



Welcome

SRTC MARCH BOARD

WELCOME TO THE 03/14/2024 SRTC Board of Directors Meeting

TRANSPORTATION EQUITY WORKING GROUP

Share your voice with local governments!

The Spokane Regional Transportation Council (SRTC) is looking for representatives from Spokane County's diverse communities to share your voice with elected officials.

Including:

- BIPOC & Hispanic
- Low Income
- People with Disabilities
- Rural & Urban Populations

Convening January 2024
Bi-Monthly Meetings | Hybrid Format
Time to be determined by the group
All are welcome to join!



Interested or want to
learn more? Visit
srtc.org/title-vi-ej-ada/

Questions can be
emailed to SRTC at
contact.srtc@srtc.org
or call (509) 343-6370.



SRTC
Spokane Regional Transportation Council

421 Riverside Ave, Suite 500
Spokane, WA 99201
Open M-F, 8am to 5pm



Learn more here!

The Equity Working Group is open to new participants!

WELCOME TO THE 03/14/2024

SRTC Board of Directors Meeting



SRTC Staff Attended WTS Gala-February 15th

WELCOME TO THE 03/14/2024 SRTC Board of Directors Meeting



SRTC Staff Attended WTS Gala-February 15th

WELCOME TO THE 03/14/2024

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Spokane Regional Safety Action Plan

Because no one should die or be seriously injured on our roadways

January 31, 2024



The Regional Safety Action Plan Survey closes on March 15th. Visit srtc.org/rsap/ for details.

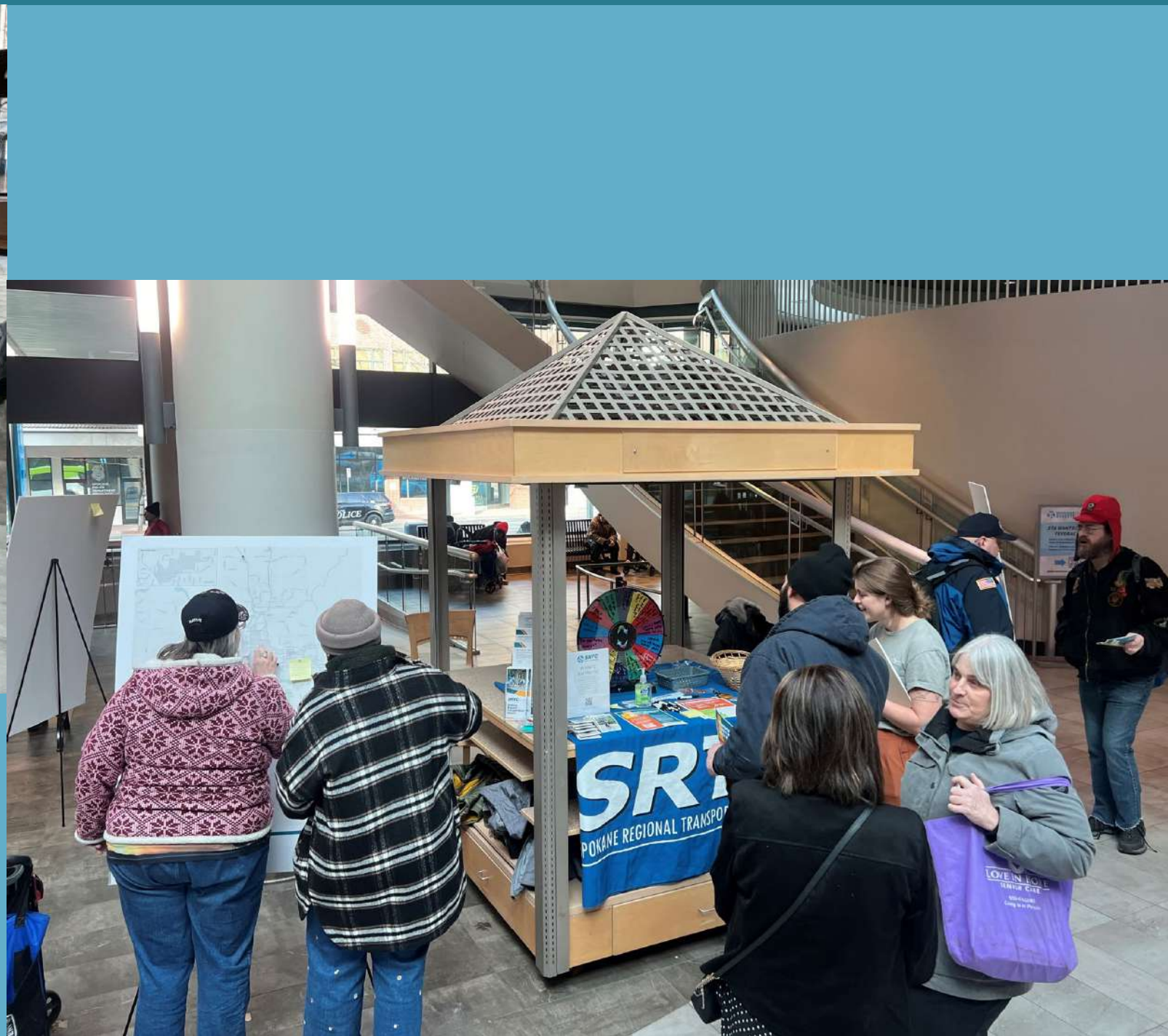
WELCOME TO THE 03/14/2024

SRTC Board of Directors Meeting



Regional Safety Action Plan Media Coverage

WELCOME TO THE 03/14/2024 SRTC Board of Directors Meeting



SRTC hosted 4 outreach events to get public input for the Regional Safety Action Plan.

WELCOME TO THE 03/14/2024

SRTC Board of Directors Meeting

A poster for an open house at the Spokane Valley Library. The background is a photograph of the library building, which has a sign that reads "SPOKANE VALLEY LIBRARY". The poster has a dark blue header with the words "OPEN HOUSE" in large white letters. Below this is a green horizontal bar with the words "SPOKANE VALLEY" in white. The main text is in white on a dark blue background, listing the date, time, and location. At the bottom, there is a small image of a ballot box.

OPEN HOUSE

SPOKANE VALLEY

**Thursday,
March 14, 2024**

4:00 - 6:00 P.M.

Spokane Valley Library

Spokane County Library District

STA Open House – Spokane Valley Library

SRTC Office Lease: Amendment #2

**SRTC Board of Directors
Agenda Item 4 | Page 17**

March 14, 2024

Overview

SRTC office lease ends on May 31, 2024.

Amendment #2 to the existing lease is being proposed to include:

- **Term:** 7 years beginning on June 1, 2024 for Suite 500 only (office suite).
- **Suite 504:** large conference room is not included
 - It will be available for general use or rental and will be managed by Paulsen Center staff.
 - SRTC will have priority use of Suite 504 for 2 years free of charge.
- **Option to Extend:** SRTC will have the option for a 5-year extension for Suite 500.

Financial Aspects

Suite 500

(Offices & Reception)

Current lease for 12 months = \$68,292

- Suite 500 under the new lease:
Year 1 = \$63,800 (one month free)
Year 2 = \$65,076 (one month free)
- Years 3-7 increase by 2-2.5% totaling **\$506,852** for the 7-year period

Suite 504

(Large Conference Room)

Current lease for 12 months = \$14,604

- SRTC will have priority use for 2-years free of charge
- First right to negotiate afterwards

The total cost of our existing rate for Suite 500 over 7 years increasing by 2.5%/year is = \$515,4304

Parking

The current lease includes parking stipend for staff & visitors

- **Amended lease continues the current arrangement for staff parking**
- **Beginning June 1st, Visitor parking (Board and Committee members and guest presenters) will be reimbursed by SRTC. Updated information to be provided later in year before new lease takes effect.**

Recommended Action

- Approval of Paulsen Building Office Lease Amendment #2 and Authorization for the SRTC Executive Director to Execute the Agreement.

Eastern Region Update & Priorities

SRTC Board Meeting

Todd V. Trepanier, P.E.

Assistant Secretary Regions & Principal Engineer

March 14, 2024

Safety



STRATEGIC PLAN

May 2023



VISION

Washington travelers have a safe, sustainable and integrated multimodal transportation system.

MISSION

We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

VALUES

- Safety
- Engagement
- Innovation
- Integrity
- Leadership
- Sustainability

GOALS

- Diversity, Equity, Inclusion
- Resilience
- Workforce Development



Strategic plan strategies

DIVERSITY, EQUITY, AND INCLUSION

We each strive to advance our culture of belonging and access so that all feel included, supported, valued, and safe.

- **We embed** DEI throughout the employee experience to grow our staff to learn to be allies and to create a culture of belonging.
- **We grow** the agency Diversity Advisory Groups by increasing membership, expanding learning, and creating influence.
- **We develop** guidelines and benchmarks that lead to precise and effective decision-making centered on our values.
- **We strive** to be a trusted partner of the communities we serve by truly understanding their needs.
- **We create** good policy that effectively responds to the needs of underserved communities and creates sound, equitable investment strategies.

WORKFORCE DEVELOPMENT

Be an employer of choice by hiring, training and retaining skilled workers to meet Washington's transportation needs.

- **Employee Engagement** – encourage and act on employee feedback.
- **Modern Work Environment** – continue building a flexible and mobile work environment through technology and innovation.
- **Talent Development** – value our employees through training and other opportunities.
- **Talent Pipelines** – analyze applicant pools and use varied recruiting methods to find exceptional talent.
- **Workforce Analysis and Growth** – understand market trends and work to offer competitive compensation and ensure succession.

RESILIENCE

Plan and/or invest resources to improve our ability to mitigate, prepare for, and respond to emergencies, combat climate change, and build a transportation system that provides equitable services, improves multimodal access, and supports Washington's long-term resilience.

Part 1: Improve resilience of the transportation system

- **Seismic Resilience** – prioritize and strengthen the elements of the transportation system most critical to emergency response after a seismic event, such as an earthquake and tsunami.
- **Asset Management** – build resilience and reduce vulnerabilities while proactively managing the preservation and maintenance of WSDOT's assets necessary to achieve and sustain a state of good repair.
- **Climate and Natural Hazard Resilience** – prioritize actions that reduce risk and build climate preparedness.
- **Operational Resilience** – support and enhance security for all WSDOT staff and properties and improve WSDOT's Emergency Preparedness for response and recovery from natural and manmade incidents (including cyber).

Part 2: Lead in the development of transportation that combats climate change and enhances healthy communities for all

- **WSDOT Agency Greenhouse Gas Emissions Reduction Strategy** – Lead by example by reducing agency GHG emissions.
- **Transportation Sector Greenhouse Gas Emissions Reduction Strategy** – Reduce transportation sector GHG emissions by promoting and investing in efficient, equitable and healthy transportation choices.

It was a busy 2023!



June groundbreaking NSC River Crossing



Reopened the East Trent Bridge in July



Opened the next section of the NSC in November – Freya to Wellesley



Opened in Sept. the new Kramer Parkway Bridge in Liberty Lake

Opened NSC Freya to Wellesley



New section add 1.5 miles for first time in 12 years.



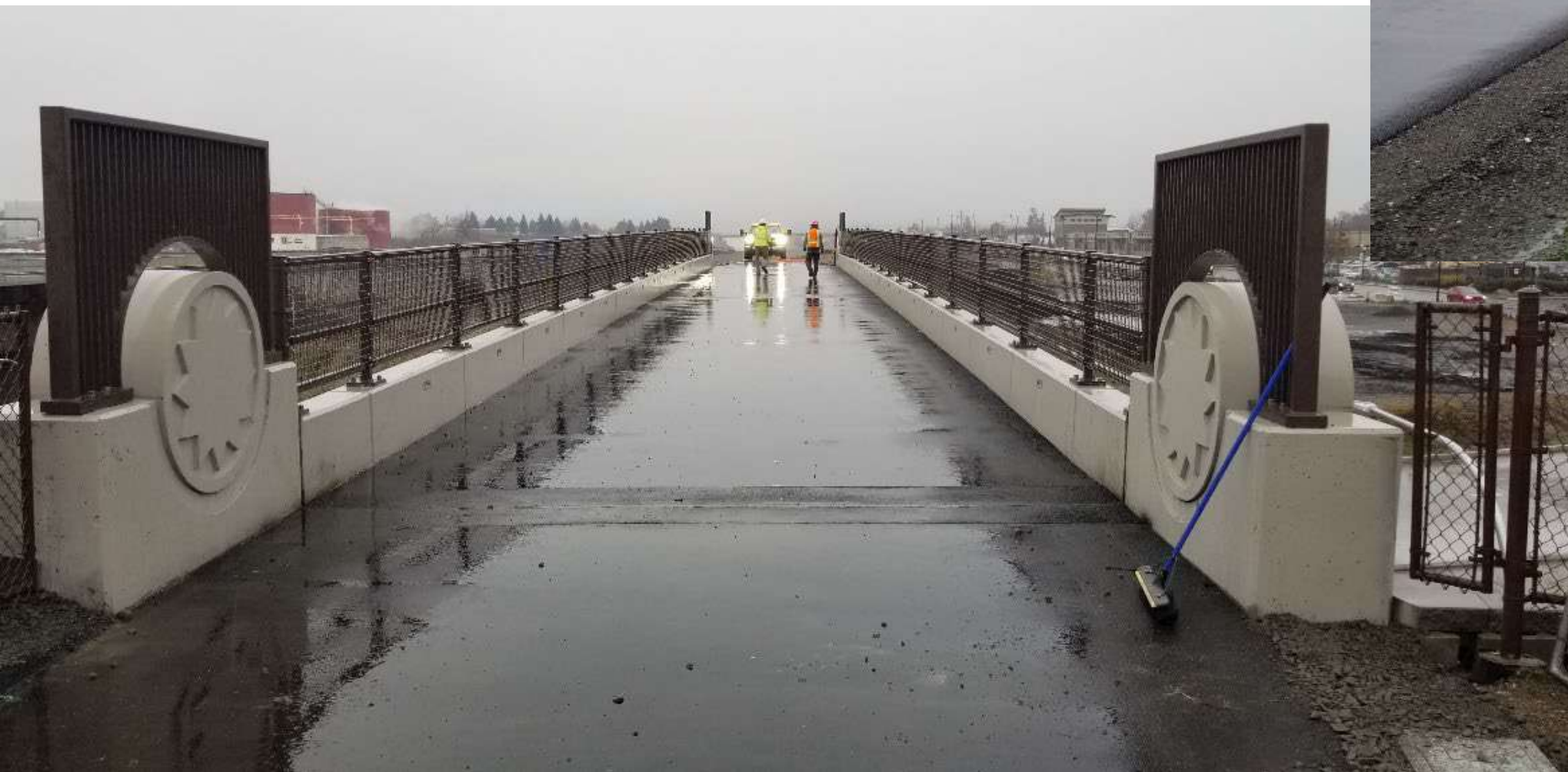
NSC Phase 1



First project to start and be completed south of the Spokane River

Children of the Sun Trail

New section opened in Dec.
2023. Minor work remains for
2024.



Ribbon cutting planning is
underway for summer months.

Progress continues!



First girder being set for NSC Spokane River Crossing – Tuesday, Feb. 20

NSC – Future Construction

2025-2028	Sprague Ave to Spokane River - STAGE 2	On ad Dec. 2024
2024-2027	Sprague Ave to Spokane River - STAGE 3	On ad June 2024
2026-2030	I-90 to Sprague Ave	Construction likely in 2026 with full completion in 2030



Continuing the NSC south

I-90 connection to begin in late 2025 to 2026.



ER NSC Sprague to Spokane River - Stage 3

June 2024 ad date \$65M-\$80M — Sprague to Alki



ER NSC Sprague to Spokane River - Stage 2

December 2024 ad date \$170M-\$190M — Trent interchange — Alki to Mission



“Solving” congestion



Cartoon via @Brent
Toderian on Twitter

Work to widen I-90 in Idaho underway

ITD starting expansion of I-90 from SH-41 to US 95 in 2025

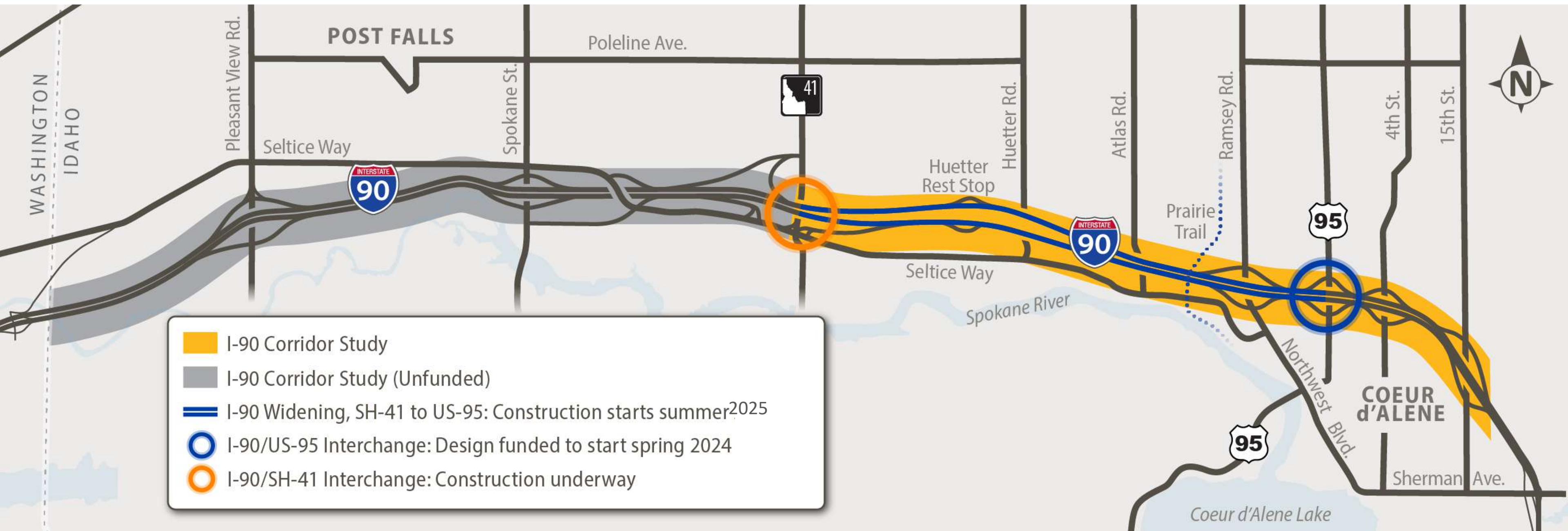


Image from ITD

Idea to widen I-90 in WA well underway...

Getting There: Can a 6-lane I-90 and \$1.5 billion prevent gridlock in 300,000-person Kootenai County?

Mon., July 26, 2021



We can't expand our way out of congestion



Identified in the study are other solutions instead of increasing system capacity, such as...

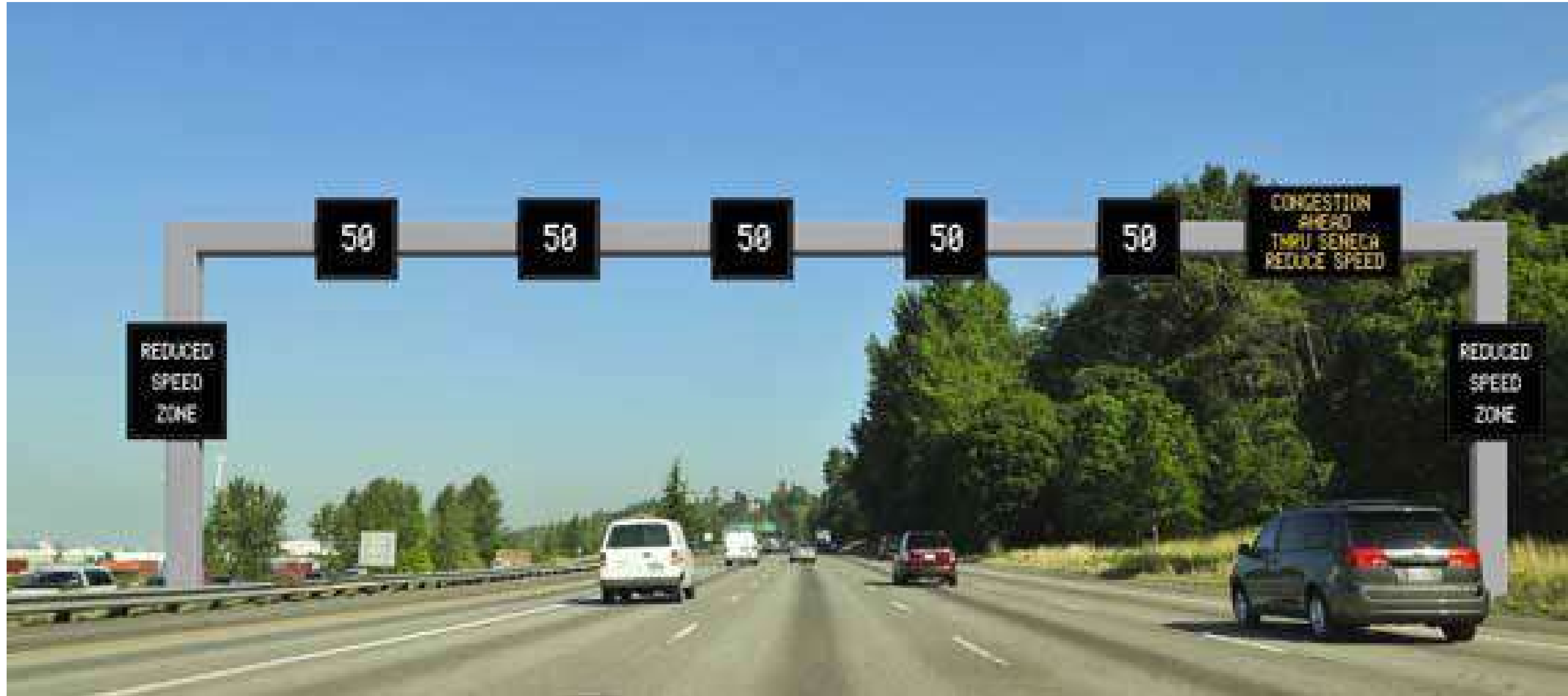
Incident Response Team

- Possible expansion of our incident response team.
- Currently three-member team. As NSC continues to expand, need for additional IRT members grows.
- Ability to respond quickly to incidents and clear lanes of travel.



Other ITS options

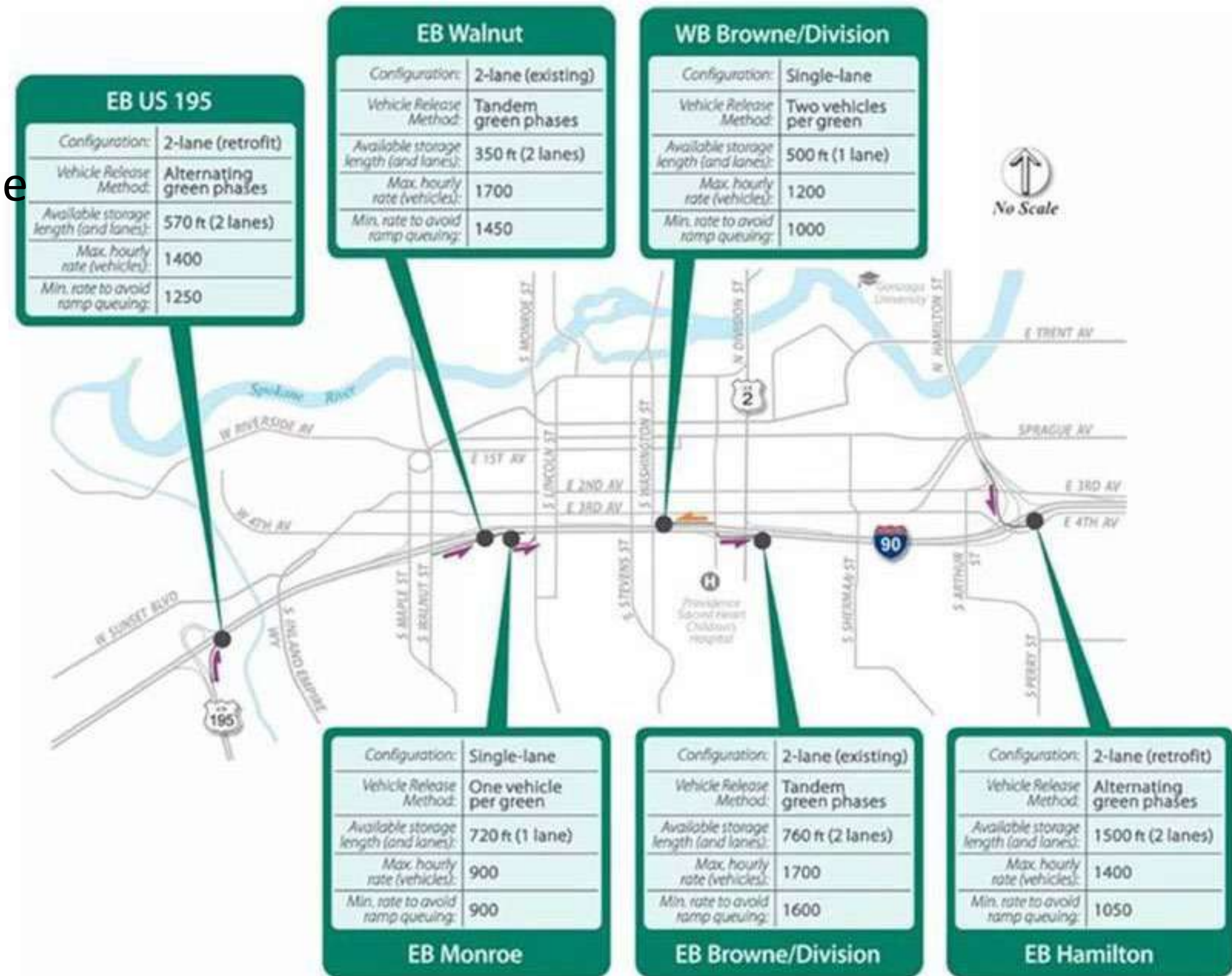
Variable speed limits part of the I-90 study



Ramp meters

8 ramp meters installed in Spokane since 2019

- EB US 195
- EB Walnut
- EB Monroe
- WB Browne/Division
- EB Browne/Division
- EB Hamilton
- EB Geiger
- EB US 2

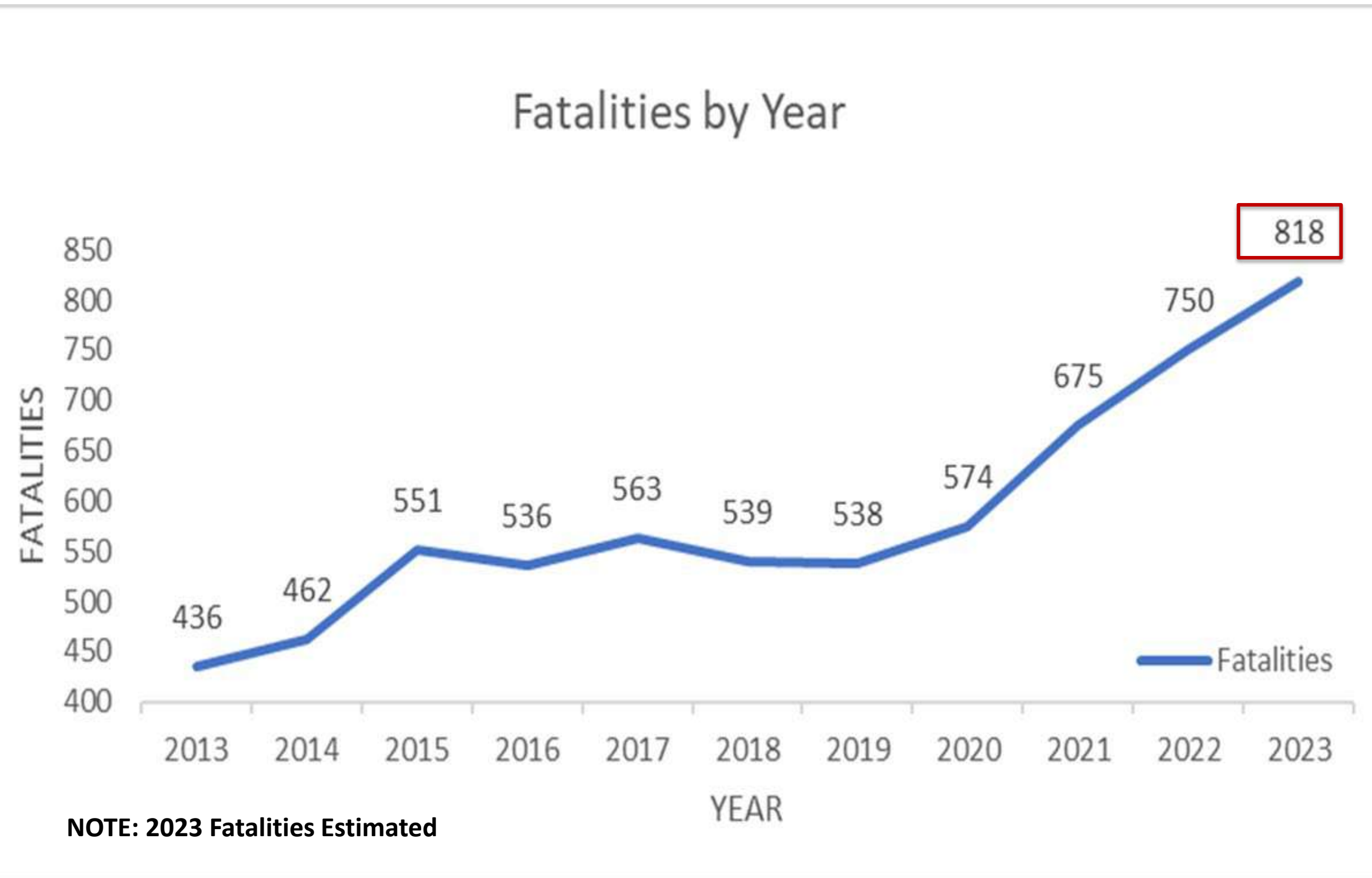


Safety first, congestion second

- Creates gaps between platoons of vehicles entering I-90
- Creating space allows for safer merging at merge points
- System can adjust flow based on queues at each meter
- Talks to system downstream during congestion/collision



But we are losing ground in highway safety



- Fatality and serious injuries trend continues upward, especially for vulnerable users
- In 1981 we had 862 fatalities; in 1990 there were 825 fatalities; in 2023 the estimate is 818 fatalities
- Target Zero Plan emphasis areas are trending up
- 72% increase in Fatalities over 10 years
- 172% Pedestrian Fatality increase over 10 years
- Disproportionate outcomes by race

Community driven safety projects



J-Turns added at US 2 & Colbert Road in north Spokane after several serious and fatal collisions.



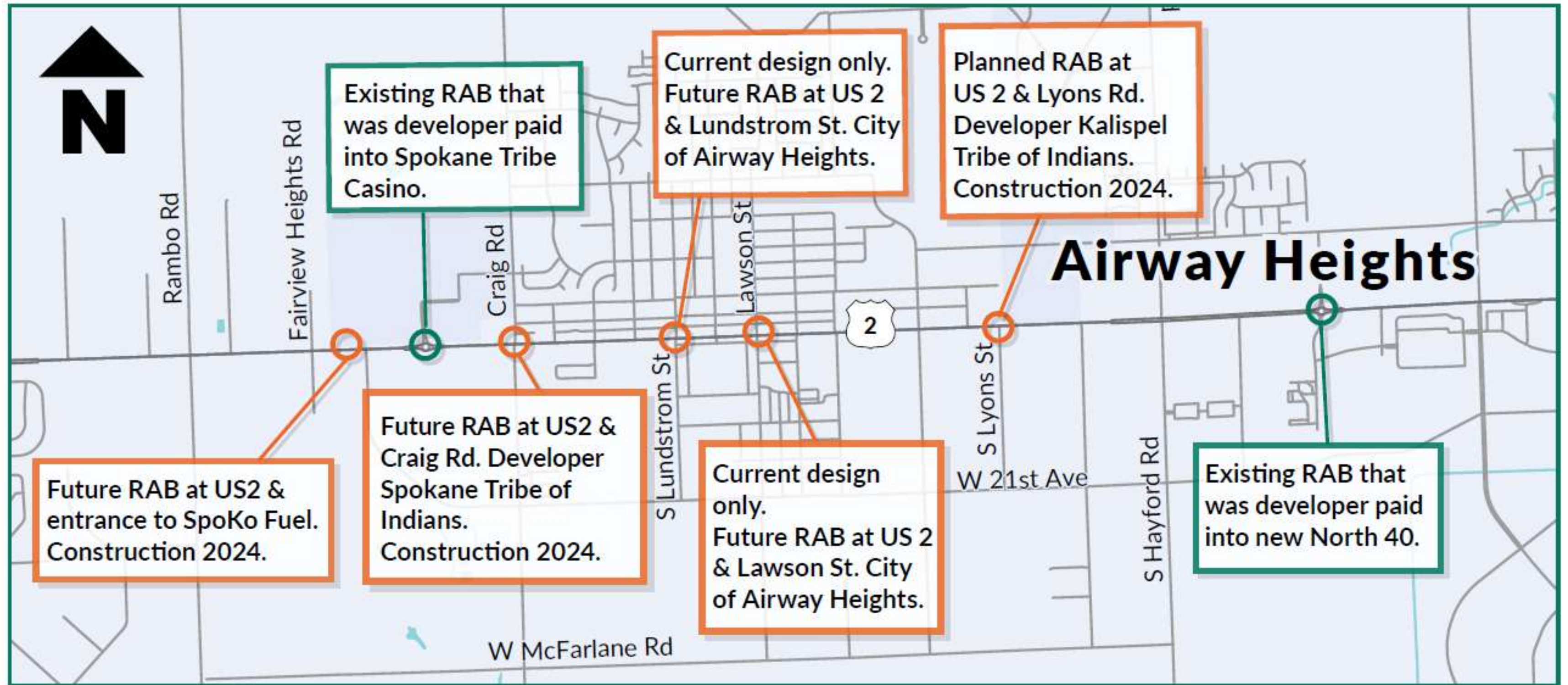
Compact roundabout added at US 395 and State Route 292 interchange in Loon Lake due to previous collisions.

US 195 Growth



US 195 & Thorpe Road prior to J-Turns in 2019

US 2 – Airway Heights



Planned construction coming to US 2 corridor in Airway Heights

I-90/Four Lake Interchange



PCC Railway Grant

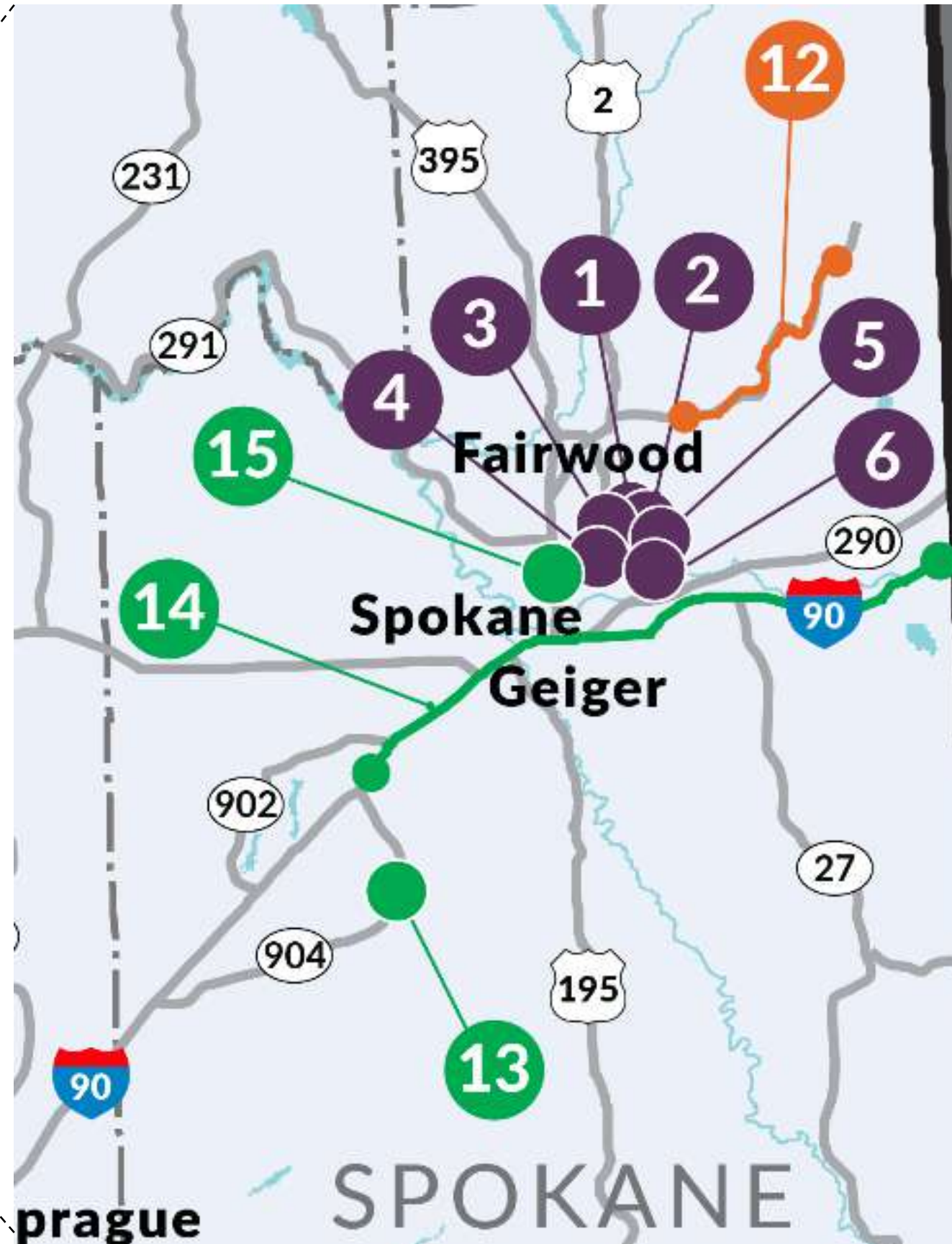
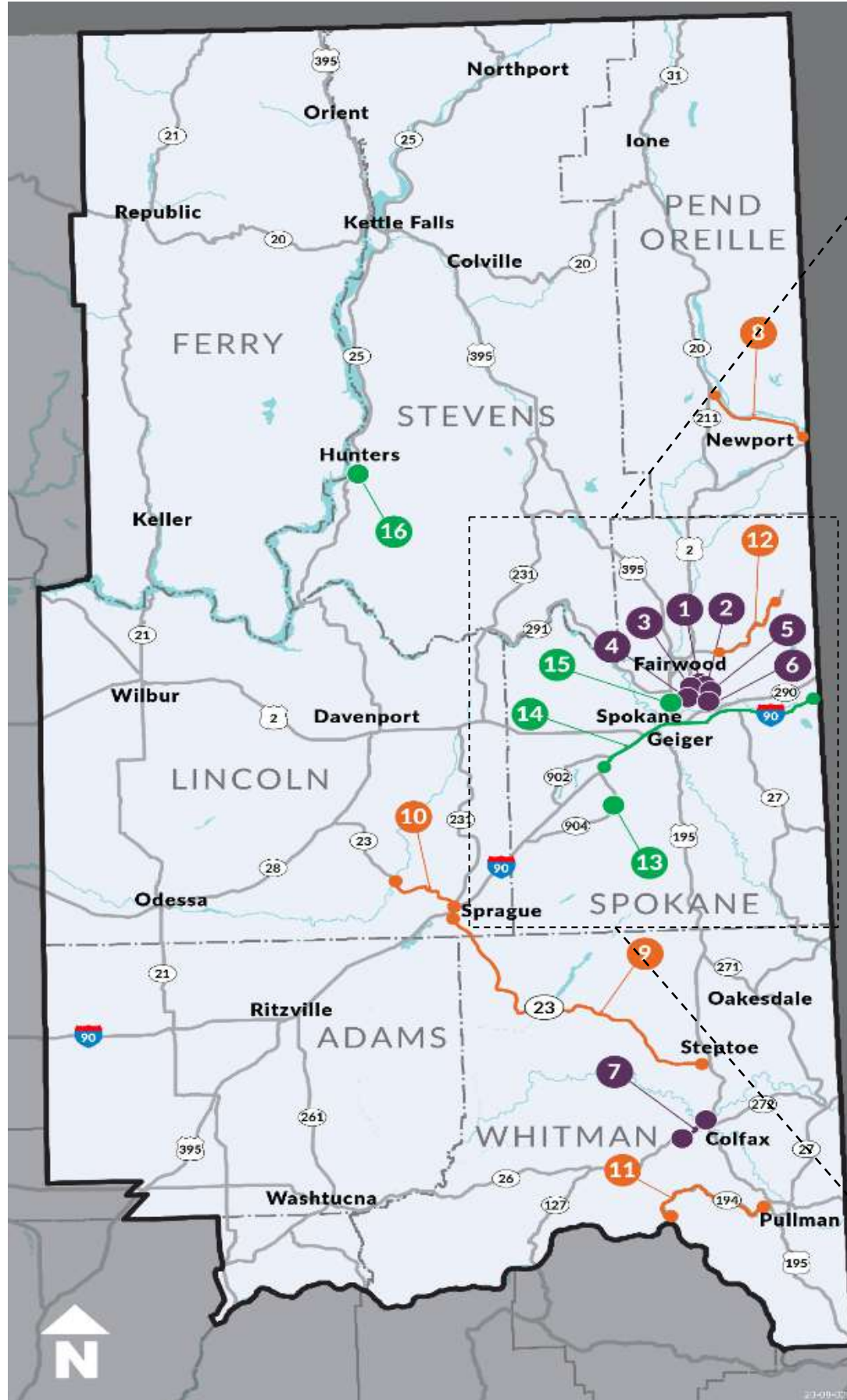


\$72.8 million grant awarded from FRA

Right of way management



2024 to be a bit lighter...



- 1 NSC Spokane River to Columbia - Phase 1
- 2 NSC Spokane River to Columbia - Shared Use Path
- 3 NCS Spokane River to Columbia - Phase 2
- 4 NSC Spokane River Crossing
- 5 NSC Sprague Ave. to Spokane River - Stage 2 (Mission to Trent)
- 6 NSC Sprague Ave. to Spokane River - Stage 3 (Trent to Sprague)
- 7 Dusty to Colfax - Add fourth climbing lane
- 8 Pend Oreille Mill to Newport - Chip Seal
- 9 US 195 to I-90 - Chip Seal
- 10 I-90 to Lords Creek Rd - Chip Seal
- 11 Almota to US 195 - Chip Seal
- 12 Bruce Rd to Mt Spokane State Park - Chip Seal
- 13 2023 CW Branch - SR 904 Betz Road Crossing - PCC
- 14 I-90 - Freeway/Arterial Integrated Corridor Management (Install new cameras & VMS)
- 15 ER TMC Relocation - Communication Hub
- 16 Emergency Culvert Replacement

- Improvements
- Preservation
- Other

Investments needed for a State of Good Repair

Asset Category	Replacement Value	Average Annual Need	Current budget annual average spending	Average annual funding shortfall
Highways (includes delivering Complete Streets with preservation funds)	\$148 billion	\$1.52 billion	\$495 million	\$1.02 billion
Multimodal (i.e. Aviation, Public Transportation, Rail)	\$1 billion	\$140 million	\$60 million	\$80 million
Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)	\$84 billion	\$220 million	\$90 million	\$130 million
Ferries	\$6 billion	\$610 million	\$330 million	\$280 million
TOTAL	\$239 billion	\$2.49 billion	\$975 million	\$1.51 billion

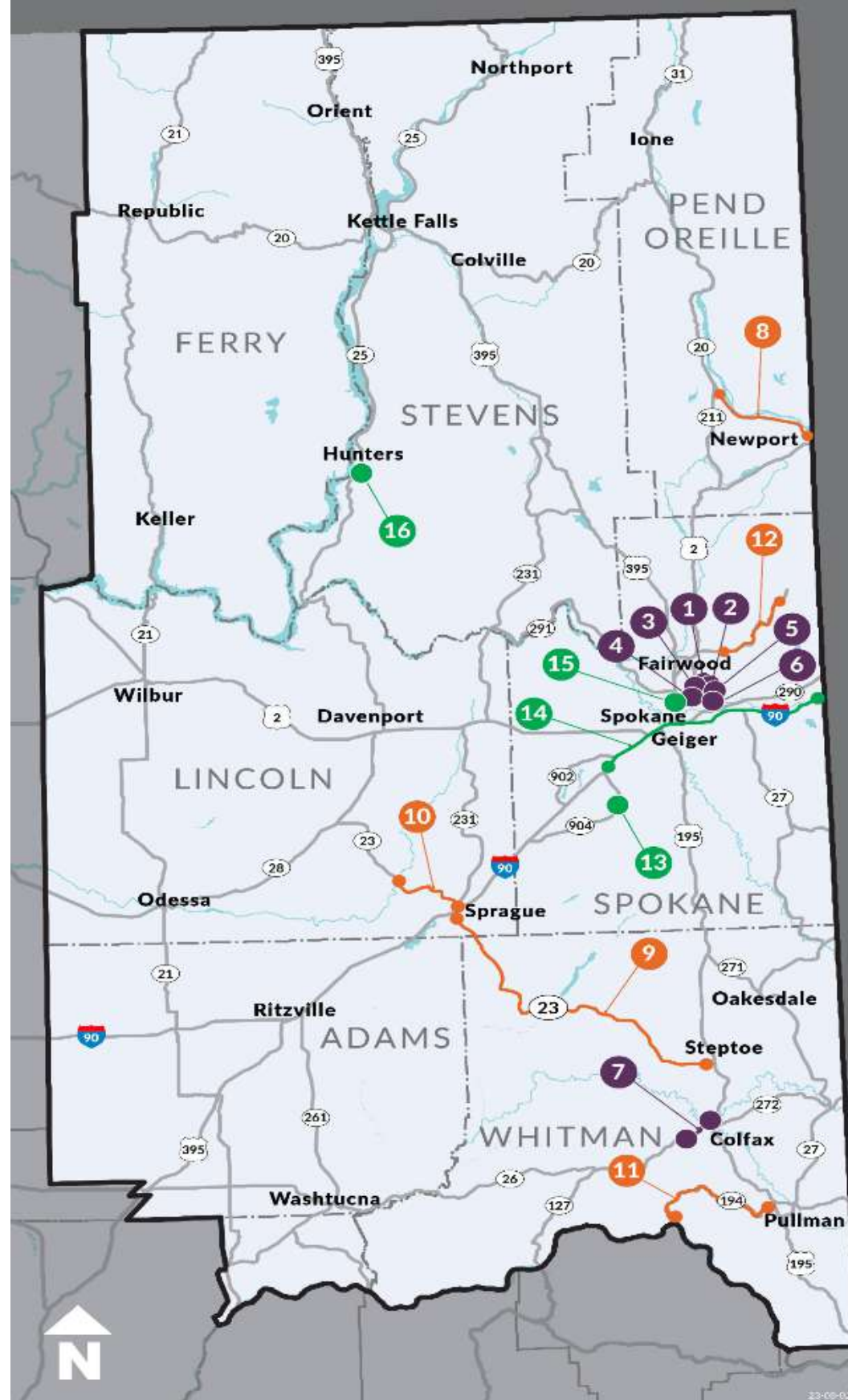
Notes: Figures rounded to the nearest \$5M of \$1B

State of Good Repair funding need is Preservation and Maintenance funding numbers combined.

It is assumed that approximately 50% of the additional Highways Preservation dollars provided by Move Ahead Washington, excluding the funding provided for Highway Maintenance, will be needed to implement the Complete Streets proposal in conjunction with those projects.

The funding numbers above (excluding Replacement Value) represent 10-year annual averages.

Able to get two projects back



- 1 NSC Spokane River to Columbia – Phase 1
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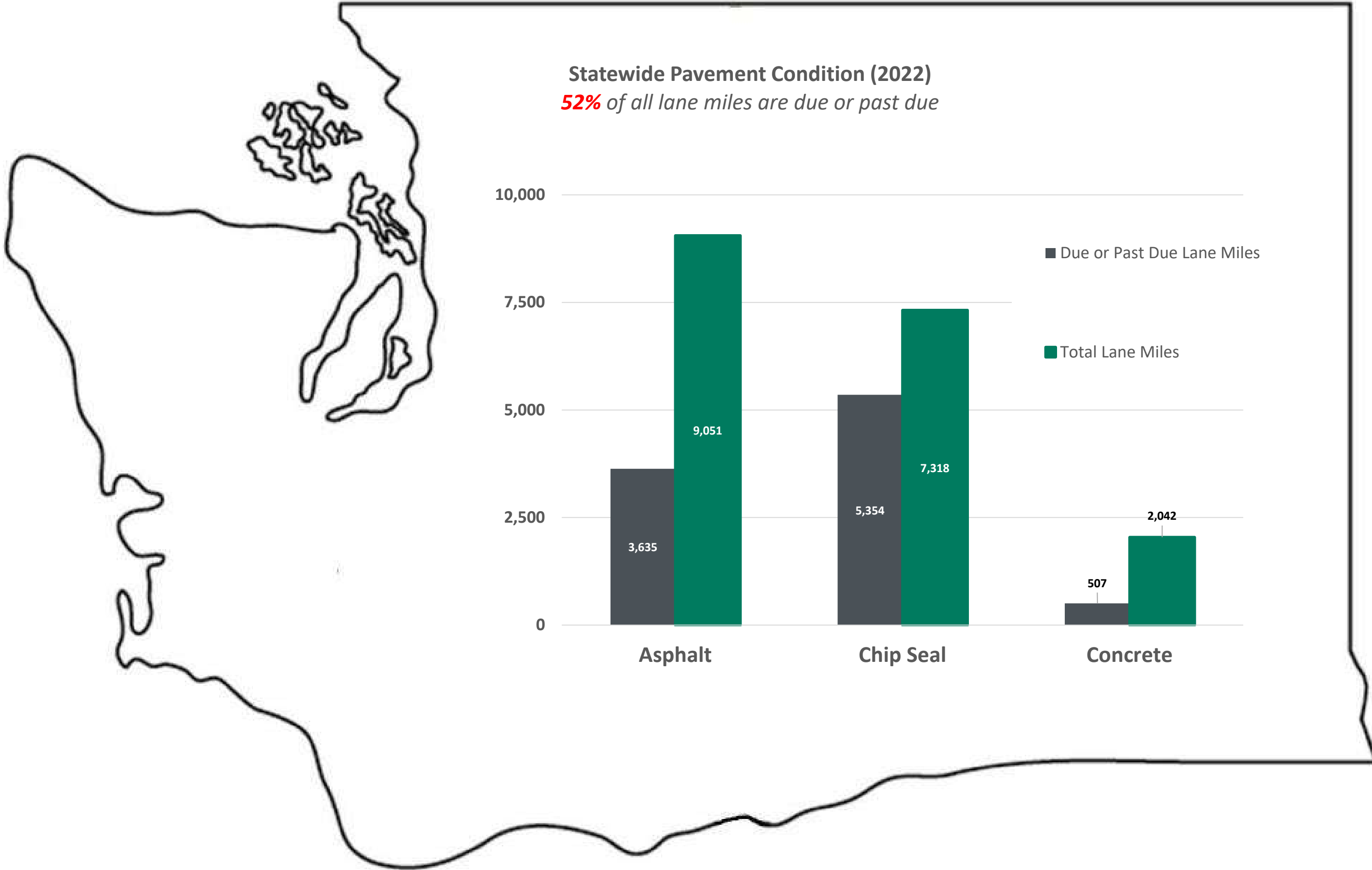
Able to secure funding for one chip seal project.

One emergency culvert replacement also added.

Other “Ad Ready” projects for 2024

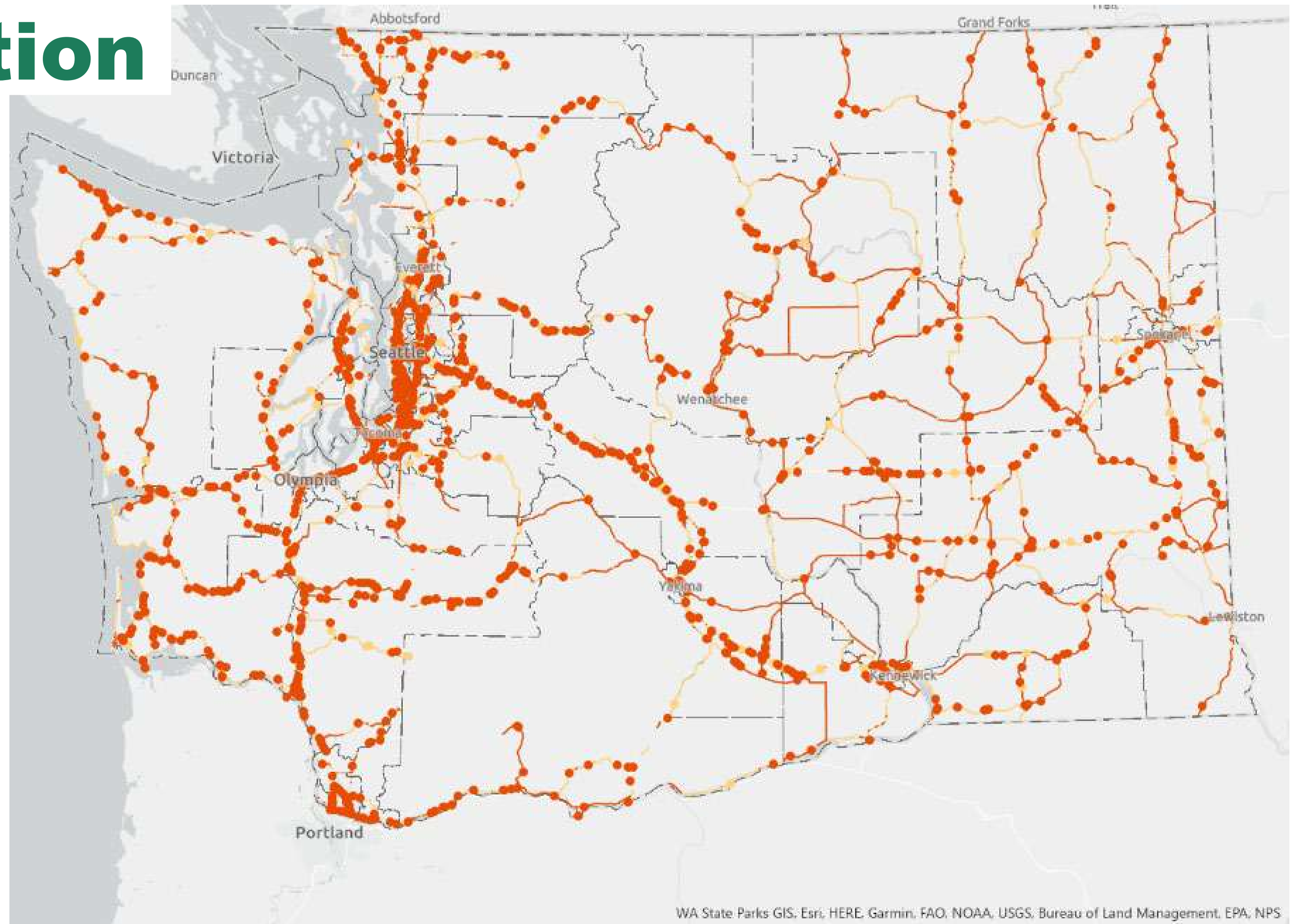
- 2024 Eastern Region Chip Seal (\$7.5M to \$10M)
- SR 25/2 Miles N of Hunters – Emergency Culvert Replacement (\$1.3M to \$1.5M)
- US 395/Hatch Rd to Hamilton Rd – Paving (\$5M to \$7.5M)
- US 2/Spokane Co Line to SR 211 – Paving (\$4M to \$5M)
- SR 20/S Fork Mill Creek Rd to Tiger – Paving (\$3M to \$4M)
- US 195/Cornwall Rd to Cheney - Spokane Rd - NB Lanes Only– Paving (\$4M to \$5M)
- US 395/Lind Coulee Bridge to I-90 – SB Lanes Only – Paving (\$5M to \$7.5M)
- Eastern Region 2024 Bridge Repair (SR 26/BNRR Crossing - Bridge Deck Rehab and I-90/SR 21 Crossings - Bridge Deck Rehabilitation \$3M to \$4M)
- I-90/Guardrail Basic Safety – Rehabilitation (\$2.5M to \$3M)

Pavement past due



Preservation needs

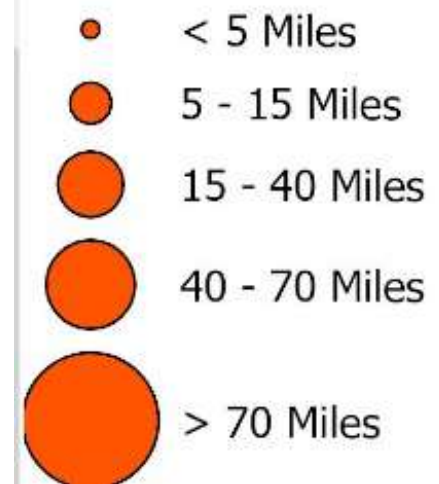
- Bridge - Due Today
- Bridge - Due Within Ten Years
- Pavement - Due Today
- Pavement - Due Within Ten Years



Bridge closure impacts

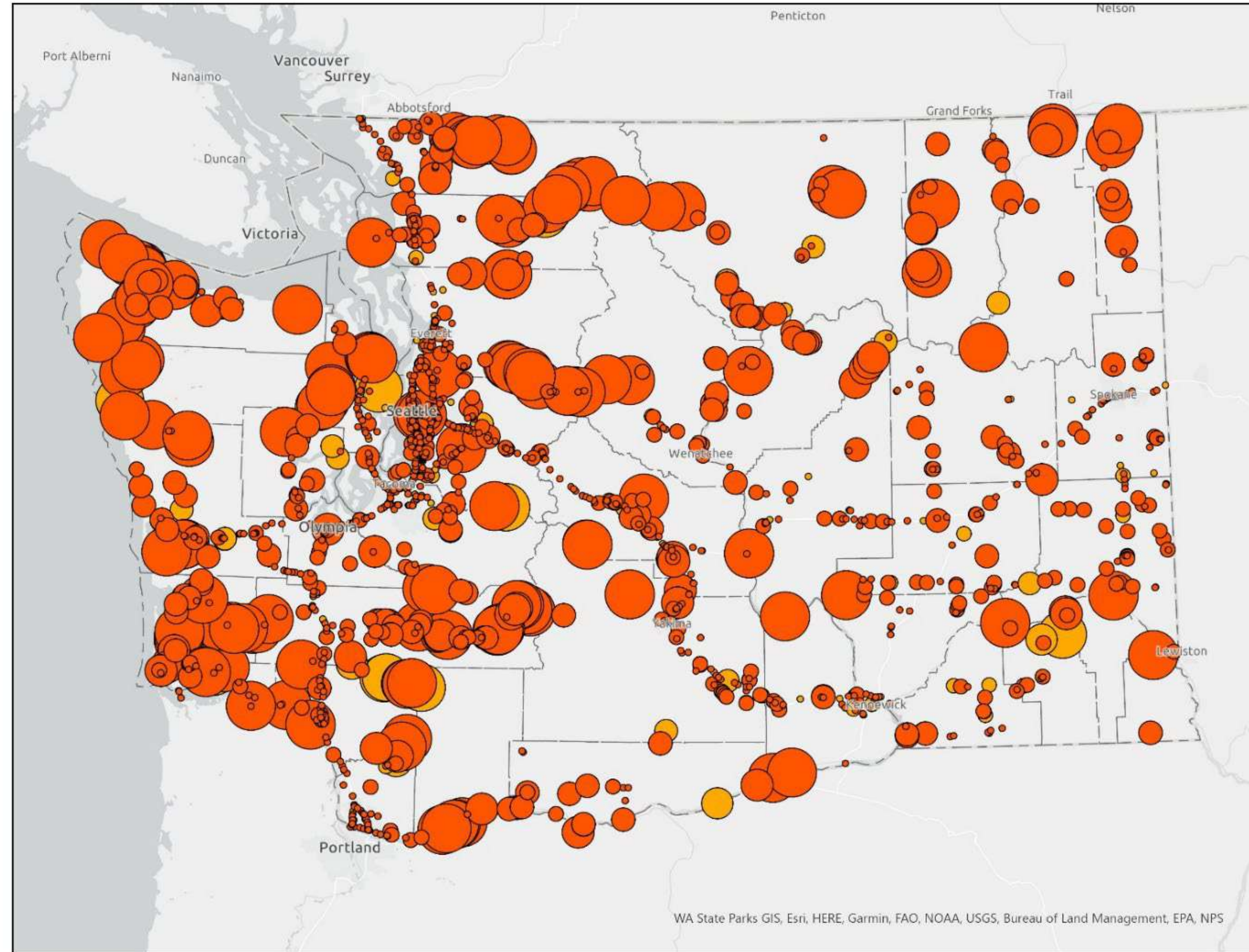
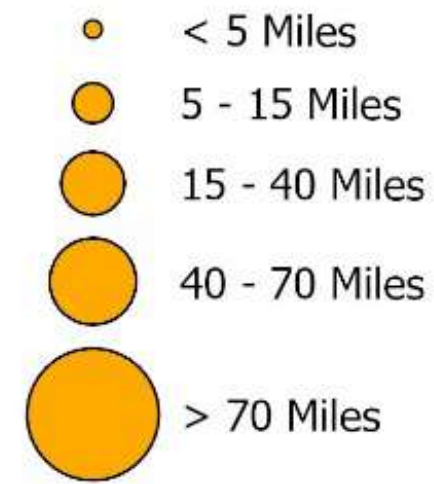
Bridge Needs - Due Today

Detour Length



Bridge Needs - Due Within Ten Years

Detour Length



Regional state of preservation

Sum of Lane Miles	Column Labels			
Row Labels	ACP	BST	PCCP	Grand Total
Far Past Due	107.65	475.94	7.67	591.26
Past Due	138.73	720.39	19.73	* 878.85
Due	195.93	639.70	30.18	865.81
Near Future Due	167.98	363.98	21.44	553.40
Future Due	600.86	0.40	167.51	768.77
Grand Total	1,211.15	2,200.41	246.53	3,658.09

- * Total sum of due or past due lanes miles – **2,335.92**

- \$25 million additional per year, for six years to catch us up to a state of good repair.

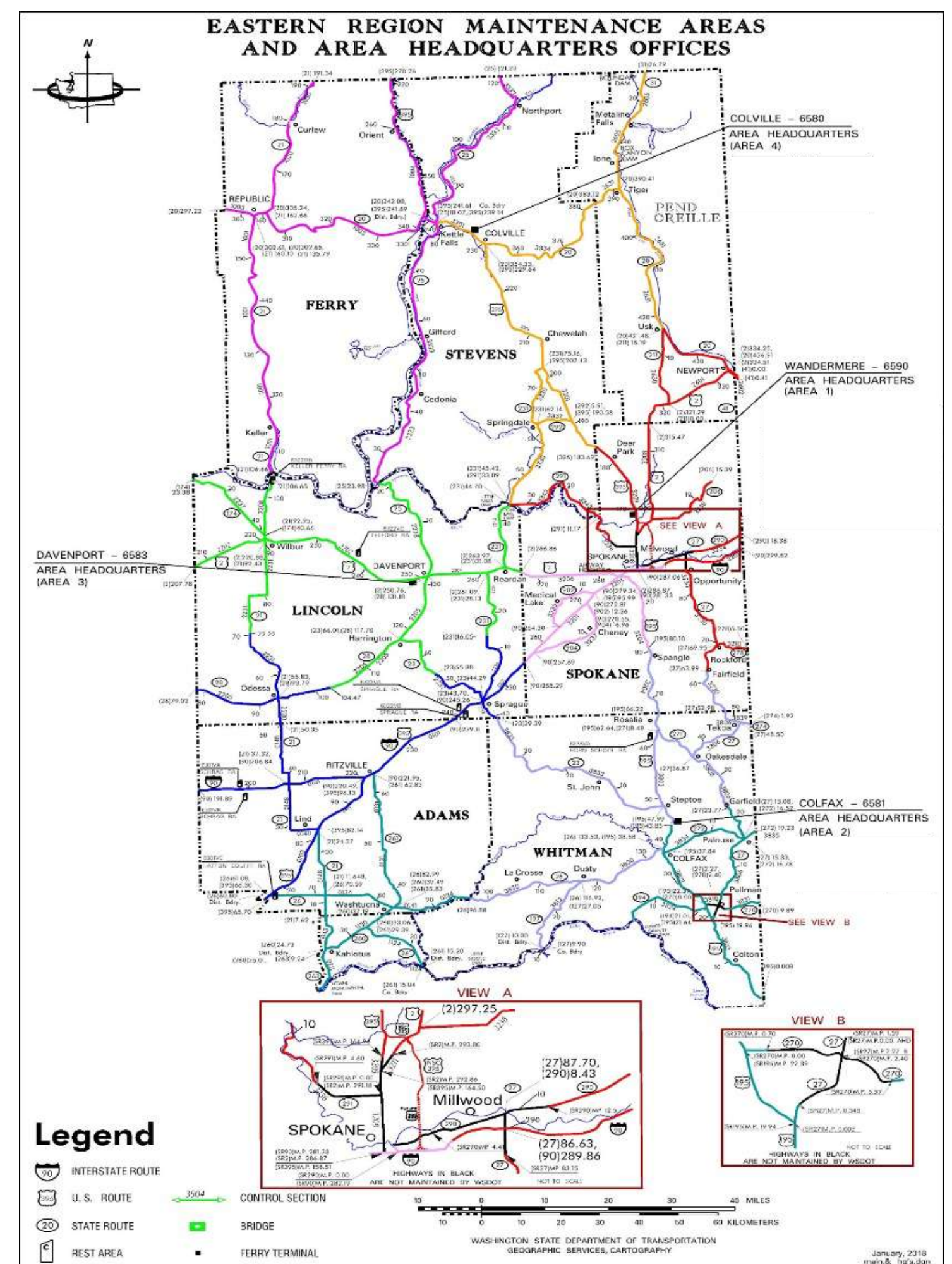
Number of miles anticipated be paved between 2023-2028

Miles 2023-28	ACP	BST	PCCP	Grand Total
Far Past Due	35.73	236.44	1.98	274.15
Past Due	81.66	556.25	0.10	638.01
Due	126.50	93.44	0.10	220.04
Near Future Due	65.73	28.16	0.63	94.52
Future Due	23.01	0.20	0.00	23.21
Grand Total	332.63	914.49	2.81	1,249.93

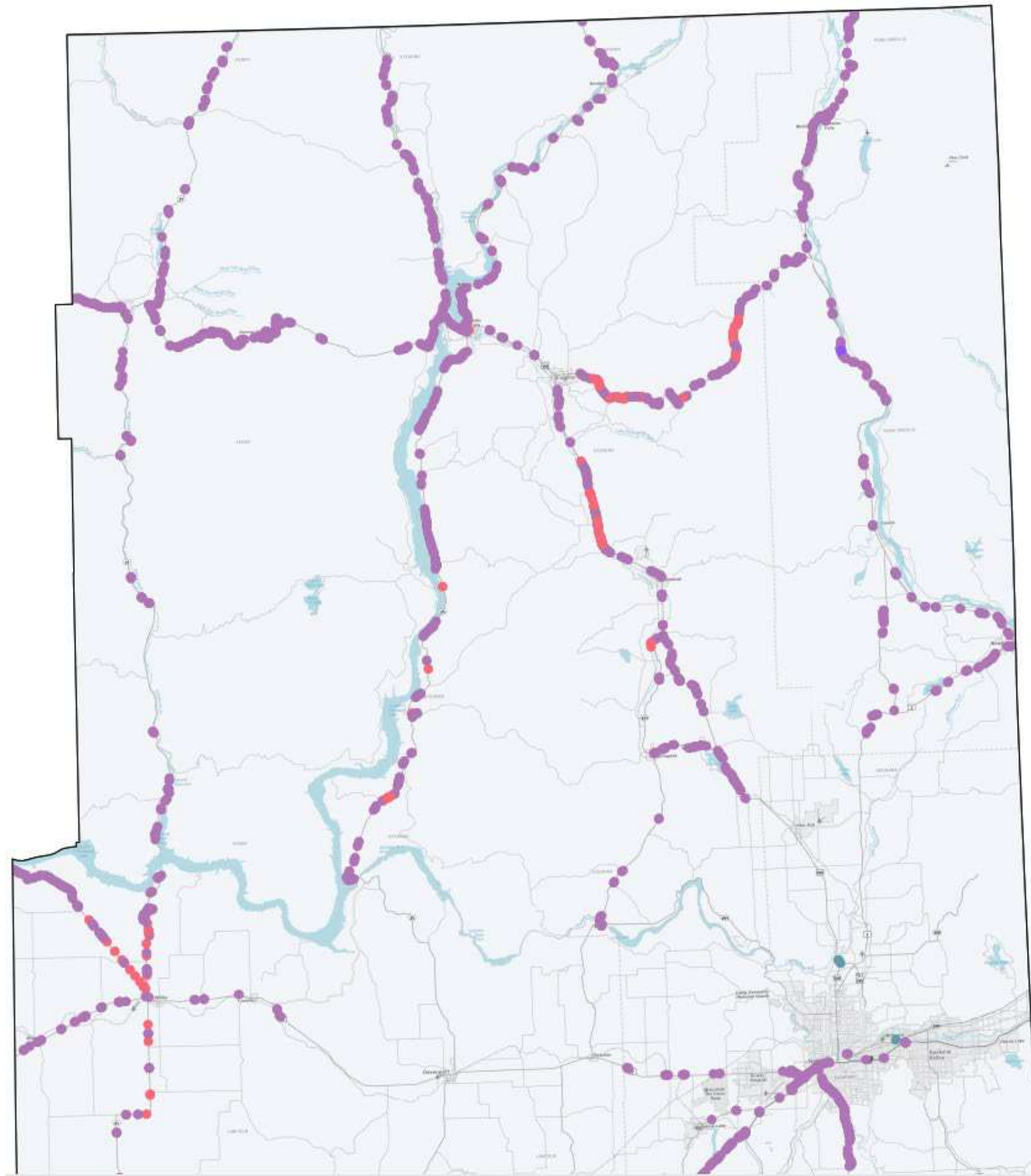
- \$100 million per year after to keep us in a state of good repair.

Region overview

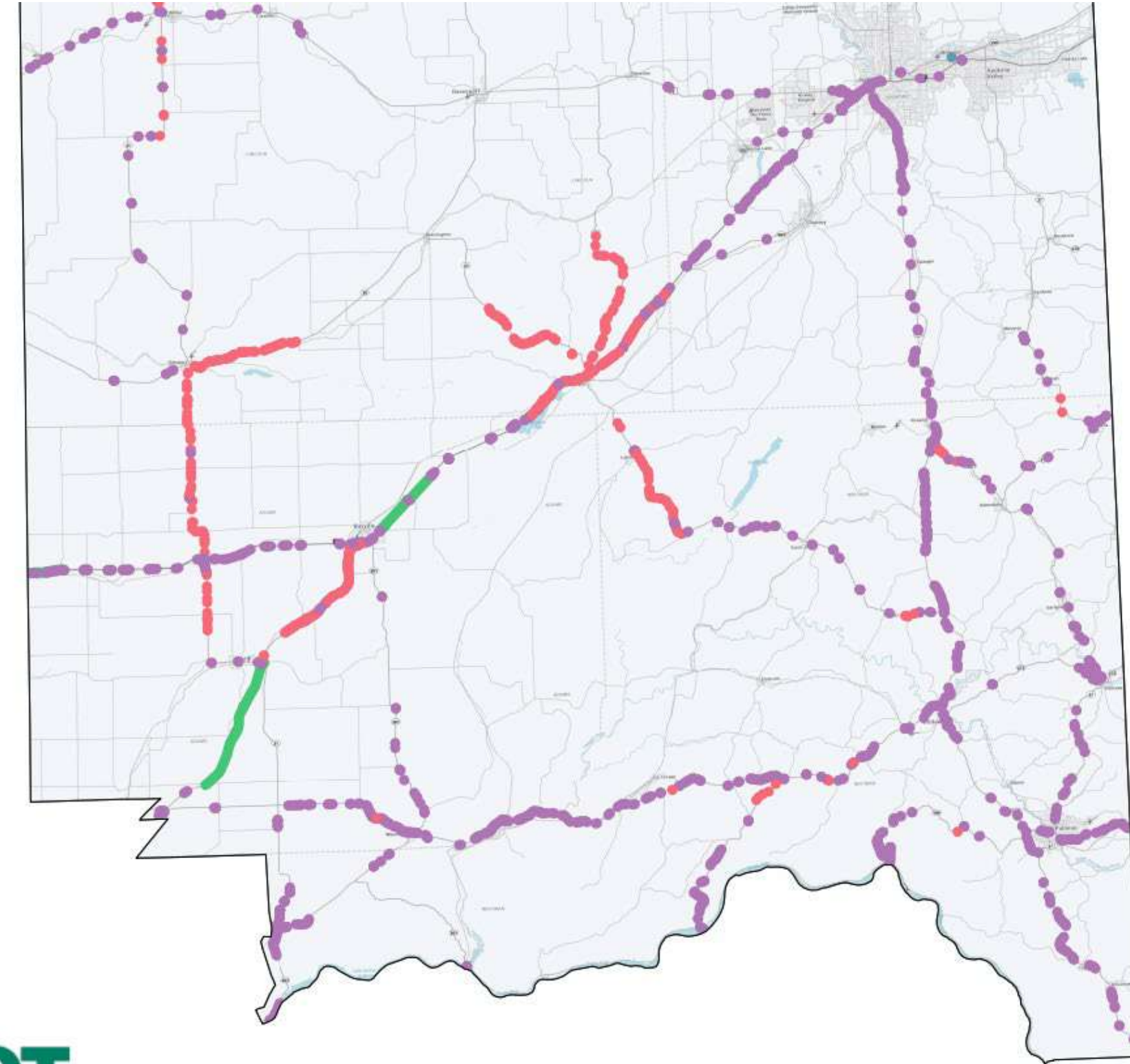
- Highway Lane Miles - 3,885
- Total Bridges – 465
- State operated airports – 2
- 499 employees (as of Jan. 10, 2024)
- 4 main area maintenance facilities
 - 21 staffed maintenance sheds
- Approx. 100 pieces of snow fighting equipment
- 4 Tow Plows



Maintenance is always busy



- Biofiltration Swale
- Bridge
- Concrete Barrier
- Culvert
- Fence
- Guardrail



Responsibility to keep system in “state of good repair” falls on maintenance



Erosion control on SR 25/Northport



Bank stabilization on SR 21



Gray Fire emergency response

Our system is at risk of failure



System becoming less resilient

- Concrete buckled on US 195 near Rosalia on August 14, 2023.



SR 25 - Northport Bridge

- Bi-annual inspection uncovered severe erosion near footings of the bridge.
- Further erosion could've led to closure of the bridge.
- Maintenance began repair Monday, August 14



Examples of backlog

30% of WSDOT's maintenance fleet has served well beyond normal lifecycles; crews rent equipment, borrow from other regions or delay work without the tools to do the job.



Lack of maintenance funding led to a pedestrian bridge being removed over I-90 in Spokane after it was deemed unsafe due to failing hinge points.

Priorities Summary

1. Employee **SAFETY**
2. Finish what is underway
3. Assist in future investment discussions
4. System user safety
5. Stewards of what we have

Questions?



Todd V. Trepanier, todd.trepanier@wsdot.wa.gov

DATA Project Update

Board of Directors Meeting

Agenda Item 6 | Page 24

March 14, 2024

Project Origin

- SRTC Board Strategic Plan
- \$1M in Surface Transportation Block Grant (STBG) funding to improve the agency's ability to apply data to the long-range planning process.

Project Design

- Phase I: Evaluation and Design
- Phase II: Implementation

Member Agency / Stakeholder Input

- Stakeholder Questionnaire
- Stakeholder Listening Sessions
- Interactive Website
- 3-meeting series to recommend investments

Project Implementation

Task 1: Household Travel Survey

Task 2: Passive Data

Task 3: Traffic Counts


Task 4: Model Updates

Task 5: Land Use Allocation Tool

Task 6: Online Data Hub

Household Travel Survey

- data necessary for a credible, analytically valid travel demand model
- benefits beyond the travel demand model – useful for other regional and local planning applications too
- helps policymakers understand region-specific travel behaviors



SPOKANE
REGIONAL

TRANSPORTATION STUDY

SPOKANE REGIONAL TRANSPORTATION COUNCIL | 491 W Riverside Ave Suite 100 | Spokane WA 99201

<Letter><Date>

<First and last name/City name resident>
<Street Address 1>
<Street Address 2>
<City, State < #####>

The Spokane Regional Transportation Council (SRTC) is inviting you to participate in the Spokane Regional Transportation Study. We are conducting this survey to collect accurate information about residents' day-to-day travel throughout the region.


By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your input will have a big impact because only a limited number of households have been invited to participate in the survey. Follow the instructions below to sign up today. Your voice can shape the future of your community.

Signatory
Signatory Title
Spokane Regional Transportation Council

GET STARTED TODAY

INVITATION ACCESS CODE: XXXXXXXXX

OPTION 1




If you own a smartphone, download the smartphone app **rMove™** and sign up

Tell us about your travel for 7 Days

Receive \$XX per adult after completing the survey

OR

OPTION 2



If you don't own a smartphone, sign up at **SpokaneTransportationStudy.com** or call **1-XXX-XXX-XXXX**

Tell us about your travel for 1 Day

Receive \$XX per household after completing the survey

You can also participate in Russian, Spanish, Vietnamese, and Chinese by calling XXX-XXX-XXXX toll-free.

РУССКИЙ — Приглашаем Вас пройти опрос на тему используемых способов передвижения. Приняв участие в этом опросе, Вы можете улучшить транспортную инфраструктуру в своем сообществе. После полного прохождения опроса в знак благодарности мы отправим Вам подарочную карту. Для регистрации посетите веб-сайт **SpokaneTransportationStudy.com** или позвоните по номеру XXX-XXX-XXXX.

ESPAÑOL — Lo(a) invitamos a responder una encuesta sobre cómo viaja usted. Al participar, puede ayudarnos a mejorar las opciones de transporte de su comunidad. Una vez que haya respondido la encuesta, le enviaremos una tarjeta de regalo a modo de agradecimiento. Para inscribirse, visite **SpokaneTransportationStudy.com** o llame al XXX-XXX-XXXX.

TIẾNG VIỆT — Chúng tôi mời quý vị hoàn thành một cuộc khảo sát về cách quý vị di chuyển. Bằng việc tham gia khảo sát này, quý vị có thể giúp chúng tôi cải thiện các lựa chọn về giao thông trong cộng đồng của quý vị. Sau khi quý vị hoàn thành khảo sát, chúng tôi sẽ gửi cho quý vị một thẻ quà tặng để thay lời cảm ơn. Để đăng ký, xin vui lòng truy cập **SpokaneTransportationStudy.com** hoặc gọi XXX-XXX-XXXX.

中文 — 我們邀請您完成關於您旅行方式的調查。通過參與本研究，您可以幫助我們規劃未來如何改進您所在社區的交通運輸。在您完成調查後，我們會寄給您一張禮券卡，以表示感謝。如要登記加入，請瀏覽 **SpokaneTransportationStudy.com** 或致電 XXX-XXX-XXXX。

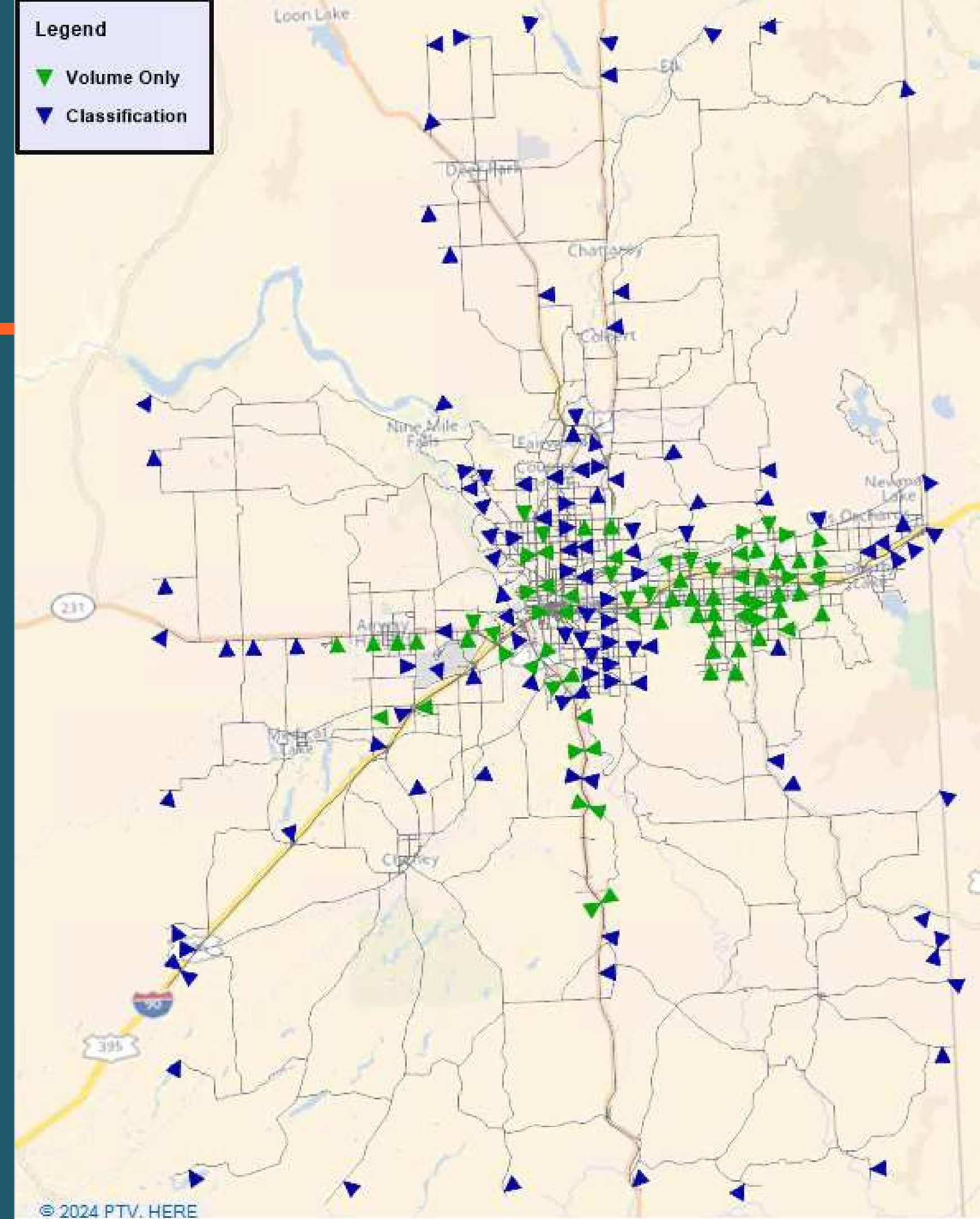
Learn more at **SpokaneTransportationStudy.com** or by calling **1-XXX-XXX-XXXX**

Passive Data

- cost effective data source to compliment smaller sample HHTS
- supports SRTC's responsibilities to monitor and report on regional system performance trends

Traffic Counts

- necessary for travel demand model validation
- needed to address gaps in data currently available from partner agencies



Model Updates

- Used to forecast future travel behavior
- Can be used to evaluate how investment choices will impact future conditions
- Central to regional long range planning efforts
- Can be post processed for use at different resolutions

Land Use Allocation Tool

- streamlines land use data inputs to the travel demand model
- makes more frequent model updates possible
- modest-cost tool to help agencies allocate their future population and employment projections to TAZs
- keeping land use information more current was a need expressed by several stakeholders

```
114 # EAD_df['SRTC_LU'] = EAD_df['SRTC_LU'].apply(lambda x: 'EMP_SRTC_LU_%s' %x)
115 EAD_col = EAD_df.columns
116
117 # Plot EAD by lat lon
118 EAD_gdf = gpd.GeoDataFrame(EAD_df, geometry = gpd.points_from_xy(EAD_df.lon, EAD_df.lat))
119 EAD_gdf = EAD_gdf.set_crs(spatial_ref_latlon).to_crs(spatial_ref) # Convert projection
120
121 # Spatial join EAD to TAZ
122 gdf_join = EAD_gdf.sjoin(TAZ_gdf, how = 'left')
123
124 # ESD dataframe with LU and TAZ information
125 df_join = pd.DataFrame(gdf_join.drop(columns = 'geometry'))
126 # df_join ['SRTC_LU'] = df_join['SRTC_LU'].fillna(0)
```

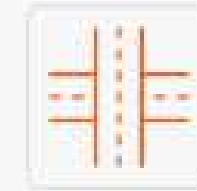

Online Data Hub

- supports SRTC's public information obligations
- data visualization helpful for policy makers
- makes extremely technical model outputs consumable by non-technical audiences

SRTC Regional Data Hub

The SRTC Regional Data Hub provides data and information about the Spokane region. Through this site you can view available datasets, explore interactive web maps, access PDF maps, and download data.

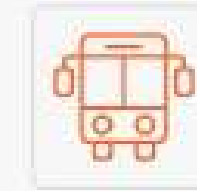
Explore Data by Category



Roadways



Active Transportation



Transit



Freight



Bridges



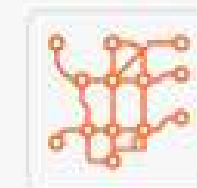
Safety



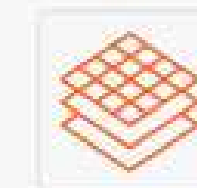
Congestion



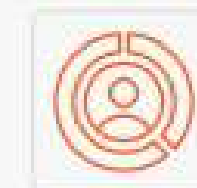
System Performance



Modeling



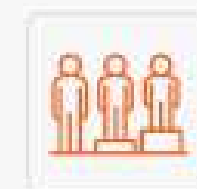
Land Use



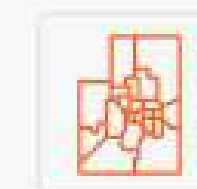
Demographics



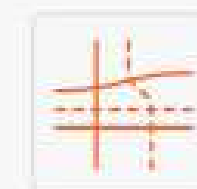
Economic



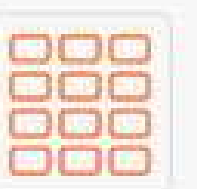
Equity



Boundaries



Planning



All Data

2025 Unified List Development & Project Evaluation Criteria

**SRTC Board of Directors
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March 14, 2024

The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

SRTC 2024 Unified List Development & Project Evaluation Criteria 71

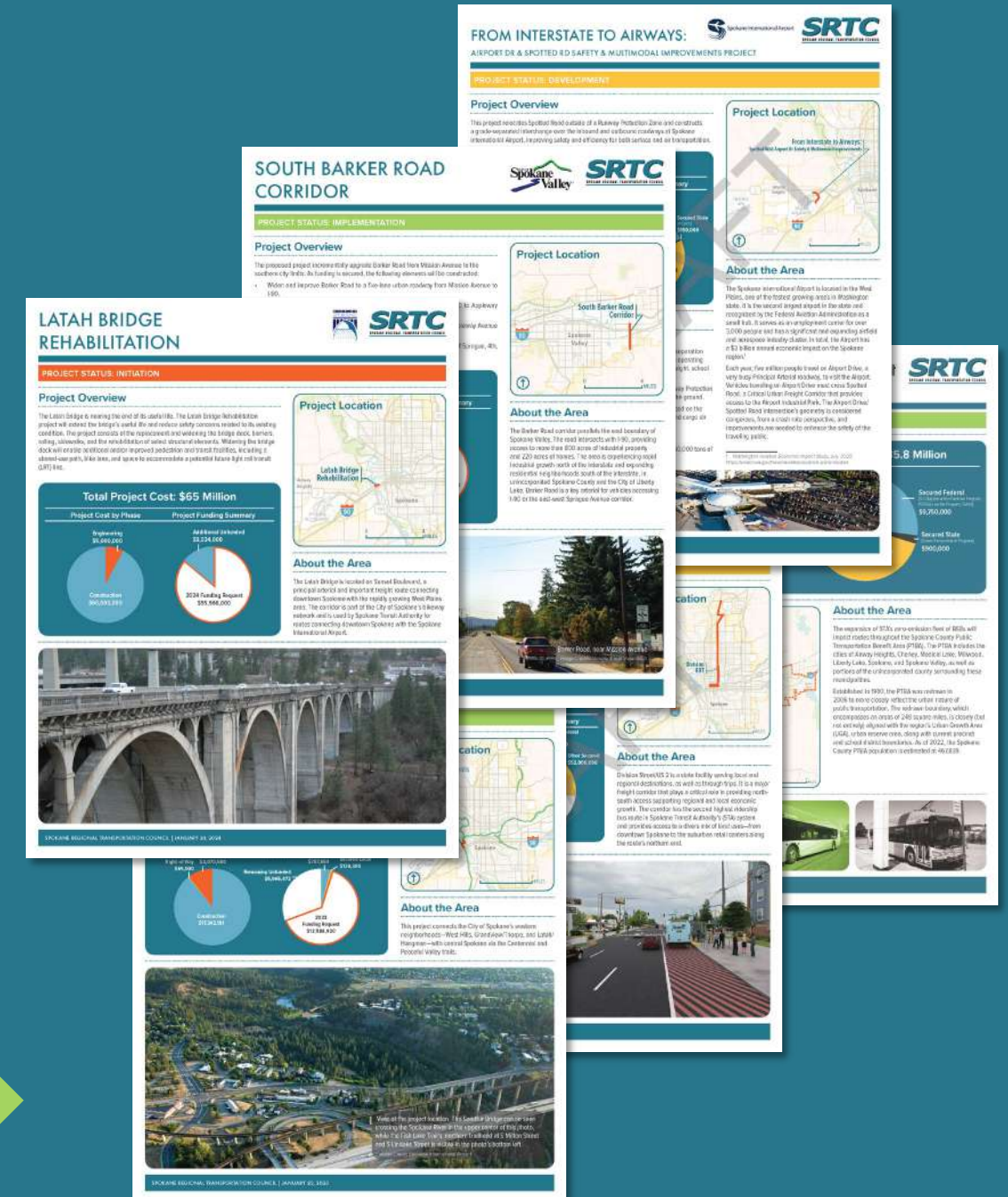
Unified List Process

- Updated annually.
- New projects added as projects are funded and move off the list.

Initiation

Development



Implementation



2025 Unified List Development Schedule

Target Completion Date: Sept 2024 (state) Nov 2024 (federal)	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	Legend	
Project Tasks	5 12 19 26	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	C	TAC/TTC First Touch
Project List Development											B	Board First Touch
(t1) Develop Draft Criteria											CA	TAC/TTC Action Item
(t2) Finalize Criteria											BA	Board Action Item
(t3) Develop Project Information Form											D	Draft Deliverable
(t4) Project Submittal Period											F	Final Deliverable
(t5) SRTC Project Review												
(t6) Integrate Safety Action Plan Projects												
(t7) Develop Projects List												
Legislative Priority Statements Development												
(t8) Collect + Review Local Legislative Agendas												
(t9) Develop State Legislative Statements + Priority Areas												
(t10) Develop Federal Legislative Statements + Priority Areas												
Final Unified List Packets Development												
(t11) Finalize Project List + Unified List (State Version)												
(t12) Finalize Unified List (Federal Version)												
Project Deliverables												
(d1) Project Evaluation Criteria												
(d2) Projects List												
(d3) State Legislative Statements + Priority Areas												
(d4) 2025 Unified List (State Version)												
(d5) Federal Legislative Statements + Priority Areas												
(d6) 2025 Unified List (Federal Version)												

Project Evaluation Criteria

<div><div>2025</div><div>Unified List of Regional Transportation Priorities</div></div> <div><div></div><div><div></div><div>Project Evaluation Criteria</div></div></div> <div><p>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.</p><div>▶ Proposed revisions to criteria shown in RED.</div></div>	
<div>30 POINTS</div>	<div><div>ECONOMIC VITALITY</div><div>Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.</div><div><div>Question 1A (5 points)</div><div>▶ Does the project provide access within or between two or more regional/local activity centers?</div><div>Question 1B (5 points)</div><div>▶ 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?</div><div>Question 2 (10 points)</div><div>▶ What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?</div><div>Question 3 (10 points)</div><div>▶ Is the project located on the FGTS? <i>*Points scaled based on FGTS classification—T4 through T-5.</i></div></div></div>
<div>30 POINTS</div>	<div><div>COOPERATION & LEADERSHIP</div><div>Relates to SRTC's role as a regional forum to identify regional transportation needs, establish priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.</div><div><div>Question 1 (15 points)</div><div>▶ Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?</div><div>Question 2 (15 points)</div><div>▶ Is the project identified in other agency plans and/or has it gone through a documented public outreach process?</div></div></div>
<div>30 POINTS</div>	<div><div>STEWARDSHIP</div><div>Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.</div><div><div>Question 1 (10 points)</div><div>▶ Does the project incorporate electrification or other clean fuel strategies?</div><div>Question 2 (10 points)</div><div>▶ Does the project increase resilience by adding redundancy in areas of limited connectivity?</div><div>Question 3 (10 points)</div><div>▶ Does the project reduce air quality emissions or VHT/VTM? <i>*This question relates to the State Vehicle Miles of Travel Targets Proviso.</i></div></div></div>
<div>30 POINTS</div>	<div><div>OPERATIONS, MAINTENANCE & PRESERVATION</div><div>Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.</div><div><div>Question 1 (10 points)</div><div>▶ Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? <i>*Criteria relates to federal transportation performance management (TPM) requirements.</i></div><div>Question 2 (10 points)</div><div>▶ Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? <i>*Criteria relates to federal TPM requirements.</i></div><div>Question 3 (10 points)</div><div>▶ Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?</div></div></div>
<div>30 POINTS</div>	<div><div>SAFETY & SECURITY</div><div>Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.</div><div><div>Question 1 (15 points)</div><div>▶ Is the project identified in a state or local plan, or an approved prioritized list of safety projects? <u>Does the project address an identified safety need in the Regional Safety Action Plan?</u></div><div>Question 2 (15 points)</div><div>▶ 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? <u>Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?</u></div></div></div>
<div>30 POINTS</div>	<div><div>QUALITY OF LIFE</div><div>Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.</div><div><div>Question 1 (10 points)</div><div>▶ 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?</div><div>Question 2 (10 points)</div><div>▶ 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></div><div>Question 3 (10 points)</div><div>▶ 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 Bur, Fish Lake, Millwood, and Appleway</i></div></div></div>
<div>30 POINTS</div>	<div><div>EQUITY</div><div><i>*These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.</i> Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.</div><div><div>Question 1 (10 points)</div><div>▶ Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?</div><div>Question 2 (5 points)</div><div>▶ <u>If yes to question one, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?</u></div><div>Question 3 (10 points)</div><div>▶ Does the project incorporate appropriate countermeasures to address safety issues <u>on the High Injury Network</u>, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?</div><div>Question 4 (10 points-5 points)</div><div>▶ 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?</div></div></div>

Safety Criteria Change #1

2024 Criteria

- Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?

Proposed 2025 Criteria

- Does the project address an identified safety need in the Regional Safety Action Plan (RSAP)?

Safety Criteria Change #2

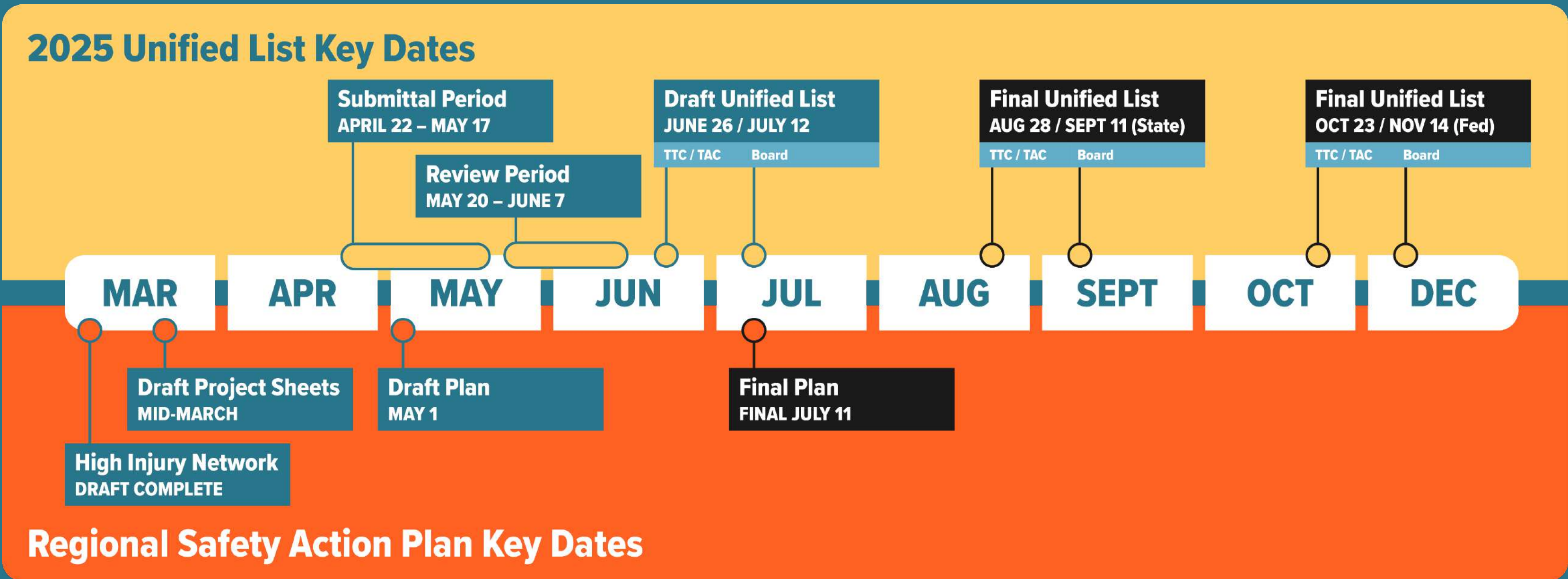
2024 Criteria

- What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? Or, if the project is a transit project, how does it contribute to STA safety targets?

Proposed 2025 Criteria

- Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the RSAP? Or, if the project is a transit project, does it contribute to STA safety targets?

Schedule Alignment



Safety Criteria Options

Option A: Use Current Safety Criteria

- Use the current safety criteria for the 2025 Unified List and plan to update next year's criteria, based on the RSAP.

Option B: Use Revised Safety Criteria

- Use draft High Injury Network and regional safety needs for the project submittal process.
- SRTC staff updates safety criteria scores, as needed based on changes between the draft and final RSAP, prior to presenting the final 2025 Unified List at the August 28 TAC and TTC meetings.

Option C: Hybrid Approach

Equity Criteria Change #1

2024 Criteria

- New criteria, does not replace or modify an existing question.

Proposed 2025 Criteria

- If yes to question #1*, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

***Equity Criteria Question #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?**

Equity Criteria Change #2

Proposed 2025 Criteria

- Does the project incorporate appropriate countermeasures to address safety issues **on the High Injury Network***, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

***Proposed change awards points only to projects located both in equity areas and on the High Injury Network to emphasize projects in locations with the most significant existing safety concerns, based on analysis performed as part of the Regional Safety Action Plan.**

Next Steps

Return in April to request approval of the 2025 Unified List Project Evaluation Criteria.

Freight Mobility Strategic Investment Board (FMSIB) Priority Freight Funding Opportunity

**SRTC Board of Directors
Agenda Item 8 | Page 28**

March 14, 2024

Overview

- **FMSIB has released a solicitation for project funding through their 6-Year Freight Mobility Strategic Investment Program.**
- **Approximately \$90 million in total funding is anticipated.**
- **Project applications are due to FMSIB by April 19.**
- **Q&A session on Tuesday, March 26 at 1:30 PM**

Project Eligibility

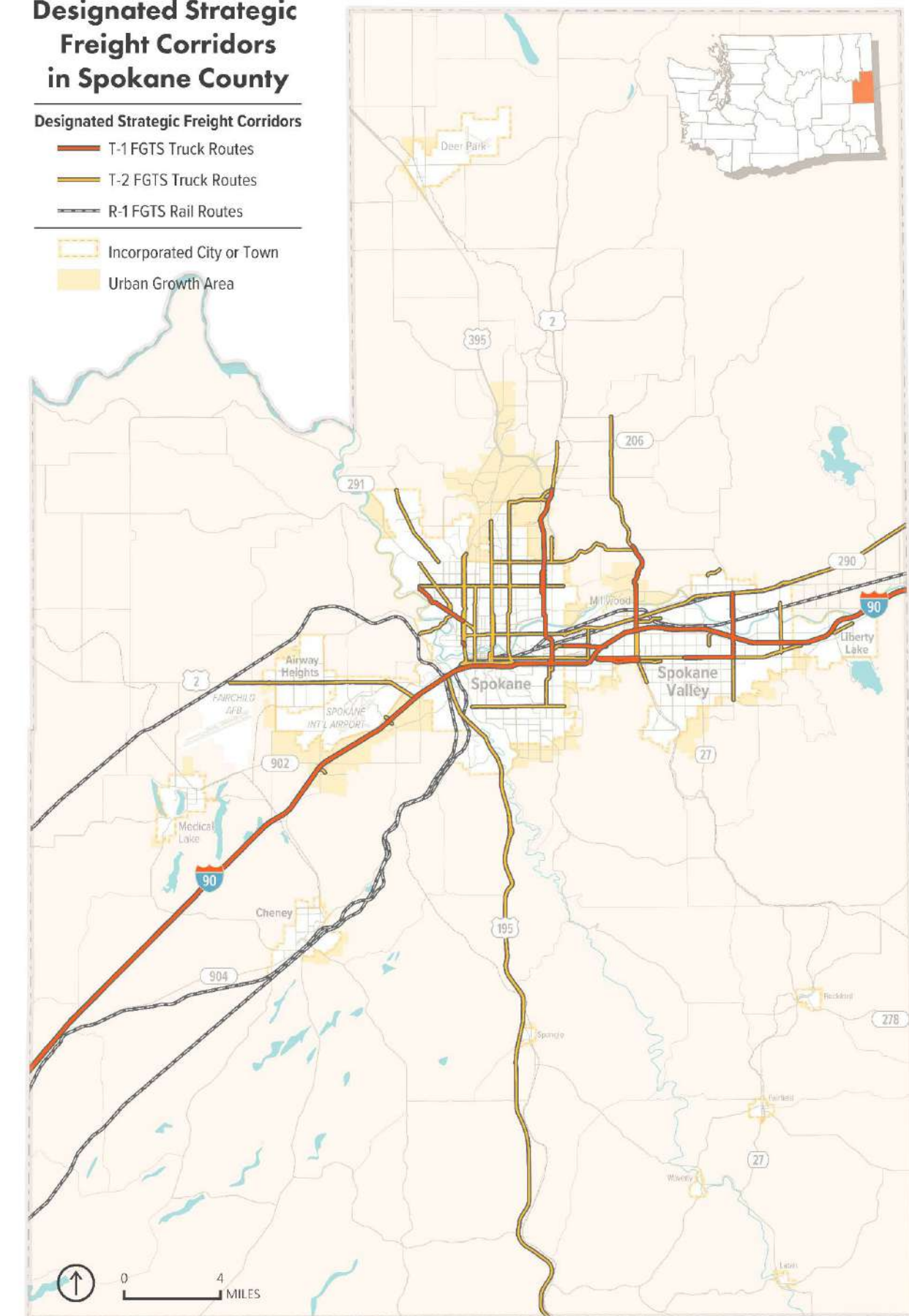
Eligible projects or project phase(s) must be:

- Ready to construct within 6 years.
- Located on, or directly connect to, a Designated Strategic Freight Corridor.
 - T-1 / T-2 FGTS Truck Routes
 - R-1 FGTS Rail Routes
 - W-1 / W-2 / W-3 / W-4 FGTS Waterways
NONE IN SPOKANE COUNTY

Designated Strategic Freight Corridors in Spokane County

Designated Strategic Freight Corridors

- T-1 FGTS Truck Routes
- T-2 FGTS Truck Routes
- R-1 FGTS Rail Routes
- Incorporated City or Town
- Urban Growth Area



Project Evaluation Criteria

1. Statewide Freight Importance *8 POINTS*

- Freight tonnage, truck volume

2. Project Funding *11 POINTS*

- % non-state match, % committed funding, listed in regional plan

3. Cost Considerations *2 POINTS*

- Consideration of least cost solutions

4. Overburdened Communities *5 POINTS*

- Engagement, mitigation measures / addressing impacts

2022 FMSIB Investment Priorities

- Identifies 10 regional priority freight projects and 14 other freight investments needs.
- Submitted to FMSIB for consideration in their statewide freight investment priorities list.

SRTC REGIONAL PRIORITY FREIGHT PROJECTS for FMSIB's statewide prioritized list of freight investments consideration

Spokane Regional Transportation Council, July 2022

Spokane Regional Transportation Council, July 2022						Project Evaluation Criteria*								
						FMSIB Prioritization Focus Areas				SRTC Regional Prioritization Activities				Total Score
						Committed \$	Non-State Match	Freight Tonnage	Truck Volume	Horizon 2045	Unified List	Freight Network	Readiness	
#	Project Name	Agency	FMSIB Target Area	Estimated Total Cost	Unfunded Need									
1	Bigelow Gulch Cor. Safety & Mobility Project 2 FULLY FUNDED**	Spokane County	Expansion of Freight Corridors	\$12,700,000	-	4.9	4.9	4	4	5	5	5	3	35.8
2	Pines Rd/BNSF Grade Separation	Spokane Valley	Grade Separation Projects	\$34,000,000	\$17,895,400	2.4	1.4	4	2	5	5	5	2	26.8
3	South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors	\$18,800,000	\$11,816,600	1.9	1.9	3	2	5	5	5	2	25.7
4	Wellesley Ave: Freya to Havana FULLY FUNDED**	Spokane	Road Preservation	\$4,995,000	-	4.1	4.1	4	2	-	5	5	1	25.2
5	6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd	Spokane/Airway Heights	Expansion of Freight Corridors	\$9,680,000	\$4,080,472	2.9	1.6	3	2	5	5	2.5	2	24.0
6	Airport Dr & Spotted Rd Realignment & Interchange	Spokane Int'l Airport	Expansion of Freight Corridors	\$28,700,000	\$19,300,000	1.6	1.6	3	2	5	5	2.5	3	23.8
7	I-90 TSMO Improvements	WSDOT	TSMO	\$19,300,000	\$19,300,000	-	-	5	5	-	5	5	2	22.0
8	Freya St: Rowan to Francis	Spokane	Road Preservation	\$9,000,000	\$9,000,000	-	-	3	2	5	5	5	1	21.0
9	Freya/Greene/Market Corridor Bridge Deck Preservation	Spokane	Bridge Preservation	\$2,000,000	\$2,000,000	-	-	5	5	-	-	5	3	18.0
10	Argonne Rd & Upriver Dr Intersection Improvements	Spokane County	Expansion of Freight Corridors	\$8,800,000	\$8,500,000	0.2	0.2	5	2	-	5	5	-	17.3

*Additional detail regarding the project evaluation criteria and process, informed by FMSIB Prioritization Focus Areas and SRTC Prioritization Activities, can be found in **Attachment 2**

**Fully funded projects included to indicate the region's ongoing commitment to the existing regional freight priority investments.

OTHER FREIGHT INVESTMENT NEEDS

Additional projects that were evaluated and considered for inclusion in the prioritized project list above and are included to illustrate the region's freight-related needs.

Project Name and Agency	FMSIB Target Area	Unfunded Need	Project Name and Agency	FMSIB Target Area	Unfunded Need
Trent Ave/Sullivan Rd Interchange Spokane Valley	Expansion of Freight Corridors	\$24,447,500	2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St Spokane	Road Preservation	\$4,020,000
Argonne Rd/I-90 Interchange Bridge Spokane Valley	Bridge and Road Replacement	\$13,702,500	29th Ave Preservation: High Dr to Grand Ave Spokane	Road Preservation	\$1,000,000
Sprague Avenue Grind & Inlay Spokane Valley	Road Preservation	\$3,300,000	Inland Empire Way Connection Spokane	Expansion of Freight Corridors	\$6,700,000
Sullivan Road Grind & Inlay Spokane Valley	Road Preservation	\$5,600,000	Flora Road Grind & Inlay Spokane Valley	Road Preservation	\$3,000,000
Broadway Avenue Grind & Inlay Spokane Valley	Road Preservation	\$4,000,000	Magnesium Rd Preservation: Crestline to Market Spokane County	Road Preservation	\$1,500,000
Argonne Road Reconstruction Spokane Valley	Road Preservation	\$4,000,000	Cheney-Spokane Rd Preservation: Grove Rd to City Limits Spokane County	Road Preservation	\$3,000,000
Nevada St Preservation: Hawthorne Ave to US 2 Spokane County	Road Preservation	\$1,500,000	18th/21st Ave Improvements: Garfield Rd to Deer Heights Rd Spokane County	Expansion of Freight Corridors	\$9,800,000

2024 Unified List Projects on T1/T2 Freight Corridors

Status	Project Name	Agency	Funding Request	
IMP	Spotted Rd & Airport Dr Safety & Multimodal Improvements ¹	Spokane Int'l Airport	\$5,000,000	¹ Project is not on a T1/T2 freight corridor but was included on the 2022 SRTC Regional Freight Priorities List.
IMP	South Barker Rd Corridor ²	Spokane Valley	\$15,338,700	
DEV	Division St Active Transportation Access Improvements ³	Spokane	\$25,800,000	² Project is partially located on a T2 freight corridor.
DEV	US Hwy 2 Multimodal Improvements ³	Airway Heights	\$21,467,200	
DEV	Argonne Rd Safety Improvements	Spokane County	\$6,680,000	³ Eligible projects include those that mitigate the impacts of freight to overburdened communities. Projects shown in yellow are also included in the 2022 SRTC Regional Freight Priorities & Other Freight Investment Needs Lists.
DEV	Argonne Bridge at I-90	Spokane Valley	\$24,000,000	
DEV	I-90 TSMO Improvements	WSDOT	\$2,640,000	
DEV	Sullivan / Trent Interchange	Spokane Valley	\$35,179,224	
DEV	3 rd Ave: Perry to Havana Improvements ²	Spokane	\$8,000,000	
DEV	Craig Rd & I-90 Four Lakes Connection	Spokane County	\$19,032,500	
INT	Centennial Trail / Argonne Gap Project ³	Spokane County	\$8,470,000	
INT	Barker Rd & I-90 Interchange	Spokane Valley	\$40,000,000	
INT	US 195 Corridor Projects	Spokane	\$18,394,333	

TPM – New Greenhouse Gas Rule and Targets

BOARD OF DIRECTORS

AGENDA ITEM 9, PAGE 29

MARCH 14, 2024

New Greenhouse Gas Rule and Targets

Action to be taken at April meeting:

- Adopt a resolution to plan and program in support of the state's targets (as adopted 02/2024)

OR

- Calculate and adopt unique, declining local targets





Transportation Performance Management:

A strategic approach that uses system information to make investment and policy decisions to achieve national performance goals

4-year performance period: 2022-2025

WSDOT submitted targets to FHWA February 1

MPOs have until July 30 to set unique quantifiable targets or agree to plan and program in support of state targets for the current performance period

Must be a declining target

WSDOT Targets and Methodology



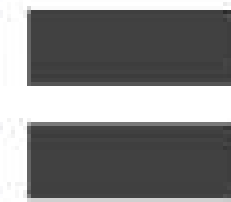
Gallons of
Fuel
Consumed



CO₂ per
gallon of
fuel

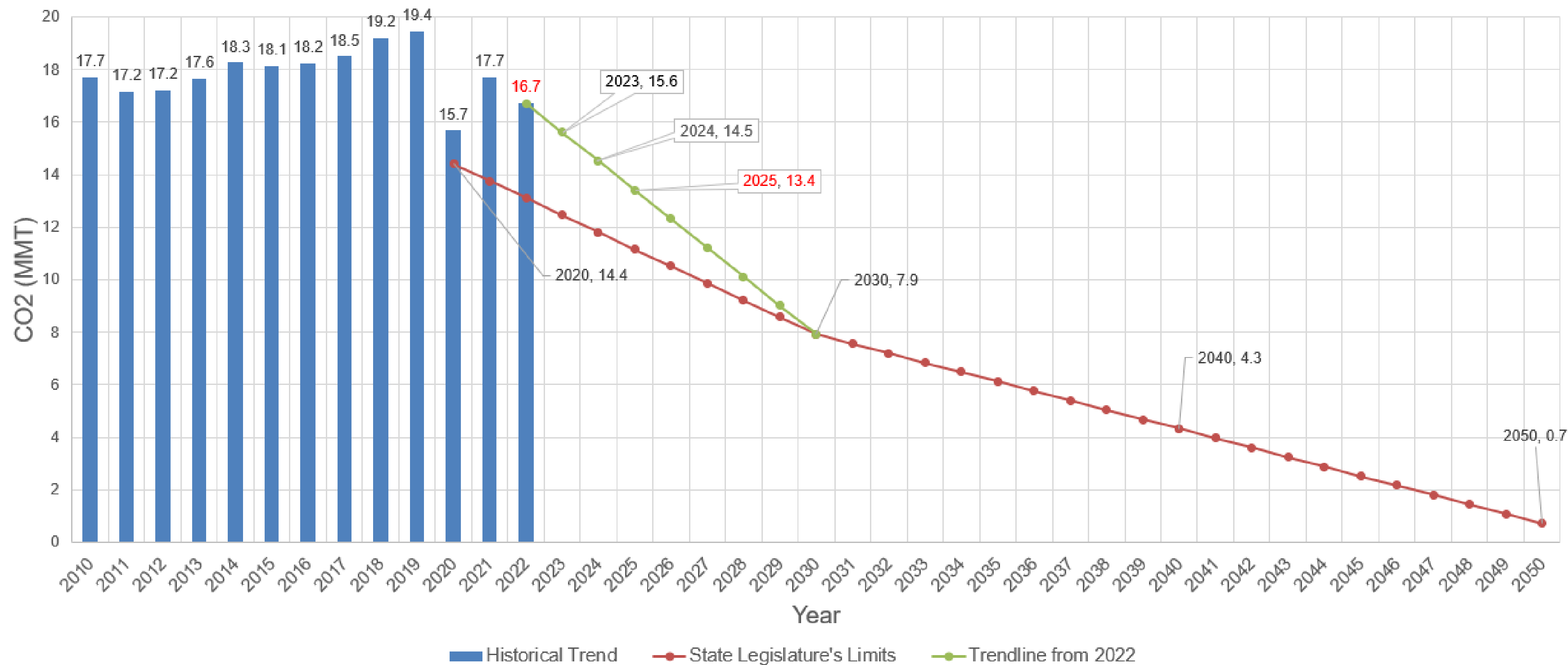


Proportion
of VMT
that occurs
on NHS



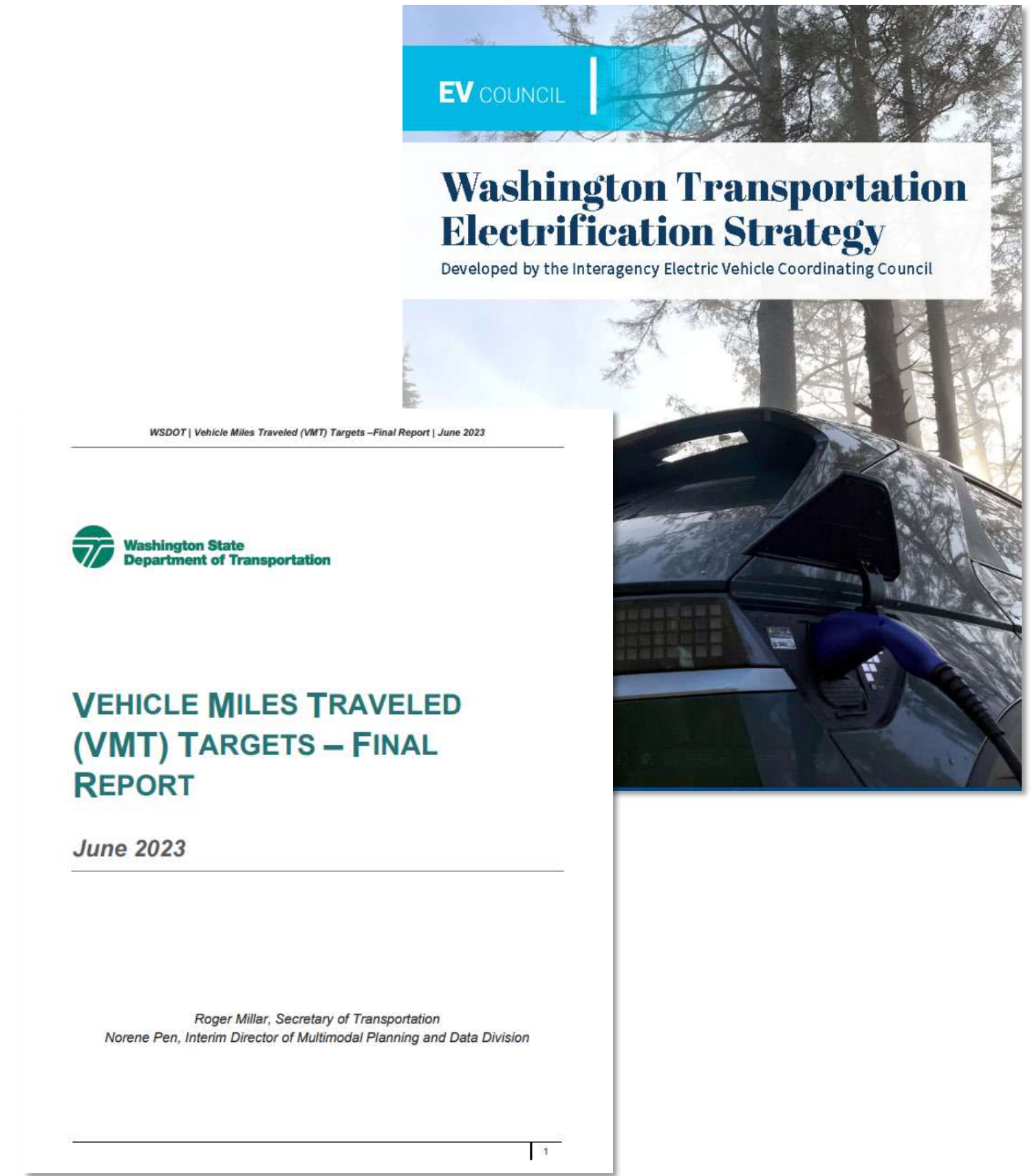
GHG Metric:
Tailpipe CO₂
emissions on the
NHS (millions of
metric tons, to
nearest
hundredth)

WSDOT Targets and Methodology



Related Efforts

- VMT Reduction Proviso
- Climate Commitment Act
- Commute Trip Reduction (CTR)
- WSDC's Transportation Electrification Strategy
- TDM, Complete Streets, Multimodal
- Et al.



A close-up photograph of a traffic light is positioned on the left side of the slide. The green light is illuminated, casting a bright green glow. The background of the slide is a light blue sky.

Thank you!

Michael Redlinger
Associate Transportation Planner 2
mredlinger@srtc.org

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(509) 343-6370 | www.srtc.org