

Transportation Technical Committee Meeting Agenda

Wednesday, October 26, 2022 | 1:00 PM

Items in highlighted text had presentations which follow this page.

Time Item

- | | | |
|------|---|---|
| 1:00 | 1 | Call to Order / Record of Attendance |
| 1:02 | 2 | Approval of September 2022 TTC Meeting Minutes |
| 1:03 | 3 | Public Comments |
| 1:05 | 4 | TTC Member Comments |
| 1:10 | 5 | Chair Report on SRTC Board of Directors Meeting |

ACTION ITEMS

- | | | |
|------|---|---|
| 1:15 | 6 | CY 2023 Transportation Improvement Program (TIP) Guidebook (Kylee Jones) |
| 1:25 | 7 | Coordinated Public Transit-Human Services Transportation Plan (Jason Lien) |

INFORMATION AND DISCUSSION ITEMS

- | | | |
|------|----|---|
| 1:35 | 8 | Human Services Transportation Plan: Consolidated Grant Ranking Process (Jason Lien) |
| 1:45 | 9 | Equity Planning Framework (Michael Redlinger) |
| 1:55 | 10 | Unified List of Regional Transportation Priorities List & Priority Statements (Eve McMenamy) |
| 2:05 | 11 | Transportation Performance Management: Introduction (Mike Ulrich) |
| 2:10 | 12 | TTC Officer Elections (Ryan Stewart) |
| 2:15 | 13 | Passenger Rail (Guest Speaker: All Board Washington) |
| 2:25 | 14 | Agency Update and Future Information Items (Ryan Stewart) |
| 2:30 | 15 | Adjournment |

CY 2023 Transportation Improvement Program (TIP) Guidebook

TTC

Eve McMenamy, Deputy Executive Director

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10.26.2022

TIP Guidebook

- 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

🌐 www.srtc.org

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

2023 Updates

- The addition of a Toll Credits Policy
- 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

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

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

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.

Policy 4.4 Revision

If a project phase will not meet its targeted obligation date; the project sponsor **must submit a written request to SRTC** for a one-time extension of up to two (2) years. **The request must include an explanation for the request and identify proposed impacts, such as schedule or budget. Project extension requests will be shared with SRTC Policy Board by SRTC staff. Project extension will be reflected through an approved amendment of the TIP.**

Schedule updates

Amendment & Admin. Mod.

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

Schedule to be added:

- Call for Preservation Project in 2023

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	1/13/23	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	1/29/23	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		

Next Steps

- Sept 28 – TAC & TTC Informational
- Oct 11 – TIP Working Group
- Oct 13 – SRTC Board Informational
- Oct 26 – TAC & TTC Action
- Nov 10 – SRTC Board Approval

A nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow and orange lights. In the foreground, a large, multi-story building with a grid-like facade is prominent. To its left, another tall building features a sign that reads "STC". The city is set against a backdrop of dark, forested hills. In the lower-left corner, a sign for "PRIME TIME" is visible. The overall atmosphere is vibrant and urban.

Questions?

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6378 | kjones@srtc.org | www.srtc.org

Coordinated Public Transit-Human Services Transportation Plan

October 26, 2022

Transportation Technical Committee

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Requested Action

Recommend approval of the 2022 CPT-HSTP to the Board of Directors

What is the CPT-HSTP?

- Planning effort to:
 - Assess needs / gaps and identify strategies for public transportation
 - Benefit people with special transportation needs
 - Low-income
 - Seniors
 - People with disabilities
- Plan update every 4 years



Draft Plan

- Community outreach + Survey over several months
- Draft CPT-HSTP released on 9/1
- Public review period ended 10/14

Key Sections of Plan

- Regional Context
- Current Service Inventory
- Assessment of Transportation Services
- Strategies to Meet Regional Needs

Final Draft CPT-HSTP

- Posted to SRTC site and Project Page



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 Draft complete. 	Final Plan and SRTC Board approval	Consolid. Grant project ranking

Requested Action

Recommend approval of the 2022 CPT-HSTP to the Board of Directors

Thank You

Jason Lien

jlien@srtc.org

509.343.6370



Consolidated Grant Ranking Process

October 26, 2022

Transportation Technical Committee

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2023-2025 WSDOT Consolidated Grants

- **Support for human services public transportation**
 - Capital or Operating
- **Consolidated application for state and federal funding sources**
- **Application deadline 10/27**

Rankings

- **TTC volunteers needed to score applications**
- **Combined with TAC volunteers**
- **Scores will determine ABC rankings**

Ranking Timeline

- Scoring kick-off next week
- Individual scoring done by 11/9
- Bring suggested rankings before the TTC/TAC on 11/16
- TTC/TAC ranking recommendation for Board action in December

Contact



Jason Lien

jlien@srtc.org

509.343.6370

EQUITY PLANNING FRAMEWORK

Transportation Technical Committee
Information Item: Equity Planning Framework
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October 2022

Equity Planning Framework - Review

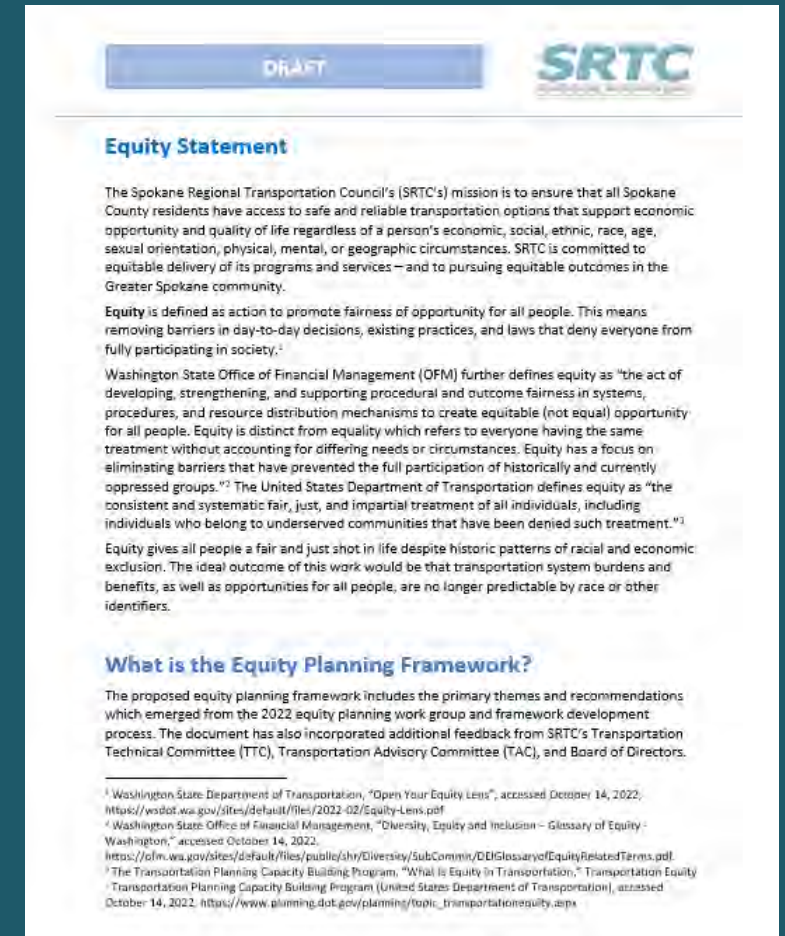
- SRTC developing equity planning framework - CY 2022
- Framework includes recommendations related to equity in SRTC's planning and outreach
- Recruited work group of TAC, TTC (+ Board) members to help discuss, formulate recommendations
- Will be returning to the TAC and TTC next month with refined framework document (action item)

Timeline

[illegible]

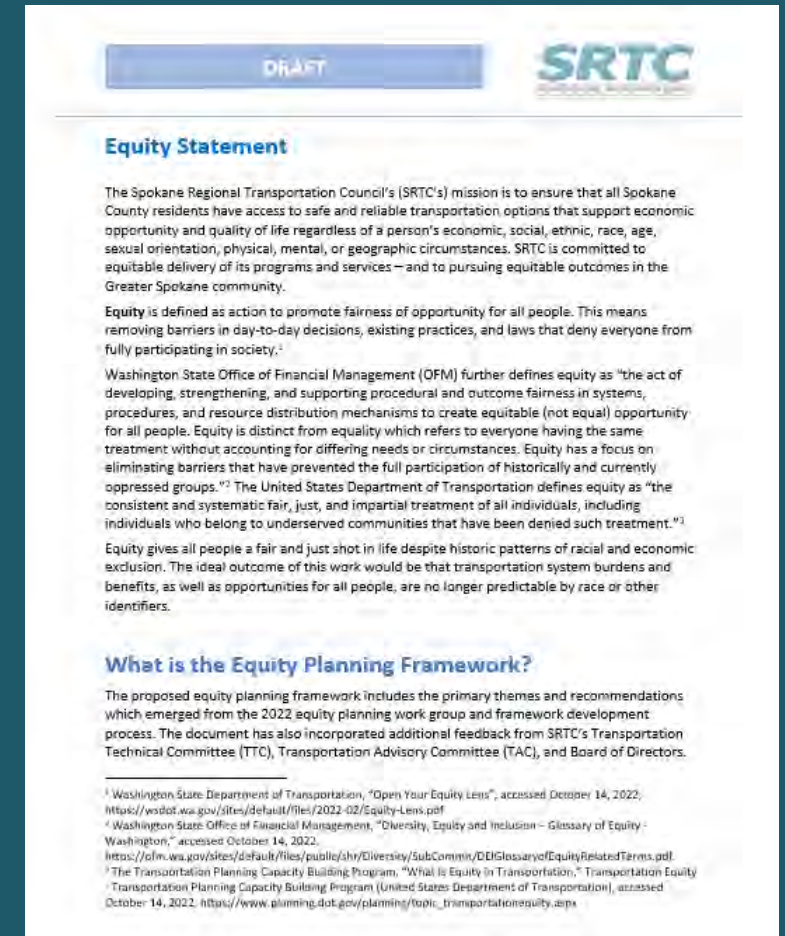
Equity Framework - Attachment

- Attached in packet: Draft Framework
- Opportunity to review, ask questions, provide comments

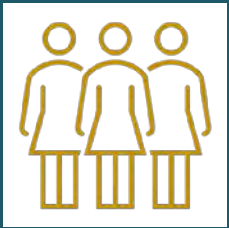


Equity Framework – Draft Document

- **Draft document includes...**
- Introduction, definition, equity statement
- Overview
- Equity work group members, development process
- Recommendations
- Documentation of all tools and strategies we discussed throughout the year



Equity Framework - Themes



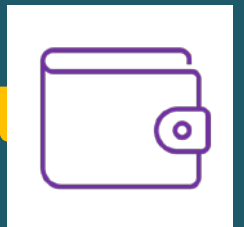
Engagement Processes

Increasing Access to Opportunities



Sustainability, Health and Safety

Equity Spending + Project Prioritization



Performance Evaluation Metrics

Equity Framework – Recommendations



- Recommendation: Equity should be included in the guiding principles. This would ensure equity is used as performance measure for major projects (such as the MTP, TIP, and Unified List) and allow the Board to set targets.



- Ask sponsors to report the level of engagement during project planning and outreach. Support projects with greater community support. Define what qualifies as meaningful engagement.



- Establish an equity work group or advisory group as a continuing activity. This would require Board action to establish the work group, including its composition and responsibilities.



- Add an equity statement into SRTC's Public Participation Plan as an update.

Equity Framework – Recommendations



- An equity planning assessment for projects (such as WSDOT's forthcoming environmental justice assessment tool or the University of South Florida's Center for Urban Transportation Research's Transportation Equity Toolkit).



- Track (year over year) investment levels likely to be used by / targeted towards EJ communities.



- Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations. This process could be utilized to help identify areas where projects may be impactful, as well as to help review project impact.



- Improve SRTC Safe & Complete Street Policy by identifying potential areas to improve transportation equity.

Equity Framework – Recommendations



- Regular staff-level training for SRTC staff and SRTC members. This could be coordinated by SRTC staff, or through a common third-party resource (such as WSDOT).



- Consider an SRTC policy (or Public Participation Plan update) to standardize compensation and incentives for public input in targeted outreach situations. This would include research on the most effective way(s) to utilize incentives as well as policy compliance with the federal and state government.



- Consider including equity in our annual Performance Management Framework (federally mandated measures). The tracking of investments over time and the forementioned equity work group or advisory group could play a role in pursuing this recommendation.



- Work on ensuring that design elements are implemented and built.

Equity Planning Framework

- Looking for Committee feedback
- Recommendations would still go through implementation processes
- Will be returning to the TAC and TTC next month with refined framework document
- Action item - recommendation for Board

Thank you!



Michael Redlinger
Associate Transportation Planner 2
mredlinger@srtc.org

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org

Unified List of Regional Transportation Priorities


SRTC Committees

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October 26, 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

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 SCREENING CRITERIA							
			MTP CONSISTENCY CRITERIA						EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	ECONOMIC VIABILITY	Open Access, Multimodal, Fair Mobility	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.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 out-bound 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 | • 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](#).





Recent Board Actions

- Approved the evaluation criteria
- Approved the development schedule
- Starting discussing Legislative Statements

2023 Unified List of Regional Transportation Priorities

Preliminary Project Evaluation Scoring **DRAFT -SCORES BEING VERIFIED**

< SORTED BY PROJECT STATUS CATEGORY, THEN TOTAL SCORE >

PROJECT TITLE	SPONSOR AGENCY	MAP ID	PROJECT TYPE	TOTAL COST	UNFUNDED AMOUNT	PROJECT STATUS	TOTAL SCORE
Pines Road/BNSF Grade Separation Project	Spokane Valley	SV-1	Rail/Highway Crossing	\$39,772,000	-	Implementation	178
South Barker Road Corridor	Spokane Valley	SV-2	Roadway Capital	\$28,620,000	\$18,167,000	Implementation	153
Spokane Valley River Loop Trail	Spokane Valley	SV-3	Bicycle & Pedestrian	\$16,500,000	\$14,750,000	Implementation	130
STA Fleet Electrification	STA	TA-3	Other Transit	\$35,800,000	\$7,600,000	Implementation	125
Division Bus Rapid Transit (BRT)	STA	TA-1	High Performance Transit	\$194,000,000	\$141,000,000	Development	203
I-90/Valley High Performance Transit	STA	TA-2	High Performance Transit	\$36,000,000	\$19,740,000	Development	169
US Highway 2 Multimodal Improvements Project	Airway Heights	AH-3	Bicycle & Pedestrian	\$25,719,210	\$24,842,210	Development	150
Millwood Trail - Spokane Phase	Spokane	SP-6	Bicycle & Pedestrian	\$6,405,942	\$6,288,884	Development	143
I-90 TSMO Improvements	WSDOT	WS-1	TSMO	\$20,000,000	\$20,000,000	Development	140
Spotted Road & Airport Drive Safety & Multimodal Improvements	SIA	IA-1	Safety	\$28,717,324	\$14,300,000	Development	133
West Plains Connection - Spokane Phase	Spokane	SP-10	Roadway Capital	\$4,877,622	\$4,877,622	Development	131
Spokane Falls Blvd	Spokane	SP-8	Roadway Capital	\$12,382,835	\$11,630,955	Development	131
6th Avenue Multimodal Improvements	Airway Heights	AH-1	Bicycle & Pedestrian	\$5,203,800	\$2,803,800	Development	125
Fish Lake Trail Connection Phases 1-3	Spokane	SP-3	Bicycle & Pedestrian	\$19,477,771	\$18,550,392	Development	120
Sullivan/Trent Interchange	Spokane Valley	SV-4	Roadway Capital	\$42,950,867	\$40,398,367	Development	114
Hayford/U.S. 2 Congestion & Safety Project, 21st Avenue Improvements	Airway Heights	AH-2	Roadway Capital	\$12,500,000	\$11,250,000	Development	113

2023 Unified List of Regional Transportation Priorities

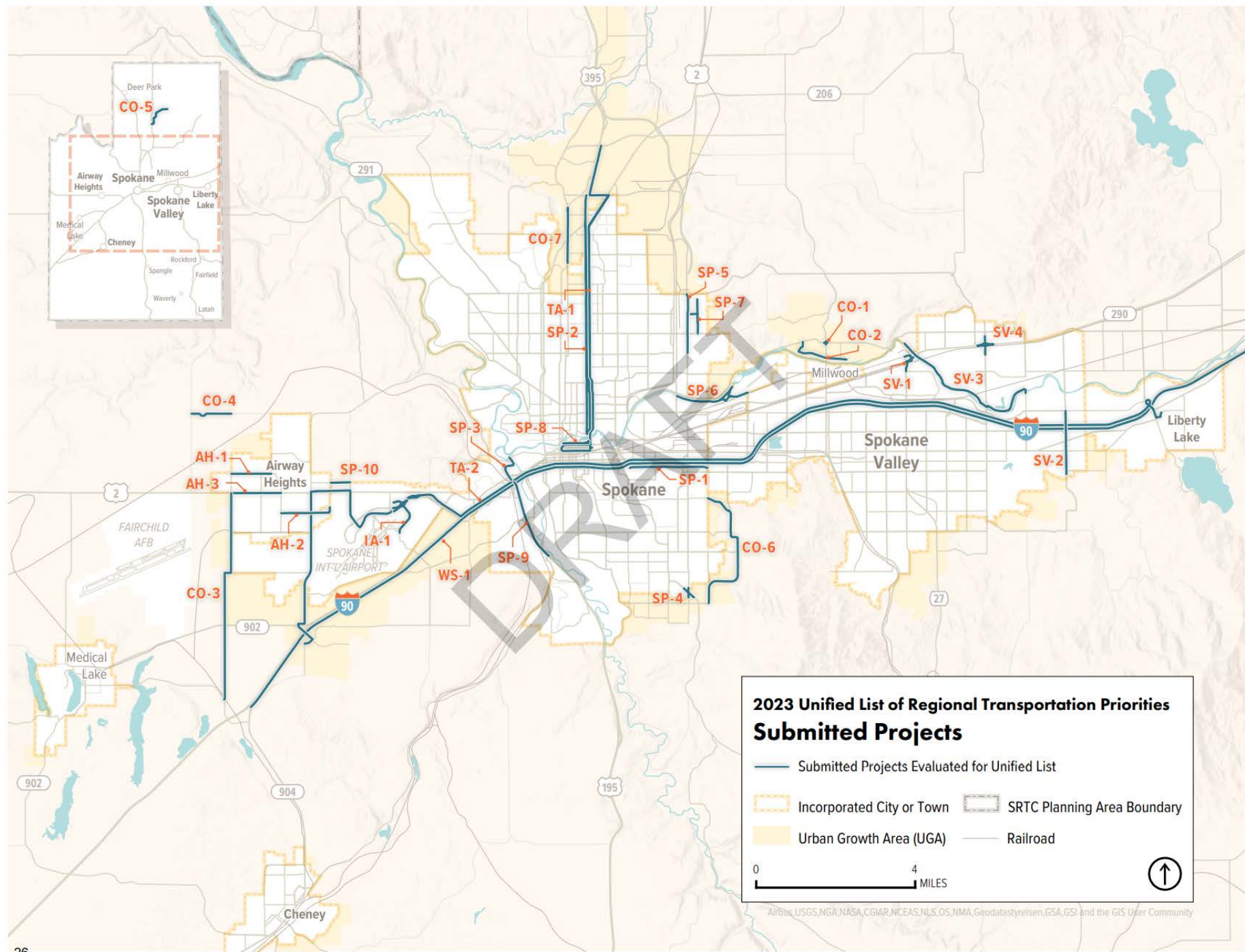
Preliminary Project Evaluation Scoring **DRAFT -SCORES BEING VERIFIED**

< SORTED BY PROJECT STATUS CATEGORY, THEN TOTAL SCORE >

PROJECT TITLE	SPONSOR AGENCY	MAP ID	PROJECT TYPE	TOTAL COST	UNFUNDED AMOUNT	PROJECT STATUS	TOTAL SCORE
Division Street Active Transportation Access Improvements	Spokane	SP-2	Bicycle & Pedestrian	\$25,727,793	\$25,727,793	Initiation	173
Freya Street / Palouse Highway Roundabout	Spokane	SP-4	Roadway Capital	\$4,988,000	\$4,900,000	Initiation	127
3rd Avenue: Perry to Havana Improvements	Spokane	SP-1	Roadway Capital	\$8,000,000	\$8,000,000	Initiation	123
Centennial Trail / Argonne Gap Project	Spokane County	CO-2	Bicycle & Pedestrian	\$6,960,000	\$6,800,000	Initiation	123
Wall Street Safety and Capital Improvement Project	Spokane County	CO-7	Roadway Capital	\$27,100,000	\$27,100,000	Initiation	121
US 195 Corridor Projects	Spokane	SP-9	Roadway Capital	\$18,394,333	\$18,394,333	Initiation	116
Northeast PDA: Rowan and Myrtle	Spokane	SP-7	Roadway Capital	\$8,819,954	\$8,819,954	Initiation	110
Freya Street: Garland to Francis	Spokane	SP-5	Preservation	\$10,589,584	\$10,589,584	Initiation	102
Craig Road Connection to Four Lake Interchange	Spokane County	CO-3	Reconstruction	\$45,400,000	\$45,400,000	Initiation	90
Argonne Road and Upriver Drive Intersection Improvement	Spokane County	CO-1	Reconstruction	\$6,530,000	\$6,230,000	Initiation	89
Glenrose Road Reconstruction	Spokane County	CO-6	Reconstruction	\$24,000,000	\$24,000,000	Initiation	80
Elk Chattaroy Road Reconstruction	Spokane County	CO-5	Reconstruction	\$22,200,000	\$21,584,431	Initiation	66
Deno Road Reconstruction	Spokane County	CO-4	Roadway Capital	\$4,700,000	\$4,700,000	Initiation	55

Projects Funded

- Pacific Avenue Greenway- City of Spokane
- Bigelow Gulch- Spokane County
- Wellesley Avenue, Freya to Havana-City of Spokane



AirPhoto, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community

2023 Unified List of Regional Transportation Priorities

List Update Schedule

	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				12		
Board Info Item (Sept 8, Nov 10 meetings)						8									10							

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.

Legislative Statements-Options

Expand resources to improve transportation safety in support of Target Zero

Pursue transportation funding strategies to address known gaps

1) Revenue strategies 2) Funding for preservation and maintenance

Ensure access to transportation in support of affordable housing strategies

Support increased funding for RTPOs

Encourage diversity in the development and application of clean fuel technologies

Fund regionally critical projects on the SRTC Unified List

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT STATUS CATEGORY
6th Avenue Multimodal Improvements	Airway Heights	AH-1	Bike/Ped	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$5,203,800	\$5,203,800	DEVELOPMENT*
Hayford/U.S. 2 Congestion & Safety Project, 21st Avenue Improvements	Airway Heights	AH-2	Roadway Capital	Improve and extend 21st Ave, from Garfield Rd to Deer Heights Rd, including bike lanes, landscaped swales, sidewalk, and a roundabout at 21st Ave & Hayford Rd.	\$12,500,000	\$12,500,000	DEVELOPMENT*
US Highway 2 Multimodal Improvements Project	Airway Heights	AH-3	Planning?	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$25,719,210	\$25,719,210	DEVELOPMENT*
Spotted Road and Airport Drive Safety and Multimodal Improvements	SIA	IA-1	Safety	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$28,717,324	\$28,717,324	DEVELOPMENT
3rd Avenue: Perry to Havana Improvements	Spokane	SP-1	Roadway Capital	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000	INITIATION
Division Street Active Transportation Access Improvements	Spokane	SP-2	Bike/Ped	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first-mile and last-mile walking and bicycling connections to BRT stations.	\$25,727,793	\$25,727,793	INITIATION
Fish Lake Trail Connection Phases 1-3	Spokane	SP-3	Bike/Ped	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$19,477,771	DEVELOPMENT
Freya Street/Palouse Highway Roundabout	Spokane	SP-4	Roadway Capital	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,988,000	INITIATION
Freya Street: Garland to Francis	Spokane	SP-5	Preservation	Full depth roadway reconstruction and widening with drainage to bio-infiltration facilities aside the roadway. Limited frontage improvements will be constructed.	\$10,589,584	\$10,589,584	INITIATION
Millwood Trail - Spokane Phase	Spokane	SP-6	Bike/Ped	Construct a shared-use pathway along the south side of the Spokane River, beginning at Spokane Community College just east of Greene St, linking with Centennial and Children of the Sun trails.	\$6,405,942	\$6,405,942	DEVELOPMENT
Northeast PDA: Rowan and Myrtle	Spokane	SP-7	Roadway Capital	Construct new roadways to replace existing gravel roads, including curb, sidewalk, drainage, and utility extensions.	\$8,819,954	\$8,819,954	INITIATION
Spokane Falls Blvd	Spokane	SP-8	Roadway Capital	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$12,382,835	\$12,382,835	DEVELOPMENT*
US 195 Corridor Projects	Spokane	SP-9	Roadway Capital	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,394,333	\$18,394,333	INITIATION
West Plains Connection - Spokane Phase	Spokane	SP-10	Roadway Capital	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622	DEVELOPMENT
Argonne Road and Upriver Drive Intersection Improvement	Spokane County	CO-1	Reconstruction	Reconstruction of the Argonne Rd and Upriver Dr intersection to increase the performance of one of the busiest intersections in Spokane County.	\$6,530,000	\$6,530,000	INITIATION
Centennial Trail / Argonne Gap Project	Spokane County	CO-2	Bike/Ped	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress experienced at Argonne Rd/Upriver Dr intersection.	\$6,960,000	\$6,960,000	INITIATION
Craig Road Connection to Four Lake Interchange	Spokane County	CO-3	Reconstruction	Reconstruct Craig Rd to improve traffic flow and safety; reconfigure I-90/Four Lakes interchange to provide access to Craig Rd.	\$45,400,000	\$45,400,000	INITIATION
Deno Road Reconstruction	Spokane County	CO-4	Roadway Capital	Deno Road is a 18' wide gravel road with substandard horizontal alignment; this project proposes a 30' wide paved road with 11' lanes, 4' shoulders, and guardrails where appropriate.	\$4,700,000	\$4,700,000	INITIATION
Elk Chattaroy Road Reconstruction	Spokane County	CO-5	Reconstruction	Reconstruct road to two 12' travel lanes with 5' paved shoulders on both sides and additional 1' gravel shoulder and guardrails where appropriate. Also includes intersection improvements at Big Meadows Rd.	\$22,200,000	\$22,200,000	INITIATION
Glenrose Road Reconstruction	Spokane County	CO-6	Reconstruction	Road reconstruction, realignment, and addition of sidewalks where feasible on Glenrose Rd from 57th Ave and up Carnahan Rd to the City of Spokane Valley limits.	\$24,000,000	\$24,000,000	INITIATION

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT STATUS CATEGORY
Wall Street Safety and Capital Improvement Project	Spokane County	CO-7	Roadway Capital	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$27,100,000	\$27,100,000	INITIATION
Pines Road/BNSF Grade Separation Project	Spokane Valley	SV-1	Rail/Hwy Crossing	Construct underpass of SR 27 at the road-rail crossing, replace existing signalized SR 27 & SR 290 intersection w/ multi-lane roundabout, and add a shared-use path and trailhead facility.	\$39,772,000	\$39,772,000	IMPLEMENTATION
South Barker Road Corridor	Spokane Valley	SV-2	Roadway Capital	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$28,620,000	\$28,620,000	IMPLEMENTATION*
Spokane Valley River Loop Trail	Spokane Valley	SV-3	Bike/Ped	Construct 5 miles of new paved trail and install two pedestrian bridges spanning the Spokane River, at Plante's Ferry and near Flora Park.	\$16,500,000	\$16,500,000	IMPLEMENTATION
Sullivan/Trent Interchange	Spokane Valley	SV-4	Roadway Capital	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$42,950,867	\$42,950,867	DEVELOPMENT*
Division Bus Rapid Transit (BRT)	STA	TA-1	HPT	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$194,000,000	\$194,000,000	DEVELOPMENT*
I-90/Valley High Performance Transit	STA	TA-2	HPT	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$36,000,000	\$36,000,000	DEVELOPMENT*
STA Fleet Electrification	STA	TA-3	Other Transit	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$35,800,000	\$35,800,000	IMPLEMENTATION
I-90 TSMO Improvements	WSDOT	WS-1	TSMO	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$20,000,000	\$20,000,000	DEVELOPMENT*

*Project Status Category revised based on the proposed adjustments to the criteria shown below.

Project Status Category Criteria

INITIATION	DEVELOPMENT	IMPLEMENTATION
<ul style="list-style-type: none"> Project has, at a minimum, been identified in a planning study Limited investment has been made towards further developing the project 	<ul style="list-style-type: none"> Design is at least 30% complete Right-of-way needs are identified Environmental has been initiated Project is identified in a local, regional, and/or state plan 	<ul style="list-style-type: none"> Design is at least 60% complete Significant progress has been made towards right-of-way Environmental approvals are underway Project is identified in a local, regional, and/or state plan

Summary of Submitted Projects

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST	TOTAL UNFUNDED	PCT FUNDED
IMPLEMENTATION	4	\$120,692,000	\$80,289,000	33.5%
DEVELOPMENT	12	\$408,235,371	\$315,682,230	22.7%
INITIATION	13	\$213,409,664	\$212,246,095	0.5%
TOTAL	29	\$742,337,035	\$608,217,325	18.1%

Proposed Adjustments to Project Status Category Criteria:

- Move a project from DEVELOPMENT to IMPLEMENTATION category
- Move a project from INITIATION to DEVELOPMENT category if it has: A) secured at least 25% funding or B) has secured at least 5% funding and has started design work.

2023 Unified List of Regional Transportation Priorities

Project Evaluation Criteria Approved 10/13/22

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.

Economic Vitality 30 points possible Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.	Question 1a (5 points): Does the project provide access within or between two or more regional/local activity centers? 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.	Question 2 (10 points): What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?	Question 3 (10 points): Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5
Cooperation & Leadership 30 points possible 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.	Question 1 (15 points): Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?	Question 2 (15 points): Is the project identified in other agency plans and/or has it gone through a documented public outreach process?	
Stewardship 30 points possible Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.	Question 1 (10 points): Does the project incorporate electrification or other clean fuel strategies?	Question 2 (10 points): Does the project increase resilience by adding redundancy in areas of limited connectivity? <i>Note: This question was listed under economic vitality in 2022 Unified List.</i>	Question 3 (10 points): Does the project reduce air quality emissions or VHT/VMT? <i>Note: This questions relates to the State Vehicle Miles of Travel Targets Proviso.</i>

 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 made since September 8, 2022 SRTC Board Meeting

Operations, Maintenance & Preservation 30 points possible	Question 1 (10 points): 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>		Question 2 (10 points): 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>	Question 3 (10 points): Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
Safety & Security 30 points possible	Question 1 (15 points): What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets? <i>Review collision data to see if countermeasures address existing issues.</i> <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>		Question 2 (15 points): Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	
Quality of Life 30 points possible	Question 1 (10 points): Is the project on the Regional Bicycle Priority Network and does it have active transportation supportive elements a bike-supportive element(s) ; or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?	Question 2 (10 points): 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>		Question 3 (10 points): Does the project extend or fill 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>
Equity 30 points possible	Question 1 (10 points): Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 2 (10 points): 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?	Question 3 (10 points): Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?	Question 4* (not scored): 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>

For Action

- **Approve Resolution 22-2X, Adopting of the 2023 Legislative Statement and Unified List of Regional Transportation Priorities.**

Transportation Performance Management

Transportation Technical Committee

Agenda Item 11 | Page 27

October 26, 2022

MAP - 21

The Moving Ahead for Progress in the 21st Century Act

- *funding and authorization bill to govern US federal surface transportation spending*
- *passed by Congress in June of 2012 and became law during the Obama administration.*

Section 1203 of MAP-21

defined seven goals to establish national performance measures for the Federal-aid highway program

TPM

Collectively, those rules establish transportation performance management (TPM) requirements that address:

- safety,
- infrastructure condition,
- system performance,
- traffic congestion,
- on-road mobile source emissions,
- and freight movement.

PM1 - Safety

Measure	Applicable Facilities
Number of fatalities	All public roads
Rate of fatalities	
Number of serious injuries	
Rate of serious injuries	
Number of non-motorized fatalities and non-motorized serious injuries	

Target Setting

TPM 1 – Safety:

annual target reported by WSDOT through the Highway Safety Improvement Program annual report

PM2 - Infrastructure

Measure	Applicable Facilities
Percentage of pavements of the Interstate System in Good condition	The Interstate System
Percentage of pavements of the Interstate System in Poor condition	
Percentage of pavements of the non-Interstate NHS in Good condition	The non-Interstate NHS
Percentage of pavements of the non-Interstate NHS in Poor condition	
Percentage of NHS bridges classified as in Good condition	NHS
Percentage of NHS bridges classified as in Poor condition	

PM3 - System Performance

Measure	Applicable Facilities
Percent of the person-miles traveled on the Interstate that are reliable	The Interstate System
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	The non-Interstate NHS
Truck Travel Time Reliability (TTTR) Index	The Interstate System
Annual Hours of Peak Hour Excessive Delay Per Capita	SRTC and PSRC planning areas
Percent of Non-SOV travel	
Total Emissions Reduction	All projects financed with funds from the CMAQ Program

Performance Period

January 1, 2022 to December 31, 2025

TPM 2 – Infrastructure: 2- and 4-year targets

TPM 3 – System Performance: 2- and 4-year targets

WSDOT

Sets statewide targets for each of the TPM measures

Option A

agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure

Option B

commit to a quantifiable target for that performance measure for their metropolitan planning area

[illegible]

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

Better Passenger Rail in Central & Eastern Washington

- Background
- BIL Funding Opportunities
- Corridor ID Program
- What needs to be done

October 26, 2022



State Rail Plan

“To assess the current viability of establishing rail service between Seattle and Spokane, a **ridership analysis and an updated list of infrastructure improvements** are needed.”



WASHINGTON STATE RAIL PLAN 2019-2040



July 2020 STEER Study Findings

- Amtrak service along Stampede Pass is technically and operationally feasible
- As this was a preliminary high-level study, **further work will be required to confirm or refine its findings**
- Start up cost \$420 million (equipment & infrastructure); assumes 2 daily Seattle-Spokane round trip trains daily
- High level of community support
- Estimated ridership to be above or comparable to other Amtrak State supported services

Final Report
July 2020

Feasibility of an East-West Intercity Passenger Rail System for Washington State



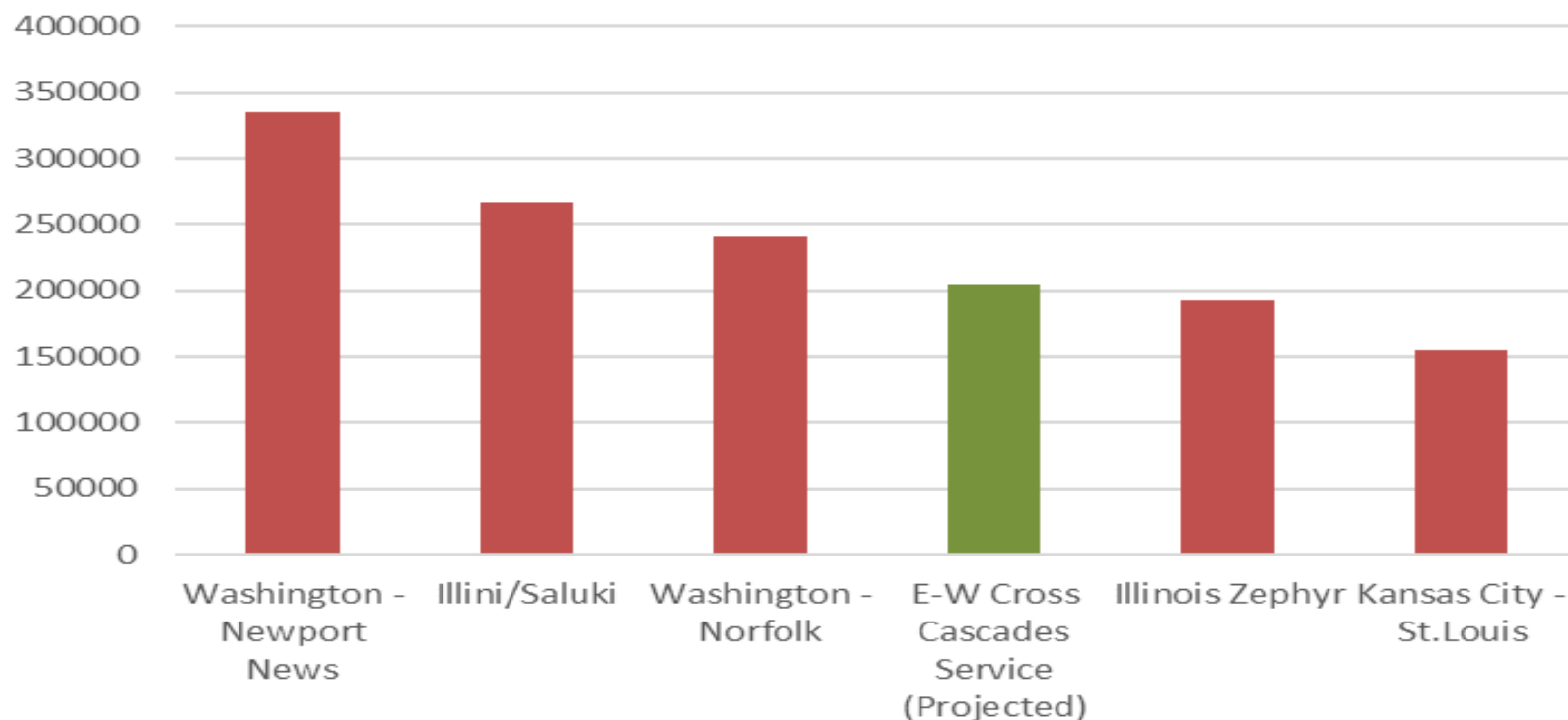
Washington State Joint Transportation Committee
Our ref: 23685001



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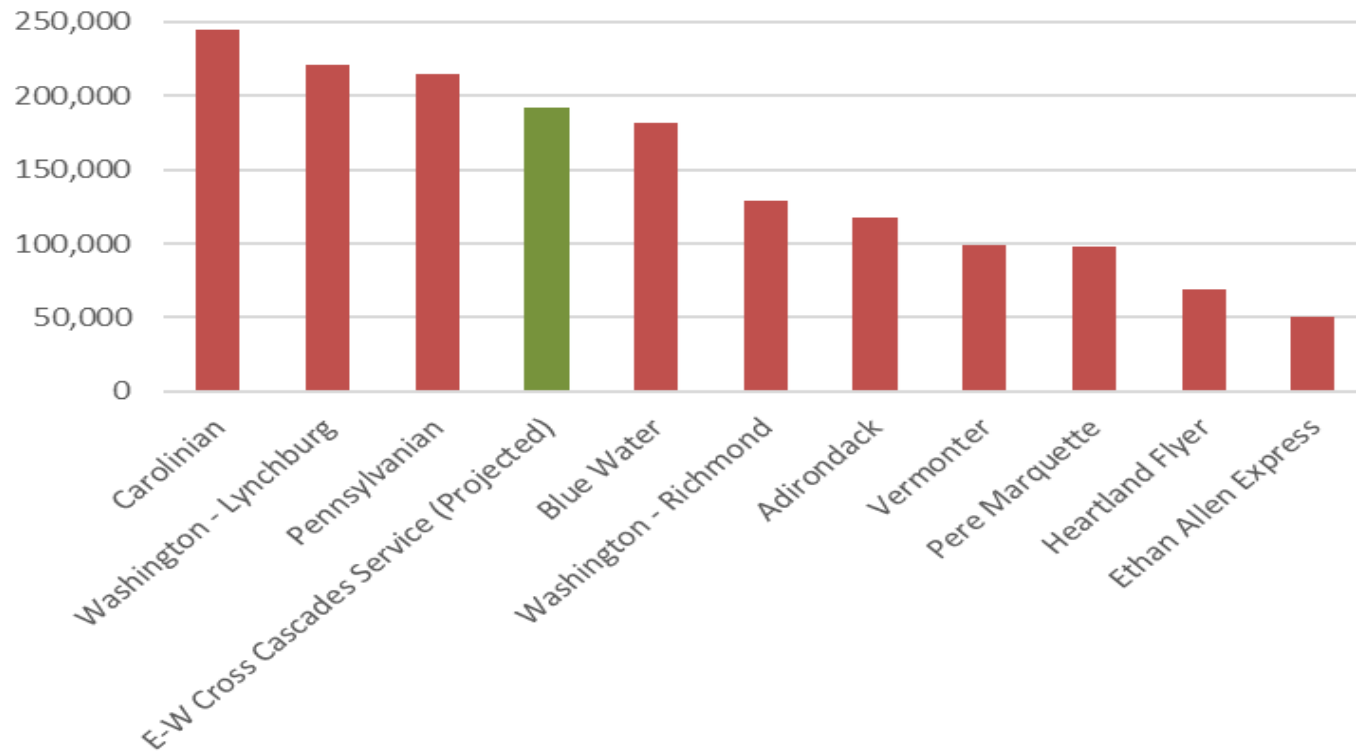


2019 Two Round Trip Frequency Ridership Amtrak State Supported Services





2019 Single Frequency Service Ridership Amtrak State Supported Services



BIL Fully Authorized Funding

Advanced Appropriations, in Millions/Billions

Programs	FY22	FY23	FY24	FY25	FY26	Total
Amtrak	\$4.4B	\$4.4B	\$4.4B	\$4.4B	\$4.4B	\$22B
• Northeast Corridor	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$1.2B	\$6B
• National Network	\$3.2B	\$3.2B	\$3.2B	\$3.2B	\$3.2B	\$16B
Discretionary Grants						
• Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
• Railroad Crossing Elimination	\$600M	\$600M	\$600M	\$600M	\$600M	\$3B
• Federal-State Partnership for Intercity Passenger Rail	\$7.2B	\$7.2B	\$7.2B	\$7.2B	\$7.2B	\$36B
• Restoration & Enhancement*	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
Total Grant Funding	\$13.2B	\$13.2B	\$13.2B	\$13.2B	\$13.2B	\$66B

* Grants for Restoration & Enhancement (advanced appropriations portion) are funded through "takedowns" from Amtrak NN account; not included in totals to avoid double-counting.

BIL Sections relevant to Central Washington passenger rail service

Sec. 22214: “The Secretary...shall conduct a study to evaluate the restoration of...any Amtrak **long distance routes** that...have been discontinued.”

- **The North Coast Hiawatha:** Seattle - Yakima - Pasco - Spokane - Missoula - Billings - Minneapolis - Chicago
- **The Pioneer:** Seattle - Portland - Pendleton - Boise - Salt Lake City - Denver

Sec. 25101: “The Secretary of Transportation shall establish a program to facilitate the development of **intercity passenger rail corridors.**”

- **Corridors** (defined as routes less than 750 miles) : Spokane - Seattle

Corridor Identification & Development Program

- FRA May 13, 2022 Federal Register announcement: Establishment of [Corridor Identification & Development Program](#)
- Encourages “expressions of interest” (now) by “eligible entities.”
- FRA notice soliciting proposals to participate in the Corridor ID program (to be issued 4th Quarter, CY-2022)

Entities Eligible to Submit Corridor ID Proposals

- Amtrak
- States
- Groups of States
- Entities implementing interstate compacts
- Regional passenger rail authorities
- Regional planning organizations
- Political subdivisions of a State
- Federally-recognized Indian Tribes
- Other public entities, as determined by the Secretary

Corridor ID Funding—Development Stages

		Development Stages			
	Expression of Interest	Submission of Corridor Proposal	Project Planning Step 1: SDP Scoping & Program Initiation	Project Planning Step 2: Service Development Planning	Project Development Step 3
Key Activities	<ul style="list-style-type: none"> Submit expression of interest to docket 	<ul style="list-style-type: none"> Submit corridor proposal in response to upcoming solicitation 	<ul style="list-style-type: none"> Sponsor creates the capacity necessary to undertake the service planning effort Sponsor develops scope, schedule, and budget for planning effort 	<ul style="list-style-type: none"> Sponsor, in collaboration with FRA, prepares service development plan for corridor 	<i>For a Phase of Implementing Corridor</i> <ul style="list-style-type: none"> Sponsor completes environmental review Sponsor completes PE
Prerequisites	None	None	<ul style="list-style-type: none"> Selection of Corridor 	<ul style="list-style-type: none"> Completion of Step 1 	<ul style="list-style-type: none"> Completion of Step 2 Phase likely to be implemented Phase likely to benefit IPR Service
Binding Commitment	None	None	Delivery of scope and cost estimate for SDP	Completion of SDP, approved by FRA	Completion of PE / NEPA for phase
Funding	None	None	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>	\$XX determined through scoping effort, 10% match	\$XX determined through SDP, 20% match

14 Corridor Selection Criteria

1. Whether the route was identified as part of a regional or interregional planning study. (Yes, in part. STEER study & Washington State rail plan)
2. The projected ridership, revenues, capital investment, & operating funding requirements. (Yes, contained in STEER study)
3. Anticipated environmental, congestion mitigation, and other public benefits. (No. Requires benefit/cost analysis)
4. Projected trip times & their competitiveness with other transportation modes. (Yes, contained in STEER study)

14 Corridor Selection Criteria

5. Anticipated positive economic and employment impacts. (Requires Economic Impact Analysis)
6. Anticipated non-Federal funding for operating and capital costs. (TBD)
7. The benefits to rural communities. (TBD)
8. Whether the corridor is included in a State's approved State rail plan. (Yes)

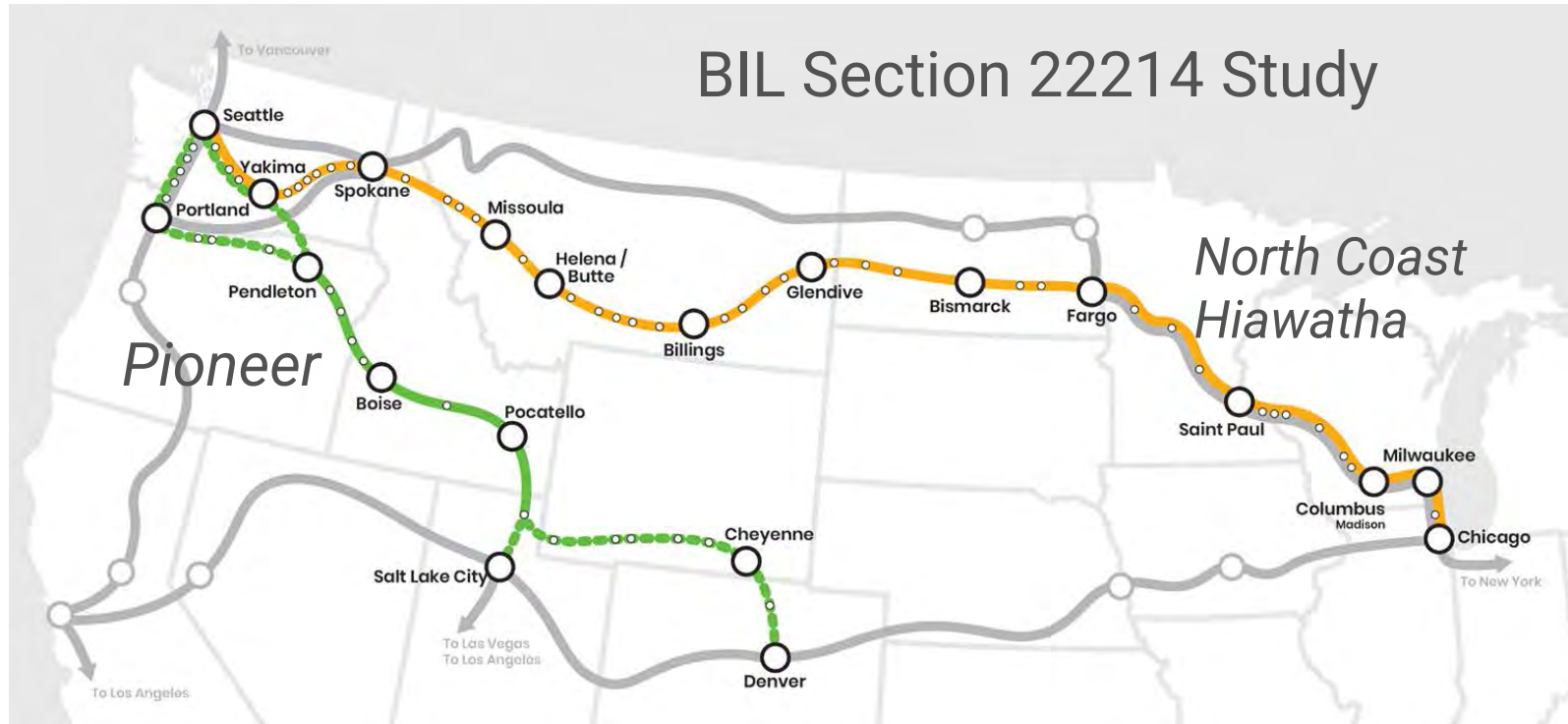
14 Corridor Selection Criteria

9. Whether the corridor serves historically unserved or underserved and low-income communities or areas of persistent poverty. (Yes)
10. Whether the corridor would benefit or improve connectivity with existing or planned transportation services of other modes. (Yes, TBD)
11. Whether the corridor connects at least 2 of the 100 most populated metropolitan areas. (Yes)

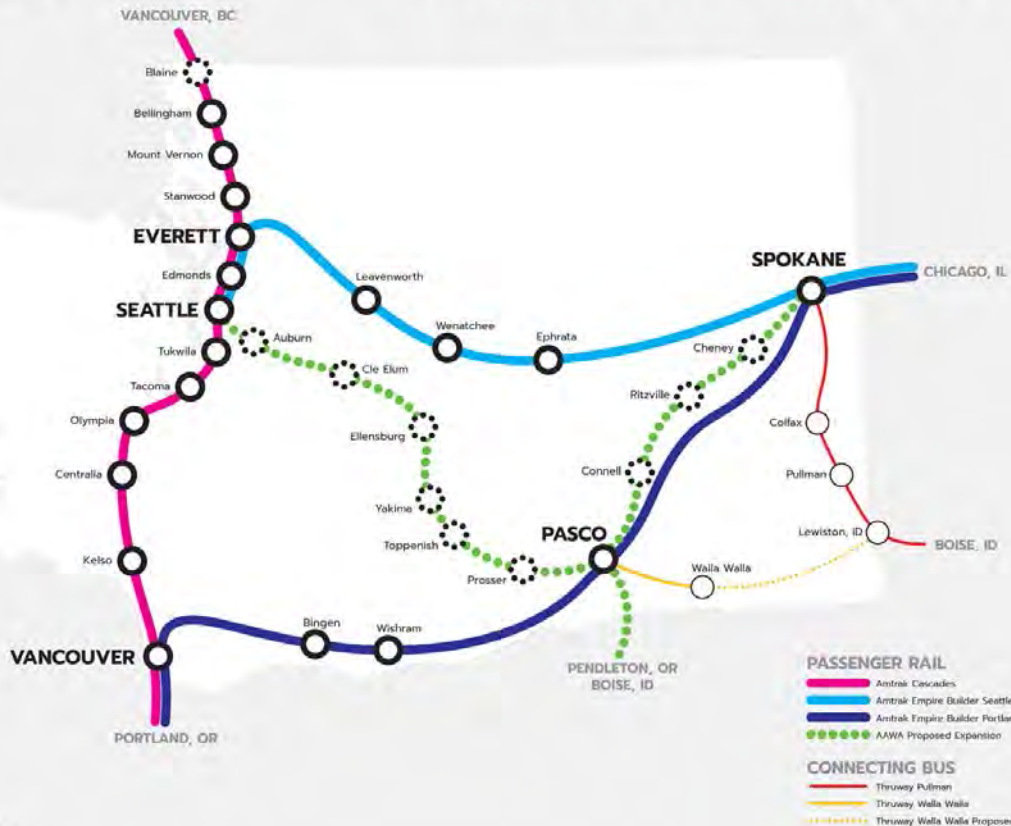
14 Corridor Selection Criteria

- 12. Whether the corridor would enhance the regional equity and geographic diversity of intercity passenger rail service. (Yes)
- 13. Whether the corridor is or would be integrated into the national passenger transportation system and would create benefits for other passenger rail routes and services. (Yes)
- 14. Whether a passenger rail operator has expressed support for the corridor. (TBD)

Long Distance Service Restoration



WASHINGTON VISION MAP



AAWA's Vision

- Daytime East-West passenger trains
- Frequent Amtrak *Cascades* service
- Better connections to local transit and other modes
- More stations

Environmental Benefits of Investing in Rail

Freight rail

- 11 times more energy efficient than trucks on a ton-mile basis.

Passenger rail

- 3 times more efficient than a car on a passenger mile basis at current occupancy levels.

Source: Michigan State University, Center for Railway Research and Education; Andreas Hoffrichter

Economic Benefits of Investing in Rail

Easy travel options help strengthen local economies throughout the Northwest.

On average, communities receive **\$84 per day-trip visitor**, and **\$366 per overnight visitor**.

Source: [Experience Washington](#)

What Needs to Be Done

- Convince our State to submit an “expression of interest.”
- Apply for FRA designation as a “Corridor.” (4th Q 2022).
- Conduct a Benefit/Cost Analysis.
- Conduct an Economic Impact Analysis.
- Convince our legislators to support funding for the service.



September 2nd, 2022

The Honorable Amit Bose
Administrator, Federal Rail Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Bose:

We hope this letter finds you well. We are writing today to express our shared interest in the restoration of intercity passenger rail service specifically between Boise, ID and Salt Lake City, UT. Upon passage of the Bipartisan Infrastructure Law, which includes significant investments in ensuring an enhanced national rail network, we have been working to identify the best opportunities to restore passenger rail service to the Mountain West, including service throughout Idaho through the former Pioneer and Hiawatha lines. The newly established Corridor Identification and Development Program has encouraged our region to consider how we might better connect residents to the economic, educational and recreational opportunities that exist between this important city pair.

Intermountain and Greater Northwest area residents lack the intercity rail service that connect metropolitan areas in other parts of the country. As our region continues to grow, our residents look to us as local leaders to ensure that there is a diverse offering of transportation methods to ensure safe, reliable, and affordable movement between communities in our state and neighboring regions. We feel strongly that intercity rail service between the Boise area and Salt Lake City provides our residents just that opportunity at a time when local elected officials, state leaders, transportation stakeholders, the business community and education leaders have come together to explore and champion this cause.

On behalf of leaders across Southeastern Idaho, we respectfully request Boise, ID and Salt Lake City, UT be studied as a future city pair for passenger rail service as described in Docket No. FRA-2022-0031-0001. We stand ready to work with U.S. DOT, FRA and our Idaho partners to move this opportunity forward, in addition to ongoing conversations about restoring long distance service throughout Idaho.

If you need more information about our interest and transportation needs, please connect with Bre Brush, Mayor's Transportation Advisor, at bbrush@cityofboise.org.



Idaho Letter of Interest

Signed by

- Governor
- US Senator
- US Representative
- Director, Idaho Transportation Dept.
- Mayors
- City Council Presidents
- State Representatives
- Highway Districts
- University Presidents
- Economic Development Organizations
- MPOs
- Transit Districts

Questions ?

Contact Gary Wirt
at
(509) 213-0070
(360) 529-5552
or
aawa.us



Amtrak's **North Coast Hiawatha** at Yakima, August 1971.

Photo: Drew Jacksich