

# Transportation Performance Management: PM3 – System Performance

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TTC Meeting

04.26.2023

# Requested Action

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**Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT PM3 targets.**

# Applicable Federal Funding Programs

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- National Highway Performance Program (NHPP)
- National Highway Freight Program (NHFP)
- Congestion Mitigation & Air Quality Program (CMAQ)

# Reliability

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- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the Non-Interstate NHS System that are reliable
- Truck Travel Time Reliability (TTTR) Index

# Level of Travel Time Reliability

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The consistency or dependability in travel times.

*How consistent is your commute time from day-to-day?*

# Congestion Mitigation & Air Quality Program

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- Peak hours of excessive delay per capita in Spokane urbanized area
- Non-Single Occupancy Vehicle travel in Spokane urbanized area
- Particulate matter less than 10 microns (PM<sub>10</sub>) (kg/day)<sup>2</sup>
- Carbon monoxide (CO) (kg/day)<sup>2</sup>

# Peak Hour Excessive Delay

- New required measure for this reporting period
- Measurement of annual hours of peak hour excessive delay per capita specific to the Spokane urbanized area.

TPM Performance Measure	4-year Target
Peak Hour Excessive Delay (Spokane UZA)	10.1

# Non-Single Occupancy Vehicle Travel

- New required measure for this reporting period.
- This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.
- Specific to the Spokane urbanized area.

TPM Performance Measure	4-year Target
Non-Single Occupancy Vehicle Travel (Spokane UZA)	25.1%



# WSDOT Targets

TPM performance measure by program area		4-year targets 2021	4-year actuals 2021	Desired trend	2-year targets 2023	4-year targets 2025
Combined Rule (PM3)	23 CFR Part 490	1 <sup>st</sup> Reporting Period (2018-2021)			2 <sup>nd</sup> Reporting Period (2022-2025)	
Highway System Performance (Congestion)						
Precent of person-miles on the Interstate System that are reliable		68.0%	82.4%	↑	77.2%	72.5%
Percent of person-miles traveled on the Non-Interstate NHS System that are reliable		61.0%	87.8%	↑	88.1%	88.4%
National Freight Movement Program						
Truck Travel Time Reliability (TTTR) Index		1.75	1.49	↓	1.51	1.53
Congestion Mitigation & Air Quality Program						
Peak hours of excessive delay per capita in Spokane urbanized area		N/A	11.4	↓	10.0	10.0
Non-Single Occupancy Vehicle travel in Spokane urbanized area		N/A	24.2	↑	24.0%	25.1%
Reported Totals						
Particulate matter less than 10 microns (PM <sub>10</sub> ) (kg/day) <sup>2</sup>		224.000	-95.154	↓	223.838	447.676
Carbon monoxide (CO) (kg/day) <sup>2</sup>		309.060	793.068	↓	19.274	34.928

# What we're currently doing...

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- Programmed ~\$10M in CMAQ eligible projects through the last call for projects.
- Congestion Management Process (update underway)
- System Performance Report

*For [the PM3] performance measure, the MPOs shall establish a target...*

# Options

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1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT target
2. Commit to a quantifiable target for the metropolitan planning area

# Requested Action

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**Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT PM3 targets.**

# Questions?

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# Unified List of Regional Transportation Priorities: Process + Timeline

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TTC Meeting

April 26, 2023



# Requested Action

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**Recommend Board approval of the Unified List process\* and timeline**

**\*process includes reaffirming criteria**

# Purpose

## IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
South Barker Road Corridor	Spokane Valley	IP-1	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	\$18,167,000	\$18,167,000 All Phases
Millwood Trail - Spokane Phase	Spokane	IP-2	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	\$6,288,884	\$6,288,884 All Phases
Spokane Valley River Loop Trail	Spokane Valley	IP-3	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	\$14,750,000	\$0
STA Fleet Electrification	STA	IP-4	Purchase of battery-electric buses (BEV) and required infrastructure to reach the 40 vehicle capacity at the Boone NW garage and the required infrastructure.	\$35,800,000	\$7,600,000	\$4,950,000 All Phases
Fish Lake Trail Connection Phases 1-3	Spokane	IP-5	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$18,550,392	\$12,584,920 All Phases

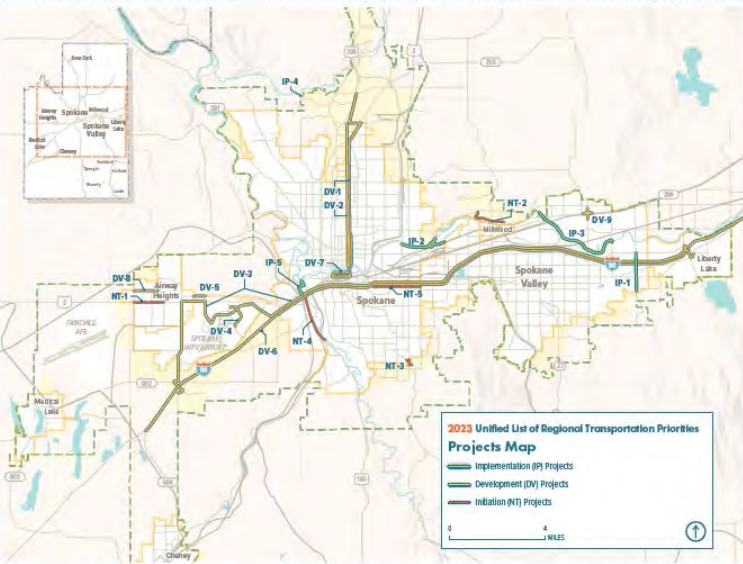
## DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
Division Bus Rapid Transit (BRT)	STA	DV-1	Enhances transit along corridor where 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	\$141,000,000	\$6,000,000 PE
Division St Active Transportation Access Improvements	Spokane	DV-2	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	\$7,823,000 PE, CN
I-90/Valley High Performance Transit	STA	DV-3	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	\$19,740,000	\$12,400,000 All Phases
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	DV-4	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	\$14,300,000	\$14,300,000 PE, CN
West Plains Connection - Spokane Phase	Spokane	DV-5	0.5 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as a 2-lane boulevard or 3-lane urban collector for of 3.65 miles; adding bike lanes, sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622	\$4,877,622 All Phases
I-90 TSMO Improvements	WSDOT	DV-6	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	\$20,000,000 PE, CN
Spokane Falls Blvd	Spokane	DV-7	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$12,382,835	\$11,630,955	\$9,074,000 All Phases
6th Avenue Multimodal Improvements	Airway Heights	DV-8	1 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as an urban collector for of 3.65 miles. Project includes various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$5,203,800	\$2,803,800	\$2,803,800 All Phases
Sullivan/Trent Interchange	Spokane Valley	DV-9	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Farker Road connection.	\$42,950,867	\$40,398,367	\$39,000,000 All Phases

## 2023 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



### Project Status Categories

#### IMPLEMENTATION

- ✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

#### DEVELOPMENT

- ✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- ✓ Project is identified in a local, regional, and/or state plan

#### INITIATION

- ✓ Design is < 30% complete
- ✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study

## INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$25,719,210	\$24,842,210	\$24,842,210 PE, CN
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Priver Dr intersection.	\$6,960,000	\$6,960,000	\$6,960,000 All Phases
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	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	\$4,900,000	\$4,900,000 All Phases
US 195 Corridor Projects	Spokane	NT-4	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	\$18,394,333 PE, CN
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	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	\$8,000,000 PE, CN

### 2023 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS	NUMBER OF PROJECTS	TOTAL COST	TOTAL UNFUNDED AMOUNT	TOTAL REQUESTED AMOUNT	PERCENT FUNDED
IMPLEMENTATION	5	\$106,803,713	\$65,356,276	\$41,823,804	38.8%
DEVELOPMENT	9	\$369,860,241	\$280,478,537	\$107,204,422	24.2%
INITIATION	5	\$64,061,543	\$63,096,543	\$50,196,543	1.5%
Total	19	\$540,725,497	\$408,931,356	\$199,224,769	24.4%

# State + Federal Delegation Feedback

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- Available earlier to coincide with the state budget development process (September)
- Contained fewer projects or projects were ranked
- Customized into two products, one for State Legislative use and one for Federal use

# Committee Feedback – 2023 List Cycle

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## Economic Vitality

1. Project location fails to quantify actual economic impact
2. Projected employment growth would be a better measure of economic vitality than total forecasted employment density
3. Should be using a more current land use forecast

## Safety

1. Limiting prioritization to those locations that have had a serious or fatal injury crash excludes projects with known safety issues
2. Not all safety projects are included in local safety plans—they generally only include projects specifically targeted for HSIP funding

# Schedule

Unified List of Regional Transportation: 2024 Update Project Management Schedule																														
Target Completion Date: Sept 2023	Apr-23				May-23				Jun-23				Jul-23				Aug-23				Sep-23				Oct-23					
Project Tasks (Red & blue cells indicate TTC/TAC/Board touches)	3	10	17	24	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30
(t1) Collect and Review Local Legislative Agendas																														
(t2) Update Project Evaluation Criteria				C		B																								
(t3) Update Project Information Form				*																										
(t4) Project Submittal Period																														
(t5) Verify Projects Self-Score																														
(t6) Develop Draft Project List													C		B															
(t7) Finalize Project List																														
(t8) Finalize Folio																														
Project Deliverables (grey cells indicate draft, black cells indicate final)																														
Project Evaluation Criteria																														
Project List																														



# Criteria



## 2024 Unified List of Regional Transportation Priorities Project Evaluation Criteria

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.

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

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

<b>Operations, Maintenance &amp; Preservation</b> 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?  *This criteria directly relates to federal transportation performance management (TPM) requirements.	<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?  *This criteria directly relates to federal transportation performance management (TPM) requirements.	<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> 30 points possible Focuses on designing a safe and secure system for all transportation modes through best practice design, operational improvements, education and awareness, and technological strategies.	<b>Question 1 (15 points):</b> 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? Review collision data to see if countermeasures address existing issues.  *This criteria directly relates to federal transportation performance management (TPM) requirements.	<b>Question 2 (15 points):</b> Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	
<b>Quality of Life</b> 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 active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?	<b>Question 2 (10 points):</b> Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)?  Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.	<b>Question 3 (10 points):</b> 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?  Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Millwood, and Applegate
<b>Equity</b> 30 points possible Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.  *These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.	<b>Question 1 (10 points):</b> Does the project directly benefit residents in 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, 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?
			<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.  *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.

# Committee Feedback Consideration

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## Economic Vitality

1. UPWP: develop or employ economic analysis tools for the evaluation of transportation projects
2. Staff recommends accounting for new growth and existing employment densities by maintaining existing method
3. New land use forecast is under development; if available: potential to utilize

## Safety

1. Board has committed to plan and program projects that reduce serious and fatal injury crashes
2. SS4A will identify and prioritize safety needs across the region



# Submittal Form

## 2024 Unified List of Regional Transportation Priorities Project Submission Form **DRAFT**

The Unified List of Regional Transportation Priorities (Unified List) is a strategic tool used to communicate agencies' current regionally important transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC updates the list annually.

Please submit a completed form for each project your agency would like SRTC to evaluate for potential inclusion in the 2024 Unified List, including those that were in the previous year's Unified List if funding is still needed. Projects should come from your agency's legislative agenda and have a link to regional importance.

Additional information is available at: [www.srtc.org/2024-unified-list-of-regional-transportation-priorities](http://www.srtc.org/2024-unified-list-of-regional-transportation-priorities)

CONTACT INFORMATION

Project Sponsor Agency

Contact Person

Phone Number

Email Address

GENERAL PROJECT INFORMATION

Project Title

Project Location\*

\*Please include a PDF map or GIS shapefile showing the project boundaries and location.

Is the project included in a current legislative agenda for your local agency? ☐ Yes\* ☐ No

\*If yes, please include documentation.

Project Type

\*Roadway Capital includes constructing new roadways, reconstruction projects that add capacity, and paving dirt roads.

Agency Priority Rank\*

Project Length

\*Response is optional.

Begin Termini

End Termini

Project Description

Regional Importance

Please describe how this project benefits the region.

PROJECT COST AND FUNDING Please complete the table below

Phase	Est. Total Cost	Secured Federal Funds	Secured State Funds	Other Secured Funds	Unfunded Amount
PE					
RW					
CN					
Total					

Funding Source(s): Please list all secured funding sources.

Federal

State

Other

### FUNDING REQUEST

PROJECT STATUS

Construction Start Year

Design Status

Right-of-Way Required? ☐ Yes ☐ No

Right-of-Way Status

Environmental Type

Environmental Status

\*Please include documentation supporting the project's design, environmental, and right-of-way status.

Is the project included in any local, regional, or state plans or studies?

If yes, please list any plans or studies the project is in; include links to the documents.

☐ Yes ☐ No

Project Status Category\*

\*Please select the project status category based on the criteria below.

Implementation:

- 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

Development:

- 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

Initiation:

- Project has, at a minimum, been identified in a planning study
- Limited investment has been made towards further developing the project

PROJECT BENEFITS AND IMPACTS

Project Benefits: Please briefly describe the project's safety, mobility, and economic benefits.

Project Impacts: Please briefly describe any relevant equity and/or environmental considerations.

Project Supporters: Please list all project supporters—including any relevant public or private sector entities.

### PROJECT EVALUATION CRITERIA

The following criteria will be used to develop determine a projects overall alignment with the Horizon 2045 Guiding Principles and selected focus areas listed below. Please refer to the Unified List Mapping Tool, available [HERE](#), to assist with answering the questions below.

Please use the scoring guide on the right side of the page to track your project's score while completing this section of the form. As you complete the form, the project's overall score, along with scores in each criteria area will be automatically tracked below.

TOTAL SCORE Out of 185\*

Economic Vitality\*

Cooperation & Leadership

Stewardship

Operations, Maintenance & Preservation

Safety & Security\*

Quality of Life

Equity

\*The total score above does not include Economic Vitality Question 3 and Safety & Security Question 2, which will be scored by SRTC staff and provided to your agency for review. These questions are worth up to 10 and 15 points, respectively.

Economic Vitality

30 points possible, each question worth 10 points.

Scoring Guide

1a. Does the project provide access within, or between, two or more regional or local activity centers?\*

☐ Yes ☐ No

Question 1a Score  
Yes = 5 points  
No = 0 points

1b. If you answered yes to question 1a, does the project either:

- contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or
- contain freight-supportive elements an improve access in a freight focused or mixed focus activity center?

☐ Yes ☐ No

Question 1b Score  
Yes = 5 points  
No = 0 points

2. Is the project located on a Freight and Goods Transportation System (FGTS) classified route?

Question 2 Score  
Tier 1 = 10 points  
Tier 2 = 8 points  
Tier 3 = 6 points  
Tier 4 = 4 points  
Tier 5 = 2 points  
Not Classified = 0

3. What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project? SRTC staff will score this question after reviewing forecast data; the project's score will be provided for your agency's review.

Cooperation & Leadership

30 points possible, each question worth 15 points.

Scoring Guide

\*When answering questions in this section, please ensure only relevant documents (local TIPs, comprehensive plans, et cetera) are linked in "Project Status Information" section on page 2 of this form.

1. Is the project identified in the local TIP/Transit Development Plan (TDP) and/or Comprehensive Plan?

☐ Local TIP/Transit Development Plan ☐ Comprehensive Plan

Question 1 Score  
In LRP/TDP or Comp Plan = 15 points

2a. Is the project identified in and other agency plans?

☐ Yes ☐ No

Question 2a/2b Score  
Yes to 2a = 5 points.  
Each check in 2b worth 2 points.

2b. Has the project gone through a documented public outreach process?

If yes, please briefly describe the process and include any relevant links.

☐ Public Meetings/ Workshops/ Open Houses

☐ Online Feedback Opportunity (survey, map tool, etc.)

☐ Planning Study

☐ Review by Agency Committees (Plan Commission, project advisory committee, etc.)

☐ Legislative Action by Board or Council



# Submittal Form (cont.)

Stewardship	Scoring Guide
<b>30 points possible, each question worth 10 points.</b> 1) Does the project incorporate electrification or clean fuel strategies? If yes, please provide a brief explanation.	<b>Question 1 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
2) Does the project increase resilience by adding redundancy in an area of limited connectivity? If yes, please provide a brief explanation.	<b>Question 2 Score</b> Yes = 10 points No = 0 points
<small>Areas of limited connectivity are defined as those lacking the necessary infrastructure to support federal functional classification (FFC) spacing guidelines and/or transit in areas currently lacking service. More information on FFC spacing guidelines can be found in WSDOT's <a href="#">Guidelines for Assessing Functional Classification in Washington State</a> manual.</small>	
<input type="radio"/> Yes <input type="radio"/> No	
3) Does the project reduce air quality emissions or VHT/VMT? If yes, please provide a brief explanation.	<b>Question 3 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
Operations, Maintenance & Preservation	Scoring Guide
<b>30 points possible, each question worth 10 points.</b> 1) Does the project incorporate TDM/TSMO solution or improve capacity without adding travel lanes or roadways? If yes, please provide a brief explanation.	<b>Question 1 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
2) Does the project improve NHS pavement/bridge condition or contribute to STA's adopted public transit asset management targets? If yes, please provide a brief explanation.	<b>Question 2 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
3) Does the project address a need identified in the <a href="#">SRTMC ITS Architecture Plan</a> projects list (tables 54 & 55, starting on page 206 of the plan), SRTMC Implementation Plan, or a local technology plan? If yes, please provide a brief explanation.	<b>Question 3 Score</b> Yes = 10 points No = 0 points
<small>*Please ensure any relevant documents are linked in "Project Status Information" section on page 2 of this form.</small>	
<input type="radio"/> Yes <input type="radio"/> No	
Safety & Security	Scoring Guide
<b>30 points possible, each question worth 10 points.</b> 1) What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, or incorporates transit, how does it contribute to STA safety targets?	<b>Question 1 Score</b> SRTMC staff will score this question after reviewing crash data; the project's score will be provided for your agency's review.
2) Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	<b>Question 2 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	<small>*Please ensure any relevant documents are linked in "Project Status Information" section on page 2 of this form.</small>

Quality of Life	Scoring Guide
<b>30 points possible, each question worth 10 points.</b> <small>*When answering questions in this section, please refer to the <a href="#">Regional Priority Network</a> maps provided in the Unified List Mapping Tool.</small> 1) Is the project located on the Regional Bicycle Priority Network and contain a bike-supportive element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance? If yes, please provide a brief explanation.	<b>Question 1 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
2) Is the project located on the Regional Transit Priority Network and contain a transit-supportive element(s)?* If yes, please provide a brief explanation.	<b>Question 2 Score</b> Yes = 10 points No = 0 points
<small>*Transit-supportive elements include: new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, and TSMO improvements.</small>	
<input type="radio"/> Yes <input type="radio"/> No	
3) 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? If yes, please provide a brief explanation.	<b>Question 3 Score</b> Extends or fills a gap in a regional trail = 10 points Provides a new connection to a regional trail = 5 points Neither = 0 points
<small>*Regional Trails: Greenleaf Trail, Children of the Sun Trail, Bert Burr Trail, Fish Lake Trail, Millwood Trail and Appleway Trail.</small>	
<input type="checkbox"/> Extends or Fills a Gap in a Regional Trail <input type="checkbox"/> Provides a New Connection to a Regional Trail	
Equity	Scoring Guide
<b>30 points possible, questions 1, 2, and 3 worth 10 points each.</b> <small>*When answering questions in this section, please refer to the map of areas of potential disadvantage and environmental health disparities provided in this Unified List Mapping Tool.</small> 1) Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities? If yes, please provide a brief explanation.	<b>Question 1 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
2) 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? If yes, please provide a brief explanation.	<b>Question 2 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
3) 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? If yes, please provide a brief explanation.	<b>Question 3 Score</b> Yes = 10 points No = 0 points
<input type="radio"/> Yes <input type="radio"/> No	
4) Does the project include potential negative impacts to areas of potential disadvantage?* If yes, please describe efforts to mitigate these impacts.	<small>*Question not scored; asked for informational purposes only. SRTMC is actively developing a methodology to evaluate negative equity impacts for future updates.</small>
<input type="radio"/> Yes <input type="radio"/> No	

# Requested Action

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**Recommend Board approval of the Unified List process (including reaffirming the criteria) and timeline**

# Questions?

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Mike Ulrich, AICP

Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384



# US395 North Spokane Corridor

## **SRTC – Transportation Technical & Advisory Committees**

Todd Trepanier, Regional Administrator – Eastern Region  
Terrence Lynch, NSC Project Engineer

**Roger Millar, Secretary of Transportation**  
**Amy Scarton, Deputy Secretary of Transportation**

April 26, 2023

# AGENDA

- Introductions
- Update on NSC projects and timeline
  - Funding Status
- NSC to I-90 Connection
  - Brief History of Connection
  - Review Alternate 1 and Alternate 2
  - Alternate 3 Design
  - Operational Results Comparisons
  - Alternate 1 and 2 Tradeoffs
  - WB Off-ramp to 2<sup>nd</sup> Ave./Altamont
  - 3D Visuals
  - Avista Relocation
  - Next Steps on Public Engagement

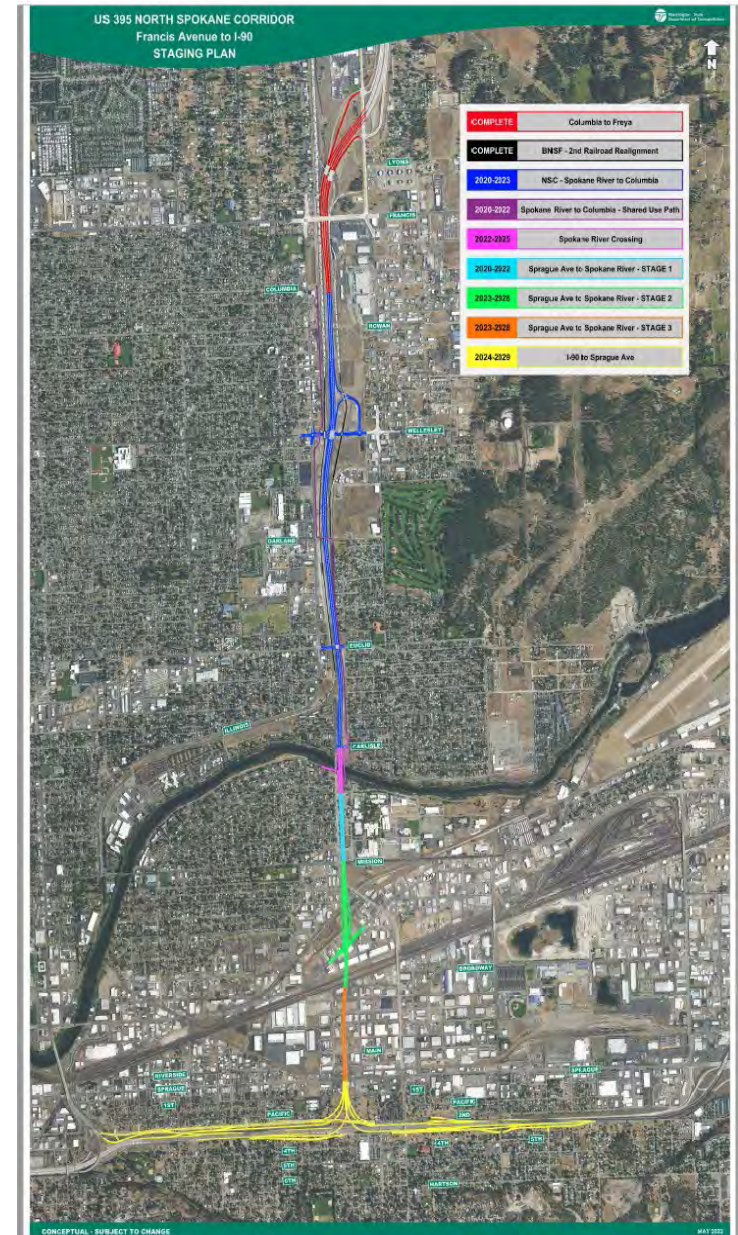


# Connecting Washington Segments

- Columbia to Freya – Completed 2020
- 2<sup>nd</sup> BNSF Rail Realignment – Completed 2021
- Spokane River to Columbia – **under const.** 2021-2023
- Children Of the Sun Trail – **under const.** 2021-2023
- Spokane River Crossing – 2023-2025
- Sprague Ave to Spokane River – Phase 1 **under const.** 2021-2023
- Sprague Ave to Spokane River – Stage 2 2025-2028
- Sprague Ave to Spokane River – Stage 3 2025-2027
- I-90 to Sprague Ave – 2025-2030

**Connecting Washington Funding** (Dollars Shown in Millions)

	Prior	19/21	21/23	23/25	25/27	27/29	29/31	Total
<b>Engineering</b>	9.3	12.0	24.3	3.0	0.0	0.0	0.0	48.6
<b>Right-of-Way</b>	44.6	40.0	55.1	5.0	0.0	0.0	0.0	144.7
<b>Construction</b>	9.4	58.2	127.8	234.7	290.6	132.1	0.0	852.8
<b>Total</b>	<b>63.3</b>	<b>110.2</b>	<b>207.2</b>	<b>242.7</b>	<b>290.6</b>	<b>132.1</b>	<b>0.0</b>	<b>1046.1</b>

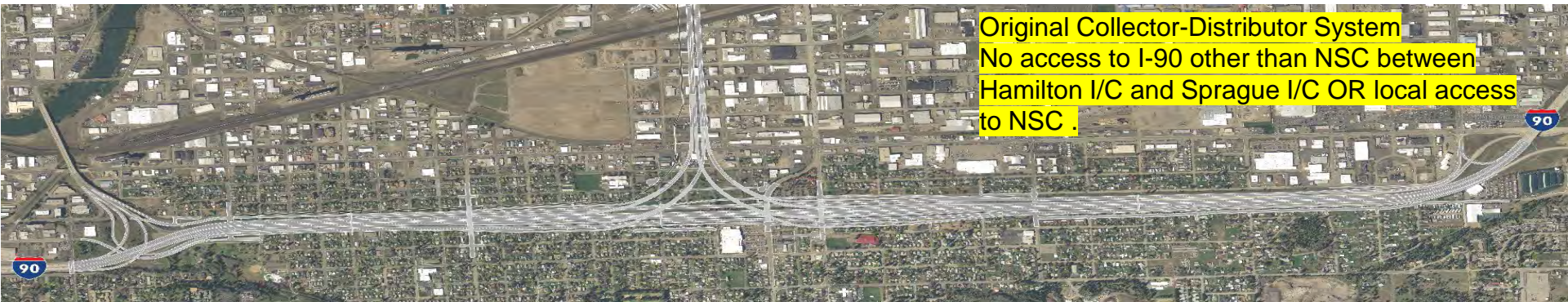


# Why is WSDOT re-engaging about the NSC Connection to I-90 now?

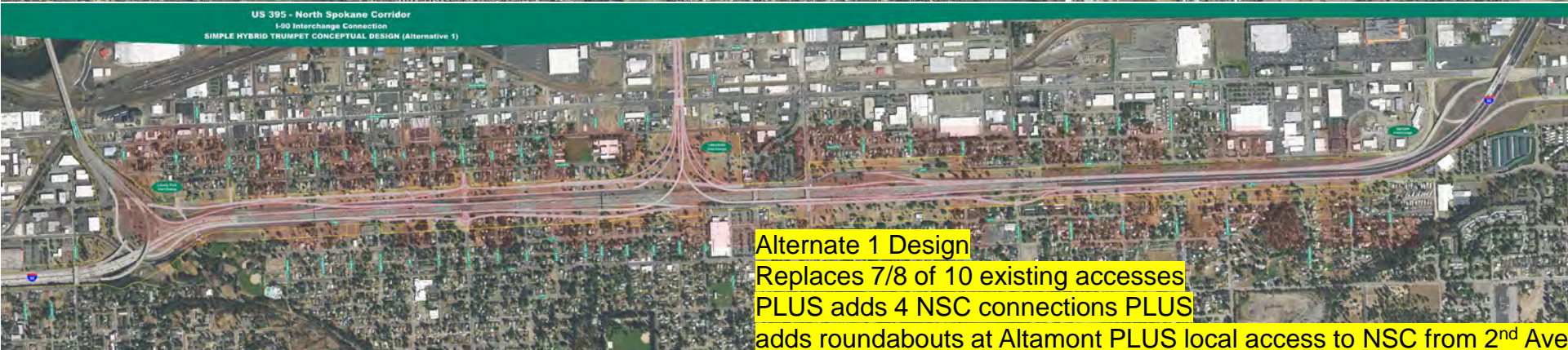
- A decision on which connection to advance is necessary to keep schedule
- WSDOT desires meaningful engagement:
  - People to have an opportunity to participate in decisions about activities that may affect their environment and/or health;
  - The public's contribution can influence the regulatory agency's decision;
  - Community concerns will be considered in the decision-making process; and
  - Decision makers will seek out and facilitate the involvement of those potentially affected.



# NSC Connection to I-90 - Access



Original Collector-Distributor System  
No access to I-90 other than NSC between  
Hamilton I/C and Sprague I/C OR local access  
to NSC .



US 395 - North Spokane Corridor  
I-90 Interchange Connection  
SIMPLE HYBRID TRUMPET CONCEPTUAL DESIGN (Alternative 1)

Alternate 1 Design  
Replaces 7/8 of 10 existing accesses  
PLUS adds 4 NSC connections PLUS  
adds roundabouts at Altamont PLUS local access to NSC from 2<sup>nd</sup> Ave



US 395 - North Spokane Corridor  
I-90 Interchange Connection  
SIMPLE HYBRID TRUMPET ALT 2 CONCEPTUAL DESIGN (Alternative 2)

Alternate 2 Design  
Replaces 8/9 of 10 existing accesses  
PLUS adds 4 NSC connections PLUS  
adds roundabouts at Altamont PLUS local access to NSC from 2<sup>nd</sup>  
Ave. NOTE: reroutes Hamilton to 3<sup>rd</sup> Ave.

CONCEPTUAL - SUBJECT TO REVISION  
APRIL 2022



# Alternate 1 and 2 Review





# Alternate 3



# Operational Design Considerations

KEY CONSIDERATION: FHWA requires that I-90 must function (operate) at or better than it would without the project (NSC).

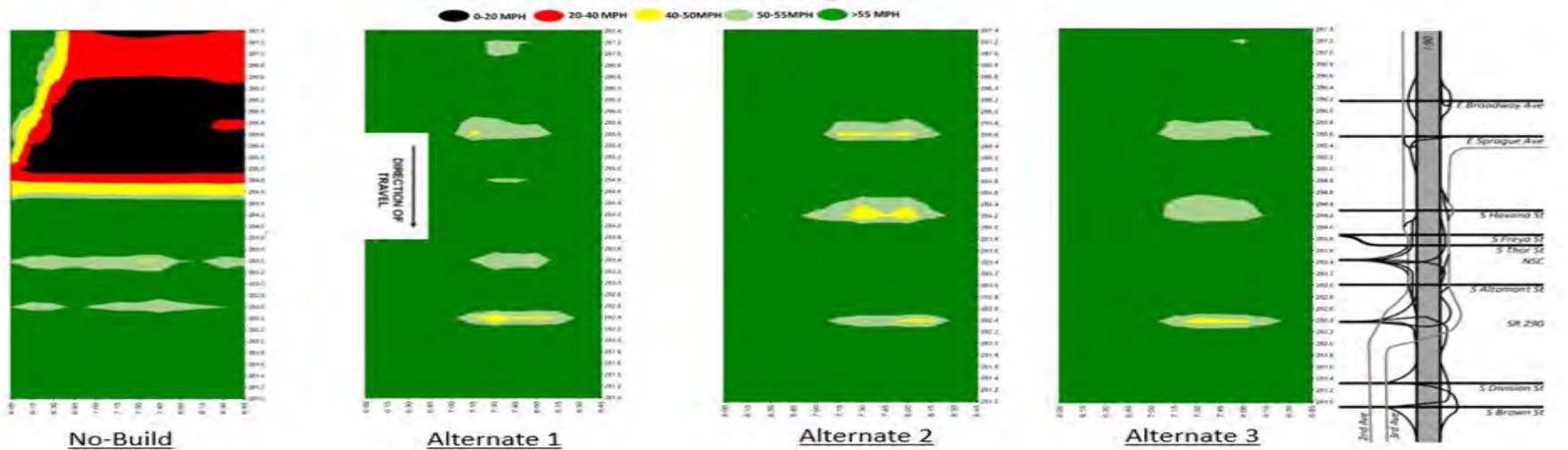
## Additional Design Considerations

- ❖ Practical Solutions that:
  - Provide reasonable access
  - Minimize conflict points
  - Improve Safety

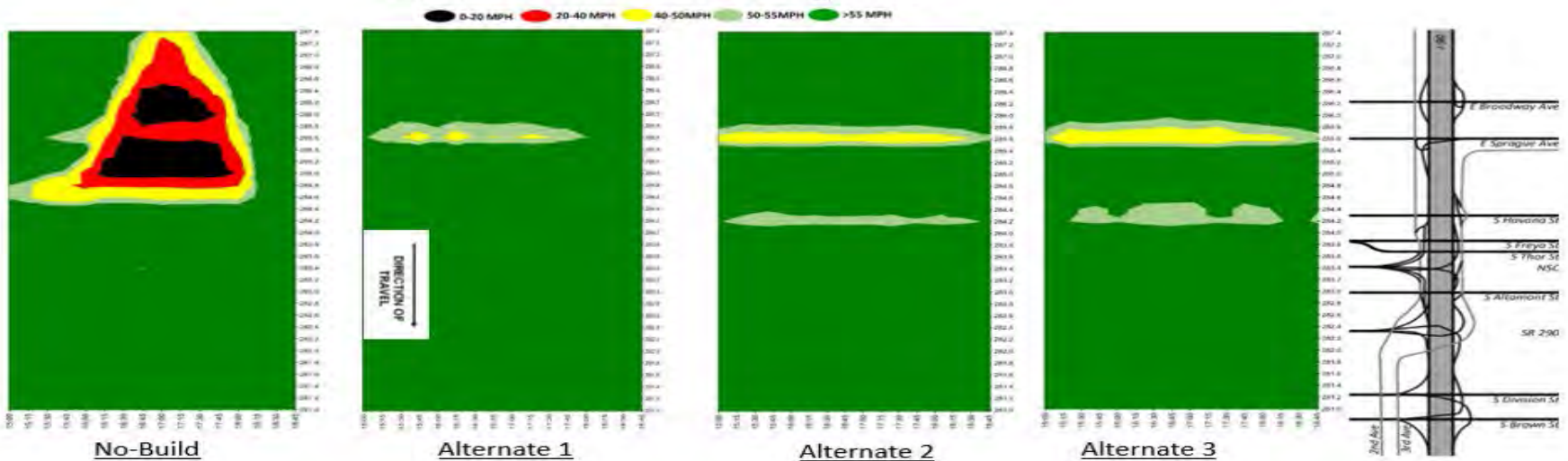


# 2040 Operational Results (WB/AM & PM)

## 2040 AM VISSIM Modeling – WB



## 2040 PM VISSIM Modeling – WB



# 2040 Operational Results (EB/AM & PM)

## 2040 AM VISSIM Modeling – EB

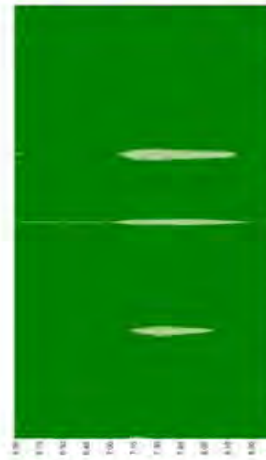
0-20 MPH 20-40 MPH 40-50 MPH 50-55 MPH >55 MPH



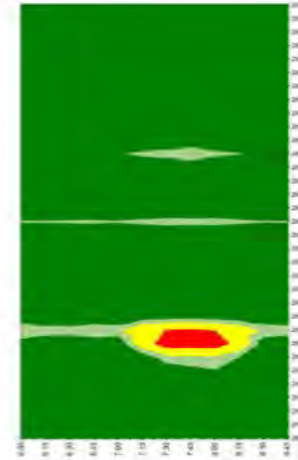
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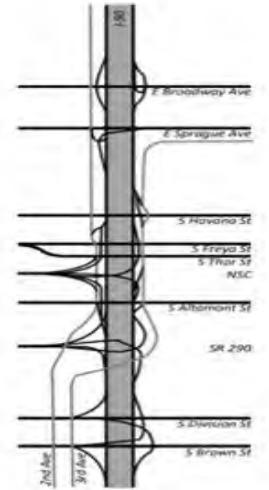
Alternate 1



Alternate 2

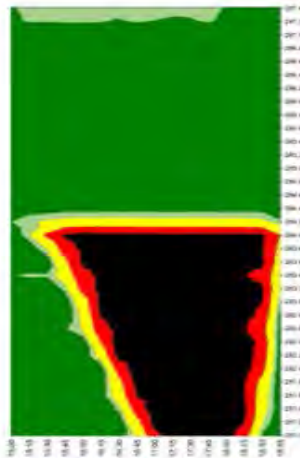


Alternate 3



## 2040 PM VISSIM Modeling – EB

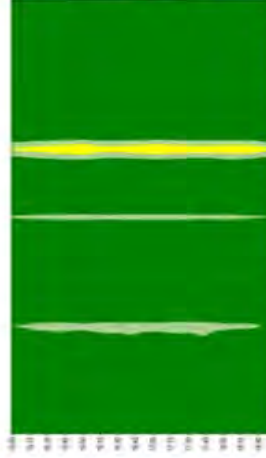
0-20 MPH 20-40 MPH 40-50 MPH 50-55 MPH >55 MPH



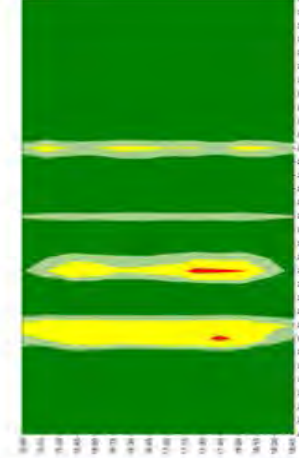
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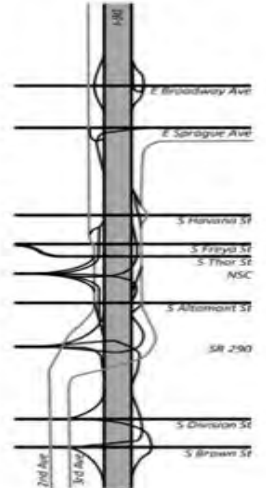
Alternate 1



Alternate 2



Alternate 3



# Conclusion

Due to the results of the operational analysis, WSDOT does not recommend or support Alternate 3 as a design alternative for the connection between the North Spokane Corridor and Interstate 90.

Additionally, FHWA supports WSDOT's decision to eliminate Alternate 3 from consideration and move forward with either Alternate 1 or Alternate 2, pending public feedback.



# Trade-Offs Discussion

## Alternate 1

- Adds connection to NSC from 2<sup>nd</sup> Ave. as requested
- Adds roundabouts at Altamont as requested
- Leaves Hamilton onramp directly connected to I-90 EB as-is
- Leaves offramp to Altamont from EB I-90 as-is
- Leaves offramp to Freya from EB I-90 as-is
- Has one less access point to EB I-90
- Reduces infrastructure
- Less costly (- ~\$27M)
- Takes ~ 2 minutes longer to get to EB 90 from Altamont area
- Slightly less motorists through East Central neighborhood south of I-90 west of Thor/Freya
- More opportunity for locating pedestrian bridges over I-90
- More opportunity for place-making and surplus land redevelopment

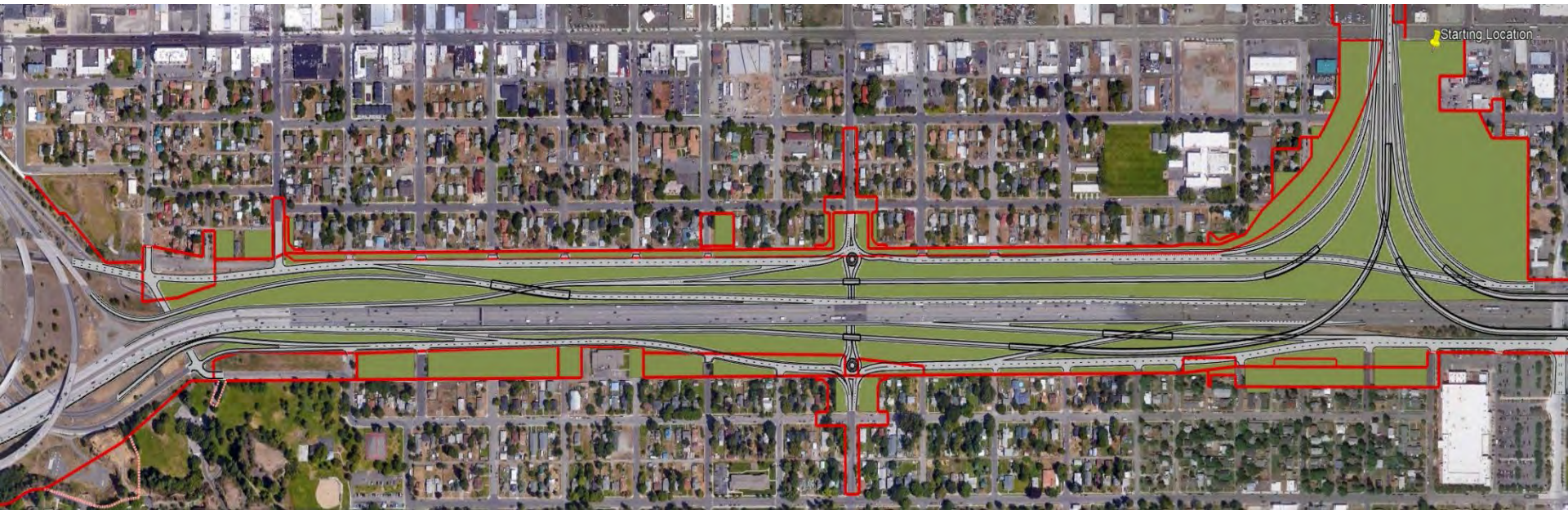




# Trade-Offs Discussion

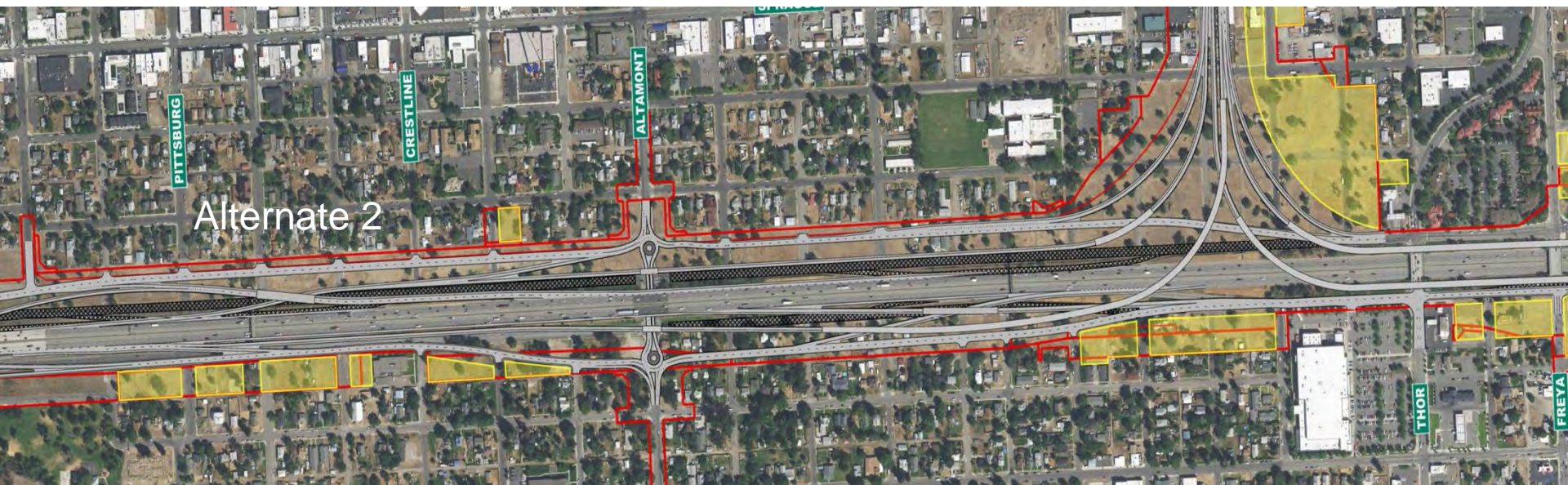
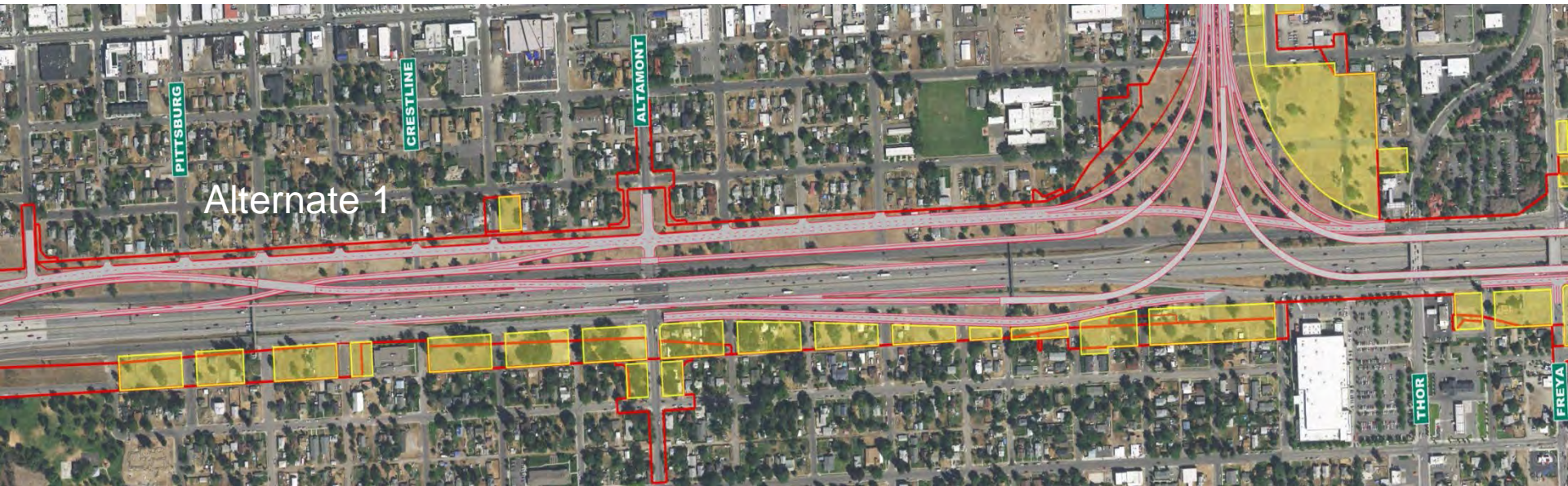
## Alternate 2

- Adds connection to NSC from 2<sup>nd</sup> Ave. as requested
- Adds roundabouts at Altamont as requested
- Provides one more access point (Altamont on-ramp to EB I-90)
- Routes Hamilton traffic to 3<sup>rd</sup> Ave and through roundabout to I-90
- Requires metering SB Altamont
- More infrastructure
- More expensive (+ ~\$27M)
- Takes ~ 2 minutes less to get to EB I-90 from Altamont area
- Slightly more motorists through East Central neighborhood south of I-90 west of Thor/Freya
- Less opportunity for locating pedestrian bridges over I-90
- Less opportunity for place-making and surplus land redevelopment





# Potential Surplus Land Comparison





# Potential Off-ramp to 2<sup>nd</sup> Ave/Altamont



# View 3D Visuals

# Avista Relocation

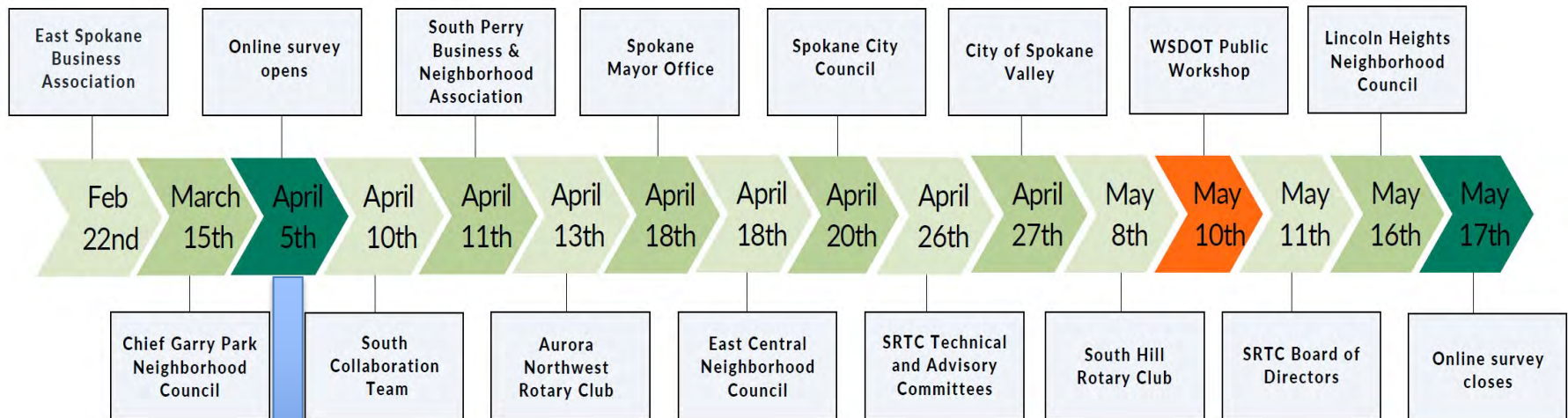
- NSC connection to I-90 forces relocation to south side of I-90
- Avista will likely remain on WSDOT right-of-way
- Preferred route has been proposed
- Relocation will result in less infrastructure and expanded capacity
- Avista looks forward to collaborating with the neighborhood and WSDOT to envision new amenities



# Public Engagement Timeline

## NORTH SPOKANE CORRIDOR AND I-90 CONNECTION

### Community Engagement Timeline



<https://t.co/u8prud2UYX>





# Questions/Comments?

