

# Unified List of Regional Transportation Priorities

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SRTC Committees

Agenda Item 7 | Page 11

September 28, 2022


# For Action

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- **Recommend Board approval of the Unified List Process and Screening Criteria.**



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

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							
									MTP CONSISTENCY CRITERIA						EMPHASIS AREAS	
									PROJECT STATUS	ECONOMIC VIABILITY	Open to new Alternatives From MTP	STEWARDSHIP	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									

			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								
WELLESLEY AVENUE: FREYA TO HAVANA Reconstruction and a bike/ped trail	Spokane	\$ 3,400,000								
WALL STREET CORRIDOR SAFETY IMPROVEMENTS Improve signal, crosswalk, add channelization from Greta Ave to Whitworth Dr	Spokane County	\$ 6,000,000								
WHISTALKS WAY IMPROVEMENTS Reconfigure road, update transit routing, and construct parallel multi-use trail	Spokane	\$ 3,733,350								
3RD AVENUE: PERRY TO HAVANA Reconstruction w/complete streets update	Spokane	\$ 8,000,000								
FREYA STREET: GARLAND TO FRANCIS Reconstruction w/complete streets update	Spokane	\$ 18,000,000								
NORTHEAST PDA: ROWAN AND MYRTLE New roadways w/sidewalks	Spokane	\$ 11,200,000								
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								
US 195 CORRIDOR PARK & RIDE Construct new park & ride facility	Spokane Transit Authority	\$ 5,575,000								
ARGONNE ROAD & UPRIVER DRIVE INTERSECTION Construct dual lane roundabout	Spokane County	\$ 8,800,000								
CITY LINE ROADWAY IMPROVEMENTS Reconstruction w/bike and ped improvements	Spokane	\$ 45,000,000								
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.<sup>1</sup>

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.

<sup>1</sup> 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
<b>Total Cost</b>	<b>\$</b>	<b>28,700,000</b>

## 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 | • Greater Spokane, Inc. | • UPS   |
| • City of Spokane               | • S3R3 Solutions        | • USPS  |
| • Cheney Public Schools         | • Spokane County        | • WSDOT |
| • FedEx Corporation             | • SRTC                  |         |

### 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](#).




## 2023 Unified List of Regional Transportation Priorities

# Project Evaluation Criteria **DRAFT** Includes 8/24 TTC & TAC Feedback

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 30 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>Question 1a (5 points):</b> <b>Does the project provide access within or between two or more regional/local activity centers?</b></p> <p>Question 1b (5 points): If yes to 1a, does the project either: A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or B) contain freight-supportive elements and improve access in a freight or mixed focus activity center.</p>	<p>Question 2 (10 points): What is the forecasted 2045 employment density within a 0.5 mile buffer of the project?</p> <p>What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?</p>	<p>Question 3 (10 points): 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 30 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>Question 1 (15 points): Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?</p>	<p>Question 2 (15 points): Is the project identified in other agency plans and/or has it gone through a documented public outreach process?</p> <p><i>Question scoring scaled based on TTC/TAC feedback</i></p>	
<p><b>Stewardship</b> <b>10 30 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>Question 1 (10 points):</b> <b>Does the project incorporate electrification or other clean fuel strategies?</b></p> <p><i>Note: This question was listed under economic vitality in 2022 Unified List.</i></p>	<p><b>Question 2 (10 points):</b> <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>Question 3 (10 points):</b> <b>Was the project developed with a main emphasis on reducing Does the project reduce air quality emissions or VHT/VMT?</b></p> <p><i>Note: This questions relates to the State Vehicle Miles of Travel Targets Proviso.</i></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

**Red text** indicates revisions based on 8/24 TTC and TAC feedback

<b>Operations, Maintenance &amp; Preservation</b> 10-30 points possible  Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.	<b>Question 1 (10 points):</b>  Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways?  <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	<b>Question 2 (10 points):</b>  Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets?  <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	<b>Question 3 (10 points):</b>  Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
<b>Safety &amp; Security</b> 10-30 points possible  Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.	<b>Question 1 (15 points):</b>  What countermeasures does the project incorporate to address safety issues <del>crashes that result in serious or fatal injury?</del> <b>crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets?</b> Review collision data to see if countermeasures address existing issues.  <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	<b>Question 2 (15 points):</b>  Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	<div><i>Note: Questions 4 and 5 under Quality of Life removed based on TTC/TAC feedback.</i></div> <div><b>Question 4:</b> <i>Is the AT proposal context-appropriate for all ages and abilities?</i></div> <div><b>Question 5:</b> <i>If AT or transit facilities are proposed, does the project improve connectivity to a major destination?</i></div>
<b>Quality of Life</b> 10-30 points possible  Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.	<b>Question 1 (10 points):</b>  Is the project on the Regional Bicycle Priority Network and does it have a bike-supportive element(s); <del>or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?</del>	<b>Question 2 (10 points):</b>  Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)?  <i>Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.</i>	<b>Question 3 (10 points):</b>  Does the project extend or fill a gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails?  <i>Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Millwood, and Appleway</i>  <i>Question scoring scaled based on TTC/TAC feedback</i>
<b>Equity</b> 10-30 points possible  Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.  <i>*These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.</i>	<b>Question 1 (10 points):</b>  <del>Was the project developed with a main emphasis on benefiting</del> <b>Does the project directly benefit residents in</b> an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	<b>Question 2 (10 points):</b>  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?	<b>Question 3 (10 points):</b>  Does the project provide access, <del>or increase transit frequency,</del> between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?
			<b>Question 4* (not scored):</b>  Does the project include potential negative impacts to areas of potential disadvantage? If yes, please describe efforts to mitigate these impacts.  <i>*Question not scored; asked for informational purposes only. SRTC is actively developing a methodology to evaluate negative equity impacts for future updates to the Unified List.</i>

# 2023 Unified List of Regional Transportation Priorities

## List Update Schedule **DRAFT**

	AUG 2022					SEPT 2022				OCT 2022					NOV 2022				DEC 2022			
Project Tasks (red & blue cells indicate TTC/TAC/Board touches)	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			
Project Deliverables (light gray cells indicate preliminary drafts, dark gray cells indicate final drafts)																						
Project Evaluation Criteria				C		B			C		B											
Updated Priority Statements											B				B				B			
Project List													C		B	C			B			
Board & Committee Touches																						
TTC/TAC Info Item (Aug 24, Oct 26 meetings)				24									26									
TTC/TAC Action Item (Sept 28, Nov 16 meetings)									28							16			10			
Board Info Item (Sept 8, Nov 10 meetings)						8									10							

# Board Feedback

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- Equity is a new focus area recommended for scoring
- Safety emphasis to be reflected in the legislative statements

# Next Steps

- SRTC Website- Project Submission Form, Links, Maps
- Submit by Oct 5<sup>th</sup>
- Present draft Unified List-Oct 26<sup>th</sup> meeting
- Recommend Unified List approval -Nov 16<sup>th</sup> meeting
- Board approval- Dec 8<sup>th</sup> meeting



# For Action

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- **Recommend Board approval of the Unified List Process and Screening Criteria as presented.**

# Pipeline Approach





# EQUITY PLANNING FRAMEWORK

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Transportation Advisory Committee

Information Item: SRTC Equity Planning Framework

Agenda Item 8, Page 15

September 2022

# Equity Planning Framework - Review

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- SRTC developing equity planning framework throughout CY 2022
- Framework to include recommendations related to equity in SRTC's planning and outreach
- Recruited work group of TAC, TTC (+ Board) members to help discuss, formulate recommendations
- Work group heard from guest speakers from other MPOs + neighborhood representatives
- Will be returning to the TAC and TTC next month with draft framework document for review and feedback.

# Equity Planning Framework - Purpose

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- Competition for funding - changing situation at state, federal levels
- Addressing equity takes regional coordination
- Community strength - Equitable growth as ideal growth
- Spokane region home to many potentially disadvantaged residents

# Equity Planning Framework - Themes

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Engagement Processes



Increasing Access to Opportunities



Sustainability, Health and Safety



Equity Spending + Project Prioritization

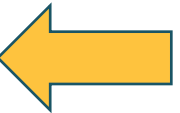


Performance Evaluation Metrics

# Steps



1. Mission Statement, Charter
2. Identify range of potential tools and strategies to incorporate equity into SRTC policy, project evaluation, data needs, and outreach
3. **From tools and strategies, develop and prioritize a set of specific recommendations and next steps**



# Draft Timeline

Work Plan: SRTC 2022 Equity Framework Development	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
<i>Numbers indicate anticipated work group meetings.</i>												
Draft committee [C], board [B] touches	C	B				B, C			C	C	B, C	B
Introduce work plan to Board and Committees.	○	○										
Assist/advise call for projects - equity project evaluation.	○	○	○									
Develop equity planning work group from TAC and TTC members (to meet approx. every 6 weeks).		○	○									
Refine mission statement based on feedback. First work group meeting in March.		○	①									
Work group guest speakers: Equity Planning Tools and Strategies				②								
Work group meetings: Identify potential tools and strategies. Explore alternatives for implementation.				○	③	④						
Work group meetings: Develop and prioritize a set of specific recommendations and next steps to operationalize equity in transportation planning.						○	⑤	⑥				
Compose draft equity framework and recommendations.							○		○			
Return to Board with draft framework and recommendations.									○	○		
Refine framework and recommendations.									⑦	⑧	○	
Committees' (TAC/TTC) recommendation for Board approval.											○	
Return to Board for Final Approval.												○
Social Equity Mapping Tool - Update Data and Tool	To be updated October 2022 - pending full availability of decennial census data tables											

# Equity Planning Framework - Attachment

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- Attached in packet: Rough draft set of top recommendations by theme
- Opportunity to review, ask questions, provide comments
- Additional opportunity for committee feedback after next month's meeting

# Thank you!



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# Coordinated Public Transit-Human Services Transportation Plan

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September 28, 2022

Transportation Advisory Committee

Agenda Item 9, Pg. 23

# What is the CPT-HSTP?

- **Planning effort to:**
  - Review available transportation services
  - Assess needs / gaps and identify strategies
- **Benefit people with special transportation needs**
  - Low-income
  - Seniors
  - People with disabilities



# Requirements

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- **Plan update every 4 years**
- **Needed for State and Federal funding programs**
  - **WSDOT Consolidated Grant Program**
  - **Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities (Federal Transit Administration)**

# Draft Plan



- Community outreach + Survey over last several months
- Draft CPT-HSTP released on 9/1

# Draft CPT-HSTP

- Draft Plan & Appendices available on project page
- Srtc.org > Plans & Programs > Coordinated Public Transit...



# Timeline

Feb	March - July	July-Aug	Sept	Sept-Oct	Nov	Dec
Kick-Off	Outreach & Needs Assessment	Develop Draft Plan	Draft Plan complete (Sept 1)	Draft Review to 10/14 	Final Plan and SRTC Board approval	Consolid. Grant project ranking

# Next Steps

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- **Finalize Draft Plan for October Committee meetings**
- **Will seek TAC assistance at next meeting to rank projects submitted through WSDOT's Consolidated Grant Program**

# Thank You

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# CY 2023 Transportation Improvement Program (TIP) Guidebook

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**Transportation Advisory Committee**

**Kylee Jones, Associate Transportation Planner III**

**Agenda Item 10, Page 24**

**9.28.22**

# TIP Guidebook

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- Outlines goals & objectives of the TIP
- Identifies policies & procedures
- Important timelines
- Updated annually

DRAFT  
**2023**

## Transportation **IMPROVEMENT PROGRAM GUIDEBOOK**

**SPOKANE REGIONAL  
TRANSPORTATION COUNCIL**  
421 W RIVERSIDE AVE SUITE 500  
SPOKANE WA 99201

📞 509-343-6370

✉ [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org)

🌐 [www.srtc.org](http://www.srtc.org)

**SRTC**  
SPOKANE REGIONAL TRANSPORTATION COUNCIL

# 2023 Updates

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- The addition of a Toll Credits Policy, which was approved by the SRTC Board of Directors on 05/12/22.
- Minor updates to Policy 3.2 and Policy 4.4
- Updated amendments and administrative modification schedules
- Updated the name of the “Regional Project Priority List” to “Contingency List” throughout the guidebook

# Toll Credit Policy

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**Policy 7.1 - SRTC may use Toll Credits to increase the share of a project to meet TIP obligation delivery targets. If utilized, available funds will be distributed across eligible projects or agencies.**

**Policy 7.2 - SRTC may use Toll Credits for small towns under 5,000 in population to replace total match for projects funded by STBG and STBG-Set Aside funding**

# Policy 3.2

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Policy 3.2 SRTC is responsible for determining whether a project change is an amendment or administrative modification. **SRTC reserves the right to process amendments as often as necessary.**

# Policy 4.4

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If a project phase will not meet its targeted obligation date; SRTC may grant the project sponsor a one-time extension of up to two (2) years **with a written request from the project sponsor by January 17, 2023.** The SRTC Board will be given an informational presentation of the **projects requesting an extension at their February Board meeting.** The project sponsor has 30 calendar days from the date it was notified of the administrative extension to submit a revised project delivery schedule for the project to SRTC. If a revised schedule has not been received within that time period, the project will be presented to the SRTC Policy Board for direction and possible removal from the TIP.

# Amendment & Admin Mod. Schedules

- No July TAC & TTC Meeting
- No Aug Board Meeting

## 2023-2026 Transportation Improvement Program (TIP) Amendment Schedule

Dates in Calendar Year 2023 (except where noted)

January Amendment		July Amendment	
Amendment Request Due Date	12/2/22	Amendment Request Due Date	6/2/23
SRTC Staff Review & Air Quality	12/05 – 12/09/22	SRTC Staff Review & Air Quality	6/5 – 6/9/23
Public Comment Period (10 day)	12/14 – 12/23/22	Public Comment Period (10 day)	6/14 – 6/23/23
TTC & TAC Recommendation	12/28/22	TTC & TAC Recommendation	6/28/23
SRTC Board Approval	1/12/23	SRTC Board Approval	7/13/23
WSDOT STIP Amendment Due Date	1/20/23	WSDOT STIP Amendment Due Date	7/21/23
FHWA/FTA STIP Approval	~2/17/23	FHWA/FTA STIP Approval	~8/18/23
February Amendment		August Amendment	
Amendment Request Due Date	1/06/23	Amendment Request Due Date	No Amendment
SRTC Staff Review & Air Quality	1/09 – 1/13/23	SRTC Staff Review & Air Quality	No Amendment
Public Comment Period (10 day)	1/18 – 1/27/23	Public Comment Period (10 day)	No Amendment
TTC & TAC Recommendation	1/25/23	TTC & TAC Recommendation	No Amendment
SRTC Board Approval	2/9/23	SRTC Board Approval	No Amendment
WSDOT STIP Amendment Due Date	2/17/23	WSDOT STIP Amendment Due Date	No Amendment
FHWA/FTA STIP Approval	~3/17/23	FHWA/FTA STIP Approval	No Amendment
March Amendment		September Amendment	
Amendment Request Due Date	2/2/23	Amendment Request Due Date	8/4/23
SRTC Staff Review & Air Quality	2/6 – 2/10/23	SRTC Staff Review & Air Quality	8/7 – 8/11/23
Public Comment Period (10 day)	2/15 – 2/24/23	Public Comment Period (10 day)	8/16 – 8/25/23
TTC & TAC Recommendation	2/23/23	TTC & TAC Recommendation	8/23/23
SRTC Board Approval	3/9/23	SRTC Board Approval	9/14/23
WSDOT STIP Amendment Due Date	3/17/23	WSDOT STIP Amendment Due Date	9/15/23
FHWA/FTA STIP Approval	~4/21/23	FHWA/FTA STIP Approval	~10/20/23
April Amendment		October Amendment	
Amendment Request Due Date	3/3/23	Amendment Request Due Date	9/1/23
SRTC Staff Review & Air Quality	3/6 – 3/10/23	SRTC Staff Review & Air Quality	9/4 – 9/8/23
Public Comment Period (10 day)	3/15 – 3/24/23	Public Comment Period (10 day)	9/13 – 9/22/23
TTC & TAC Recommendation	3/22/23	TTC & TAC Recommendation	9/27/23
SRTC Board Approval	4/13/23	SRTC Board Approval	10/12/23
WSDOT STIP Amendment Due Date	4/21/23	WSDOT STIP Amendment Due Date	10/20/23
FHWA/FTA STIP Approval	~5/19/23	FHWA/FTA STIP Approval	~11/17/23
May Amendment		*The SRTC Board will also be approving 2024-2027 TIP at this meeting	
Amendment Request Due Date	4/7/23		
SRTC Staff Review & Air Quality	4/10 – 4/14/23	No amendments will be processed by WSDOT in November or December; the amendment process for the 2023 TIP is closed after the October cycle.	
Public Comment Period (10 day)	4/12 – 4/21/23		
TTC & TAC Recommendation	4/26/23		
SRTC Board Approval	5/11/23		
WSDOT STIP Amendment Due Date	5/19/23		
FHWA/FTA STIP Approval	~6/16/23		
June Amendment			
Amendment Request Due Date	5/5/23		
SRTC Staff Review & Air Quality	5/8 – 5/12/23		
Public Comment Period (10 day)	5/17 – 5/26/23		
TTC & TAC Recommendation	5/24/23		
SRTC Board Approval	6/8/23		

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

# Questions?

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