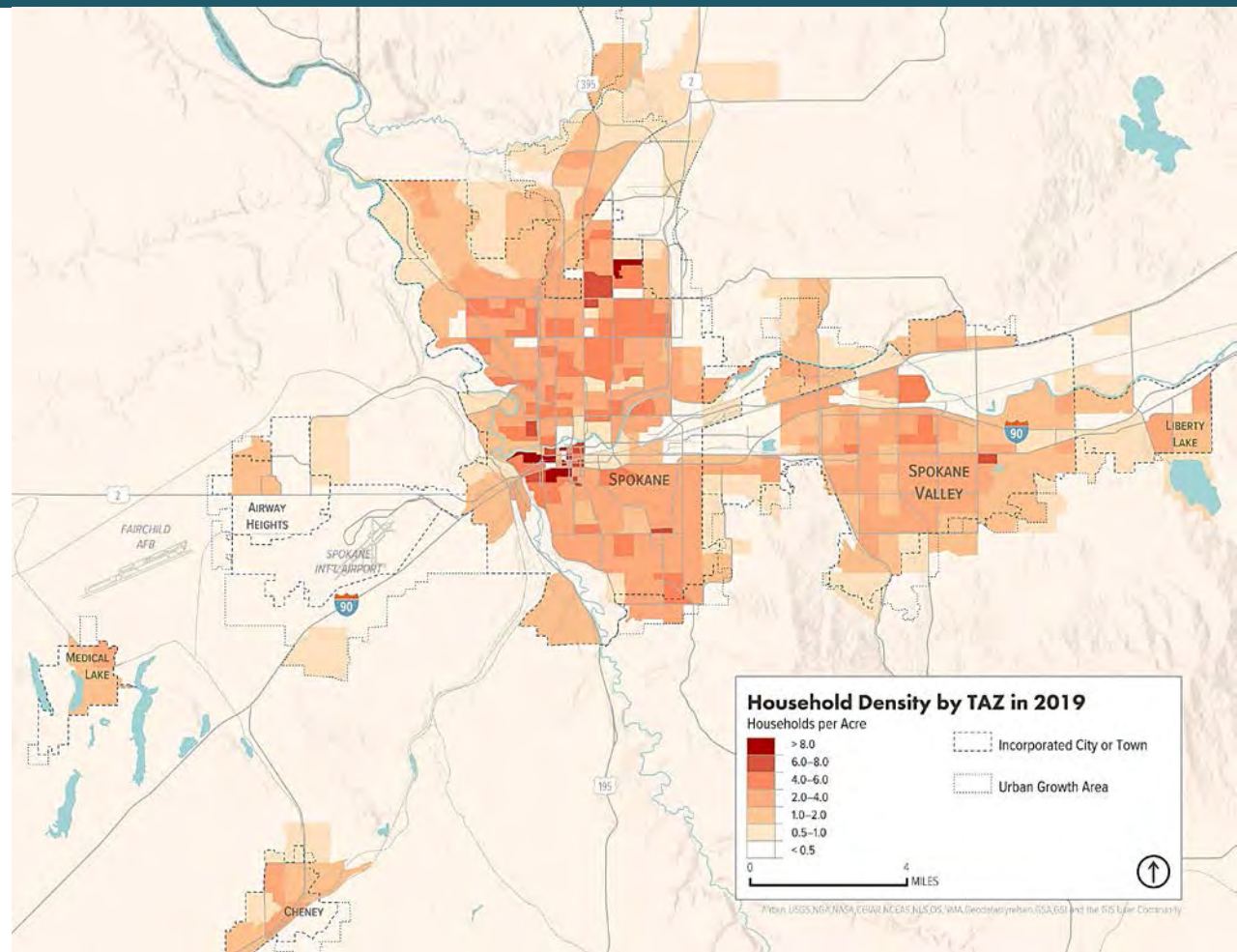
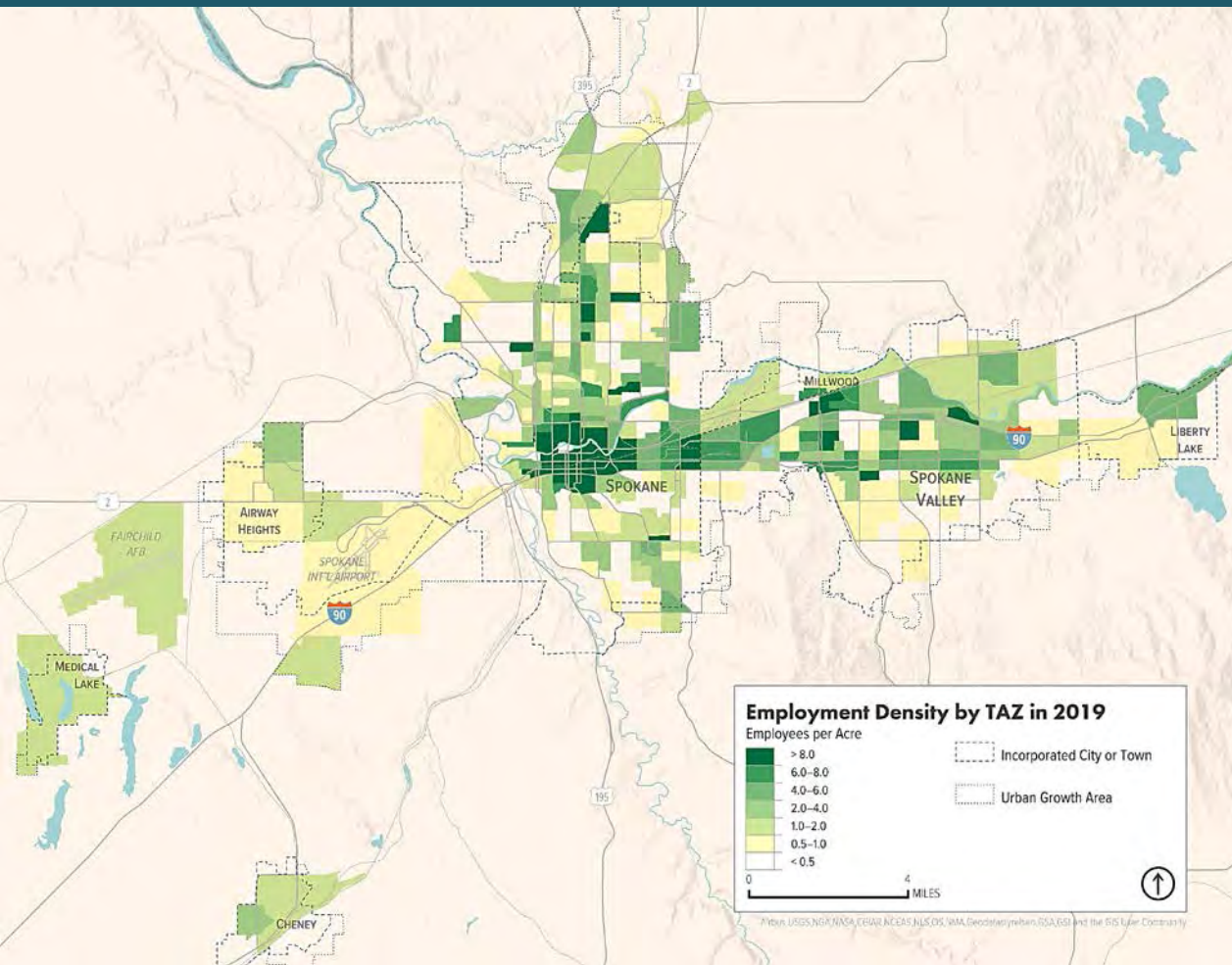


Regional Activity Centers

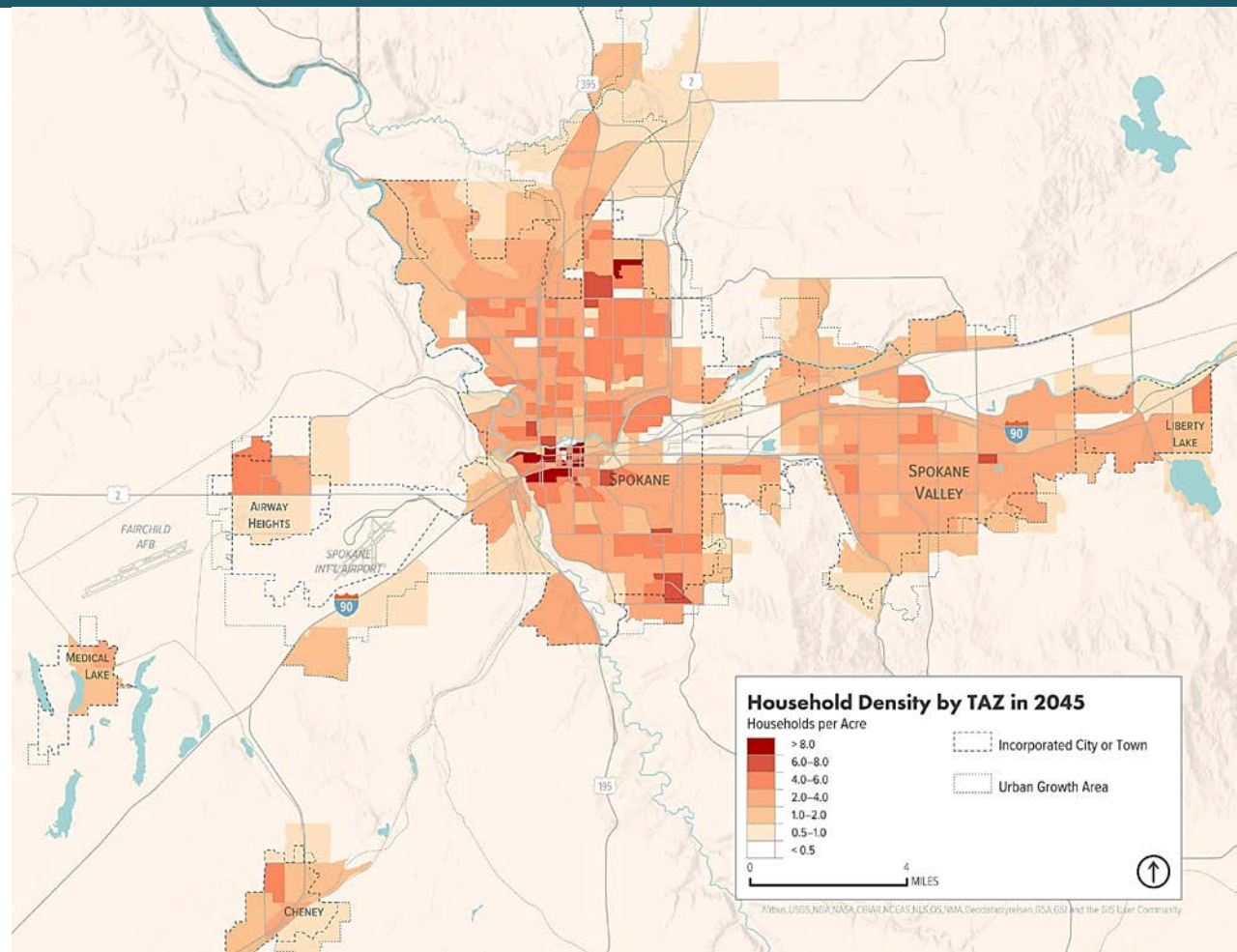
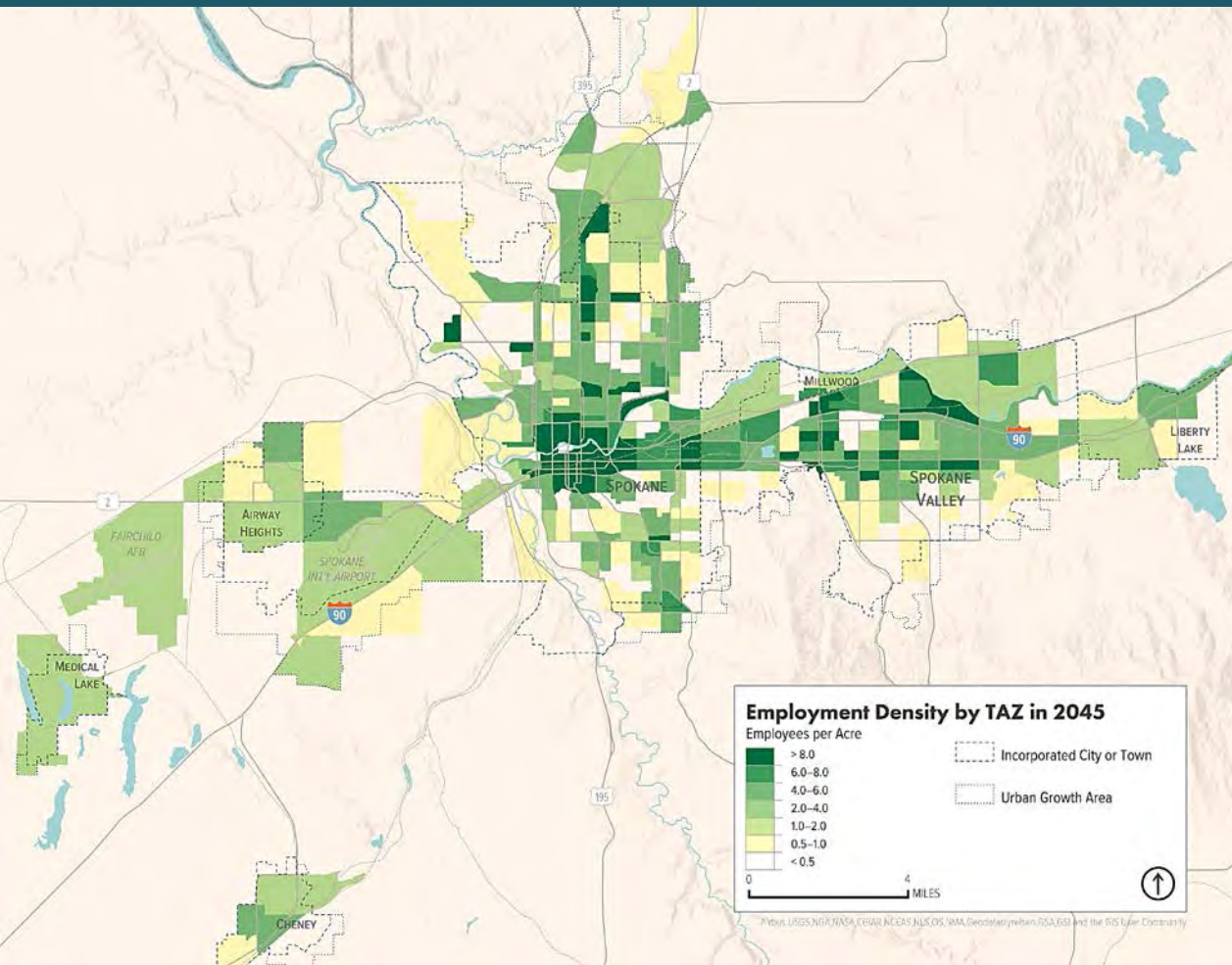
- Identified in Horizon 2045
- Areas of regional significance with high concentrations of employment
- Focused on transit, freight, or a mix of activities
- Focus determined by the types of jobs in a center
- Aid SRTC in planning for regional transportation needs and investments



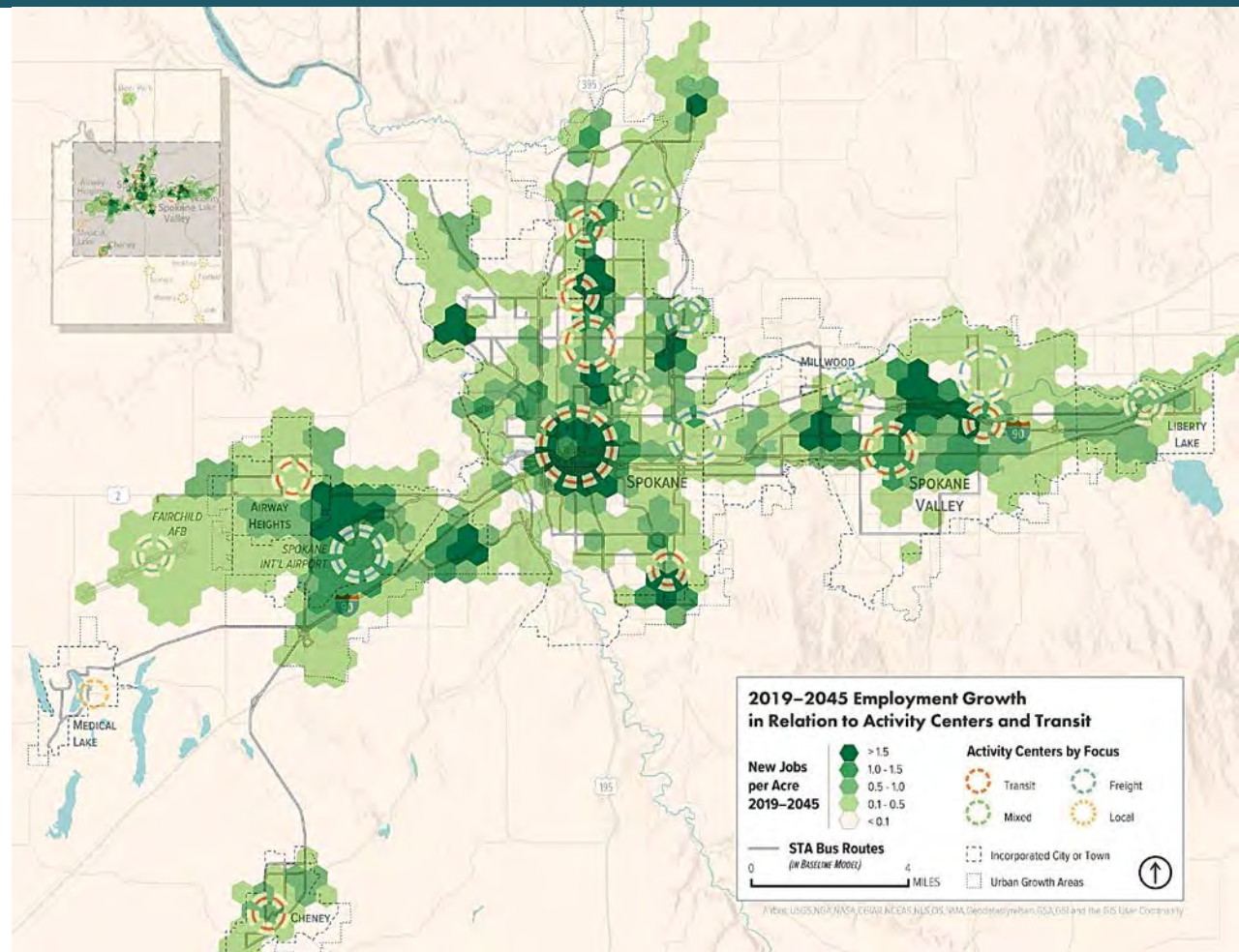
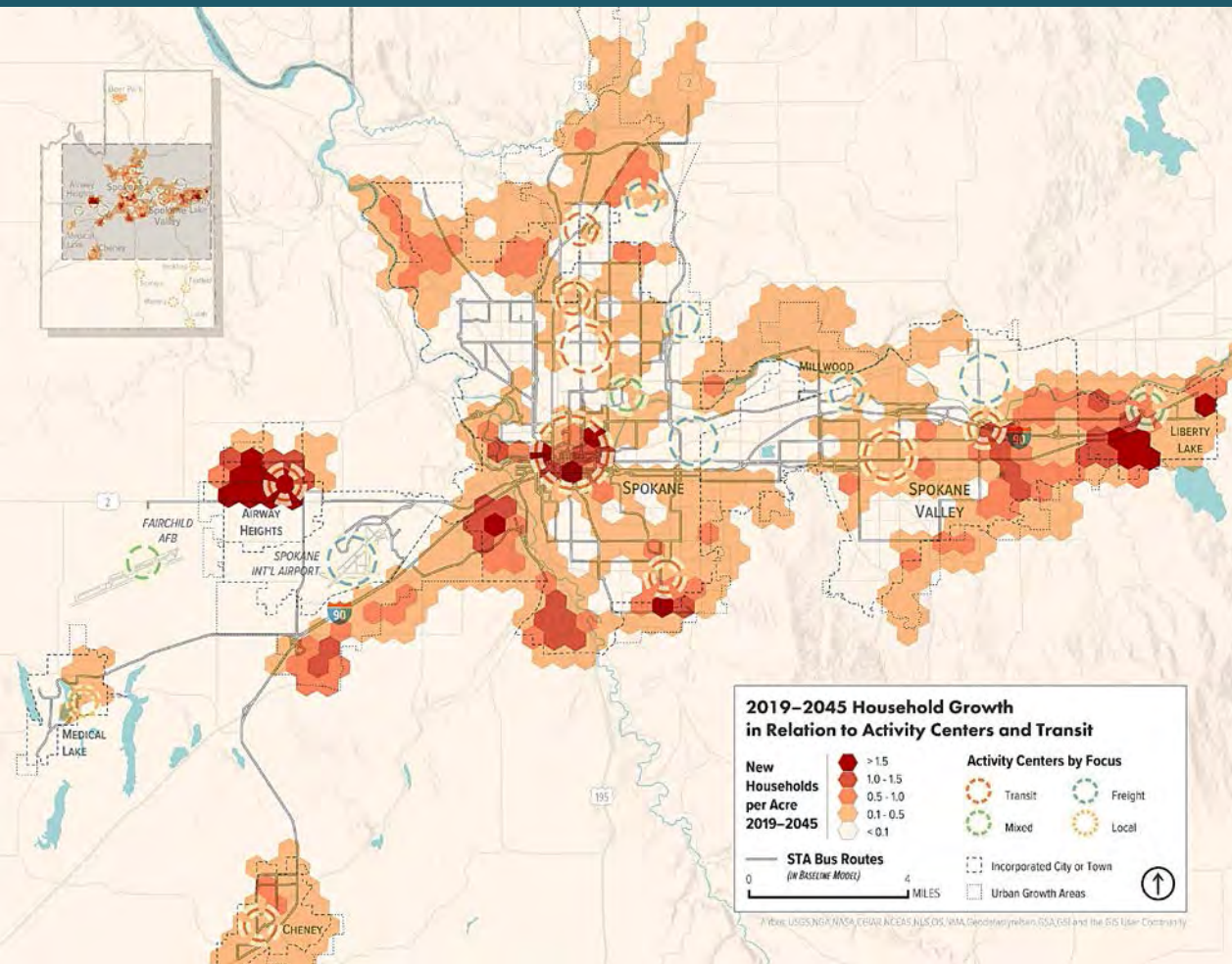
Connecting Jobs & Housing



Jobs & Housing: 2045 Forecast



Forecasted Growth: 2019–2045



Horizon 2045 Priority Networks

Freight



Vehicular



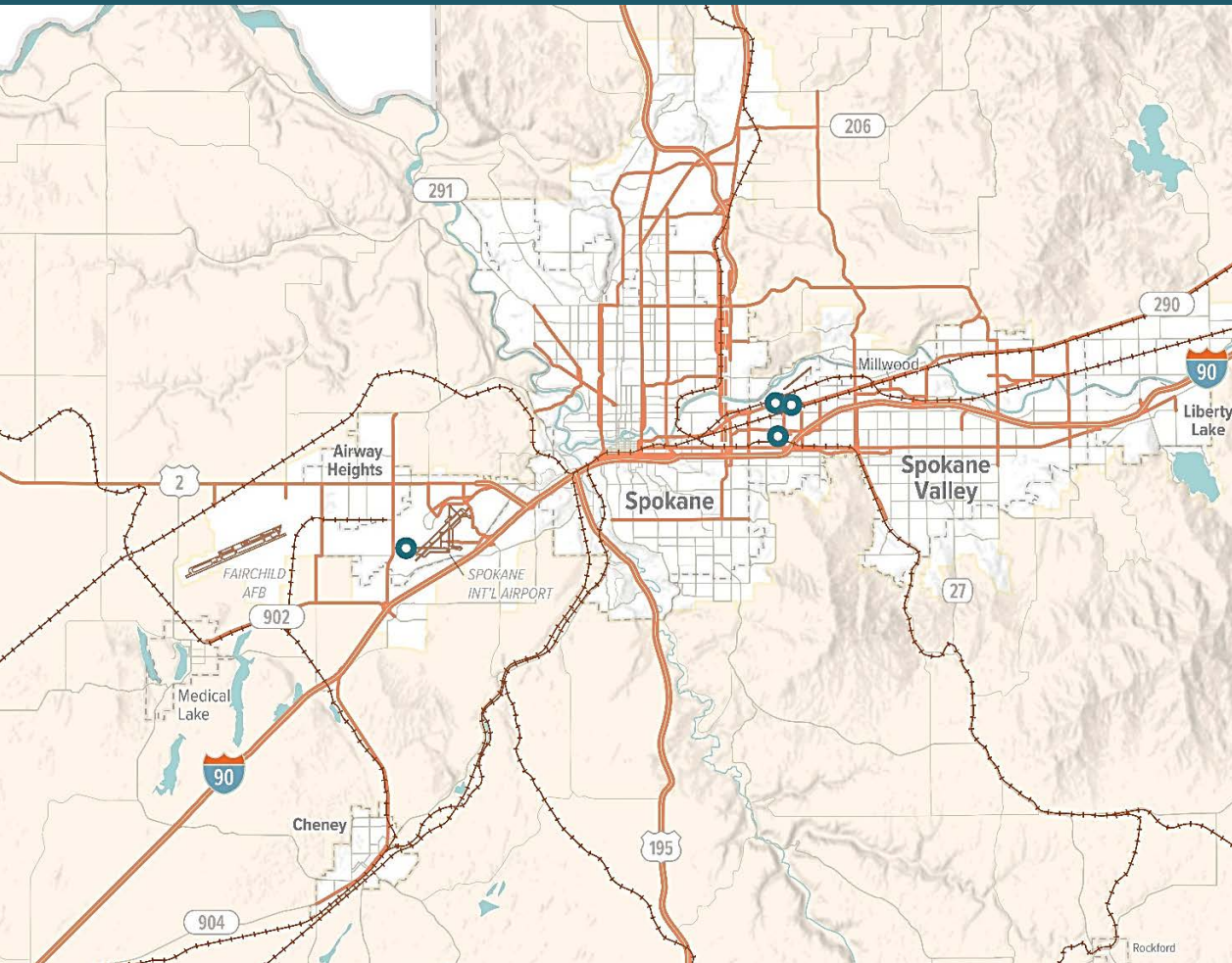
Bicycle



Transit



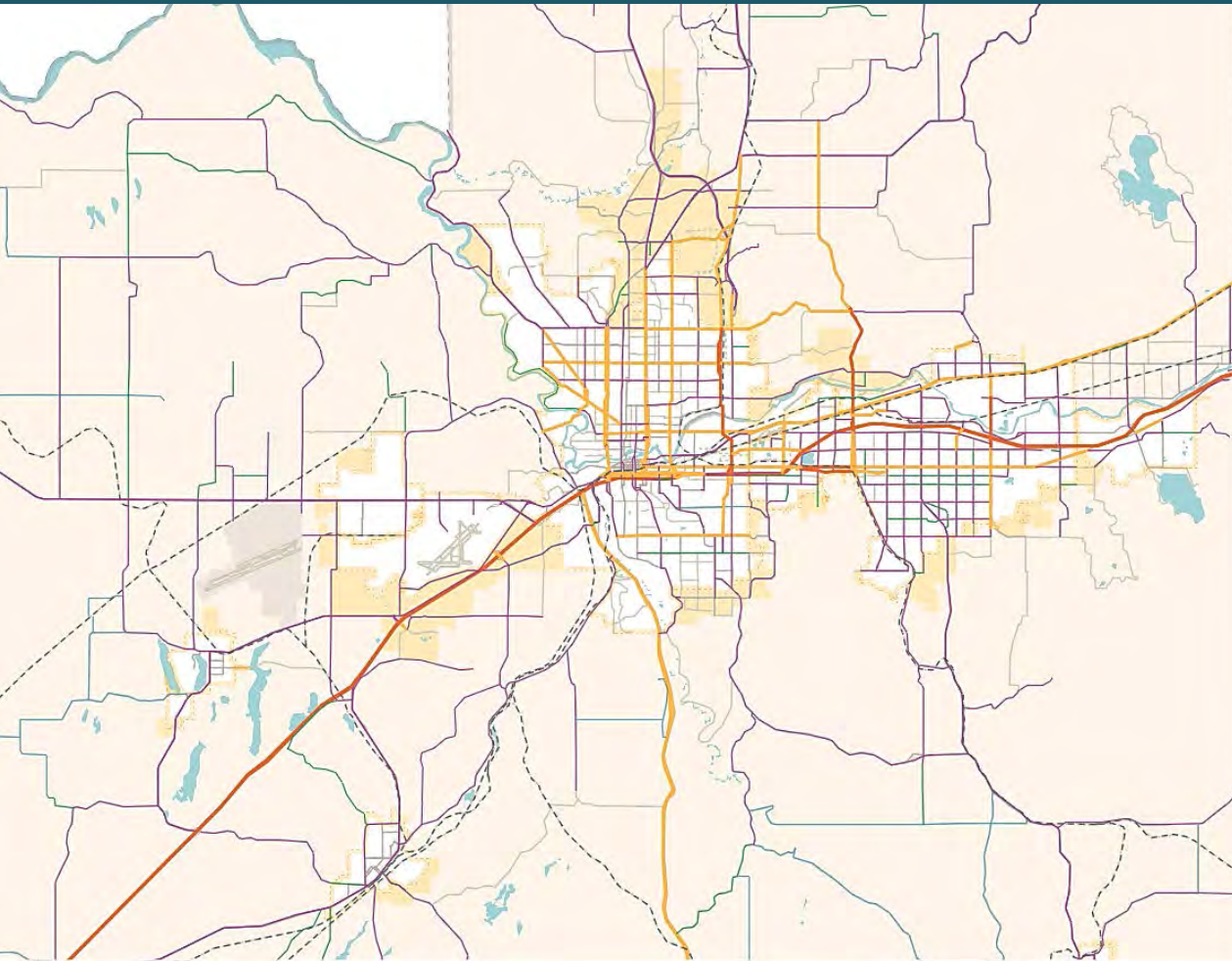
Regional Freight Priority Network



Freight Priority Network Includes:

- Tier 1 & 2 FGTS Routes
- Truck Freight Economic Corridors
- High priority truck routes identified in the Inland Pacific Hub study
- Major rail lines & air facilities

Freight & Goods Transportation System (FGTS)



FGTS Classifications

- Tier 1** More than 10 million tons per year
- Tier 2** 4 million to 10 million tons per year
- Tier 3** 300,000 to 4 million tons per year
- Tier 4** 100,000 to 300,000 tons per year
- Tier 5** At least 20,000 tons in 60 days

Economic Vitality Indicators

- Access between and within activity centers
- Current employment density
- Projected employment density
- Jobs created (*in-depth analysis required*)
- Types of jobs created (*requires in-depth analysis required*)
- Regional freight priority network
- FGTS Classification (*i.e., freight tonnage*)
- Freight volumes (*not available for all roadway segments*)

Discussion Questions

What economic vitality indicators for the region should SRTC track?

How should we measure the economic impacts of transportation projects?

Which economic vitality metrics should we use as criteria for the Unified List?

Based on the answers to the questions above, are there additional datasets SRTC needs to be collecting?

Thank You!

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Unified List of Regional Transportation Priorities

SRTC Committee Meetings


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For information and discussion

August 24, 2022



FUNDING
OPPORTUNITIES



Unified List of Regional Transportation Priorities- Purpose

Legislative Priority Statements

Priority One

Completion & Acceleration of the Connecting Washington Program

The 2015 Connecting Washington funding package provides \$16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in Connecting Washington projects in our region.

The SRTC Board supports efforts to maintain funding for the following Connecting Washington projects:

- US 395/North Spokane Corridor (NSC)
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
- I-90/Barker to Harvard
- The City Line

Additionally, the Board supports advancing funds to complete the NSC in 2026 than 2029 as currently programmed.

Priority Two

Increase Transportation System Preservation & Maintenance Funding

The SRTC Board recognizes that current funding levels are not sufficient to maintain our current transportation system in a state of good repair. The Board also recognizes that failing to adequately preserve and maintain the transportation system presents significant risks to our overall economic well-being and to the operating efficiency for moving people and goods in our region. The following information illustrates the significance of this issue:

Washington State Department of Transportation has identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. In the current highly constrained budget environment, biennial cash flow is not sufficient to keep the state system in good repair and thus each year increases the risks of system failures that have economic consequences to the region and the users of the system.

Over the next ten years in Spokane County, SRTC has identified with local jurisdictions \$2.6 billion in maintenance preservation needs on all local roadways. Based on historical expenditures, local agencies could fund \$1.1 billion of this need leaving a gap of \$1.74 billion over the next ten years. An additional \$65 million per biennium directed into Spokane County would cover a portion of unfunded need on important local arterials and collectors and could be reasonably delivered by local agencies.

The SRTC Board supports increased funding for existing programs for the preservation and maintenance of the state and regional transportation networks. The Board recognizes this as a long-term solution to address preservation and maintenance needs.

Priority Three

Maintain Funding for Projects Identified in the Forward Washington & Miles Ahead Washington Spending Bills

During the 2021 Legislative Session various transportation funding packages were considered. In particular, the Senate's Forward Washington package and the House's Miles Ahead Washington package included important projects in the Spokane County region.

The SRTC Board supports the inclusion of projects in a new transportation revenue package that were previously identified in the Forward Washington and Miles Ahead Washington programs.



Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

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			PROJECT SCREENING CRITERIA							
			MTP CONSISTENCY CRITERIA					EMPHASIS AREAS		
			PROJECT STATUS	ECONOMIC VIABILITY	Open to new Alternatives From MTP	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT								
Project Implementation Category										
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000								
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			PROJECT SCREENING CRITERIA							
			PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT		ECONOMIC VIABILITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Development Category										
DIVISION BUS RAPID TRANSIT New BRT corridor between downtown Spokane and Mead	Spokane Transit Authority	\$ 138,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
WELLESLEY AVENUE: FREYA TO HAVANA Reconstruction and a bike/ped trail	Spokane	\$ 3,400,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
WALL STREET CORRIDOR SAFETY IMPROVEMENTS Improve signal, crosswalk, add channelization from Greta Ave to Whitworth Dr	Spokane County	\$ 6,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
WHISTALKS WAY IMPROVEMENTS Reconfigure road, update transit routing, and construct parallel multi-use trail	Spokane	\$ 3,733,350	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
3RD AVENUE: PERRY TO HAVANA Reconstruction w/complete streets update	Spokane	\$ 8,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
FREYA STREET: GARLAND TO FRANCIS Reconstruction w/complete streets update	Spokane	\$ 18,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
NORTHEAST PDA: ROWAN AND MYRTLE New roadways w/sidewalks	Spokane	\$ 11,200,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Project Initiation Category										
PARK RD/BNSF GRADE SEPARATION Grade separate Park Rd & BNSF, construct at-grade intersection on Trent Ave	Spokane Valley	\$ 25,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
US 195 CORRIDOR PARK & RIDE Construct new park & ride facility	Spokane Transit Authority	\$ 5,575,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
ARGONNE ROAD & UPRIVER DRIVE INTERSECTION Construct dual lane roundabout	Spokane County	\$ 8,800,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
CITY LINE ROADWAY IMPROVEMENTS Reconstruction w/bike and ped improvements	Spokane	\$ 45,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
TOTAL (22 PROJECTS IN TOTAL)		\$ 435,339,850								



AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



PROJECT INFO SHEET

PROJECT LOCATION



ABOUT THE AREA

The Spokane International Airport is located in the West Plains, one of the fastest growing areas in Washington state. It is the second largest airport in the state and recognized by the Federal Aviation Administration as a small hub. It serves as an employment center for over 3,000 people and has a significant and expanding airfield and aerospace industry cluster. In total, the Airport has a \$3 billion annual economic impact on the Spokane region.¹

Each year, five million people travel on Airport Drive, a very busy Principal Arterial roadway, to visit the Airport. Vehicles traveling on Airport Drive must cross Spotted Road, a Critical Urban Freight Corridor that provides access to the Airport Industrial Park. The Airport Drive/Spotted Road intersection's geometry is considered dangerous, from a crash rate perspective, and improvements are needed to enhance the safety of the traveling public.

¹ Washington Aviation Economic Impact Study, July 2020
<https://wsdot.wa.gov/travel/aviation/aviation-plans-studies>

PROJECT OVERVIEW

Relocate Spotted Road outside of a Runway Protection Zone and construct a grade-separated interchange over the inbound and outbound roadways at Spokane International Airport, improving safety and efficiency for both surface and air transportation.

The total project cost is \$28,700,000

✓ In Horizon 2045

PROJECT STATUS: IMPLEMENTATION

Design	In Progress	% Funded	33%
Right-of-Way	N/A	In Existing Plan?	Yes
Environmental	In Progress		

PROJECT ATTRIBUTES

- Net present worth value of project benefits: \$55,700,000
- Addresses existing safety issues through innovative design that provides separation and reduces conflict points between the multiple modes of transportation operating in and around the Airport (e.g., passengers, shuttles, commercial cargo/freight, school buses, transit, and ride-share companies).
- Relocates the Airport Drive/Spotted Road interchange outside of the Runway Protection Zone to prevent air navigation hazards and increase safety to people on the ground.
- Promotes economic development and accommodates future demand placed on the transportation system as a result of the Airport's increasing commercial and cargo air traffic.
- Reduces greenhouse emissions and utilizes low impact practices.
- Enhances mobility on a Critical Urban Freight Corridor that carries over 360,000 tons of freight annually.

PROJECT FUNDING

Local Funds	\$	4,400,000
Federal/State Funds	\$	5,000,000
Unfunded Need	\$	19,300,000
Total Cost	\$	28,700,000

AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



SAFETY AND MOBILITY GAINS

- Primary objective is to improve vehicle and air transportation safety, which will be accomplished through innovative design, which reduces the number of conflict points from 25 to 18.
- Accommodates future traffic volumes, which are expected to grow by 1,000 vehicles per day within the next 10 years, due to the Airport's annual growth it is experiencing of 10% in commercial air traffic and 8% in cargo air traffic.
- Improves freight mobility and travel time reliability, as a result of grade separating Spotted Road from Airport Drive.

ECONOMIC BENEFITS

- Enhances the regional economy by improving access and mobility to the Airport and surrounding industrial area, which has an annual economic impact of \$3 billion.
- Provides safety and mobility gains that promote continued economic growth within the S3R3 Solutions Public Development Authority.

ENVIRONMENTAL CONSIDERATIONS

- Reduces greenhouse emissions by addressing traffic congestion at a critical intersection.
- Utilizes low impact practices and design standards aimed at protecting the natural environment.
- Interchange/grade-separated area protects the Airport's stormwater outfall area.

PROJECT SUPPORTERS

- Spokane International Airport
- City of Spokane
- Cheney Public Schools
- FedEx Corporation
- Greater Spokane, Inc.
- S3R3 Solutions
- Spokane County
- SRTC
- UPS
- USPS
- WSDOT

PREVIOUS PLANS AND STUDIES

- West Plains Transportation Subarea Plan (ongoing)
- Horizon 2045: Spokane Metropolitan Transportation Plan, 2021
- Spokane International Airport Master Plan, 2014
- Traffic County Collection and Traffic Study, 2020
- Drive Couplet Traffic Study, 2015
- West Plains - Spokane International Airport Transportation Study, 2014
- Spotted Road Lane Reconstruction Project, 2013
- Spotted Road Lane Reconstruction Project, 2008
- Spotted Road & Airport Drive Safety Improvements Study, 2006
- Spotted Road Safety Improvement Construction Project, 2005
- Transportation Impact Analysis, 2004

*A summary of these studies can be found in the project's 2021 USDOT RAISE Grant Application.



Funding awarded to Unified List Projects

- Federal, Congressional Earmarks - \$11.5M
- State, Move Ahead WA - \$59.7M
- Other Grant Opportunities - \$41.4M

Total Funding = \$112.6 M

Project Submittals for 2023


- Projects on your legislative or federal agendas
- Projects that have regional importance
- Projects that have a safety focus

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>Economic Vitality 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>Does the project provide access within or between two or more regional/local activity centers?</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>Cooperation & Leadership 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>Stewardship 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>Does the project incorporate electrification strategies?</p>	<p>Does the project increase resilience by adding redundancy in areas of limited connectivity?</p> <p><i>Note: This question was listed under economic vitality in 2022 Unified List.</i></p>	<p>Was the project developed with a main emphasis on reducing air quality emissions or VHT/VMT?</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>Operations, Maintenance & Preservation 10 points possible</p> <p>Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.</p>	<p>Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways?</p> <p><i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i></p>	<p>Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets?</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>Safety & Security 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>What countermeasures does the project incorporate to address safety issues or contribute to STA safety targets? <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>Is the project identified in a state or local plan, or an approved prioritized list of safety projects?</p>			
<p>Quality of Life 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 Appleyay</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>Equity 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

Committee Feedback

- Should Equity be the same weight as the Guiding Principle areas (10 points)?
- Should the Safety Guiding Principle have more weight ?
 - Highlighted by a checkmark on the Unified List
 - Sorted primarily by safety score and secondarily by total score
 - Be weighted more than the other Guiding Principles

Unified List of Regional Transportation: 2022 Update Project Management Schedule

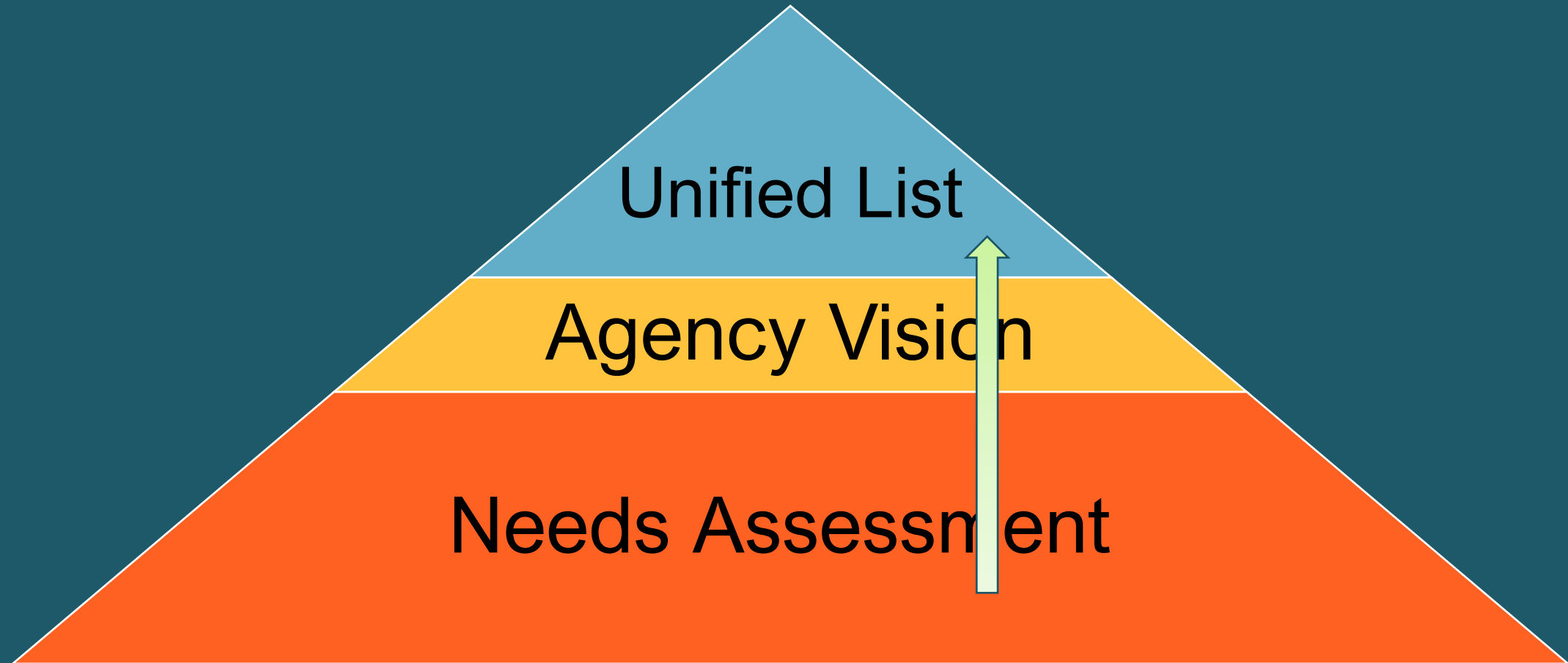
<i>Estimated Completion Date: Dec 2022</i>	AUG					SEPT				OCT					NOV				DEC			
Project Tasks <i>(Red & blue cells indicate TTC/TAC/Board touches)</i>	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26
(t1) Develop Draft Criteria				24		8																
(t2) Develop Project Information Form				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 <i>(grey cells indicate draft, black cells indicate final)</i>																						
Project Evaluation Criteria				C		B			C		B											
Update Priority Statements											B				B				B			
Project List													C		B	C			B			
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			

Next Steps

- **SRTC Website- Project Submission Form, Links, Maps**
- **Recommend approval of the Process and Criteria- Sept 28**
- **Members submit projects- Sept 12- Oct 5**



Where are we headed



Pipeline Approach

