

Eastern Region Update & Priorities

Advisory committee and technical committee

Todd V. Trepanier, P.E.
Region Administrator
Feb. 28, 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

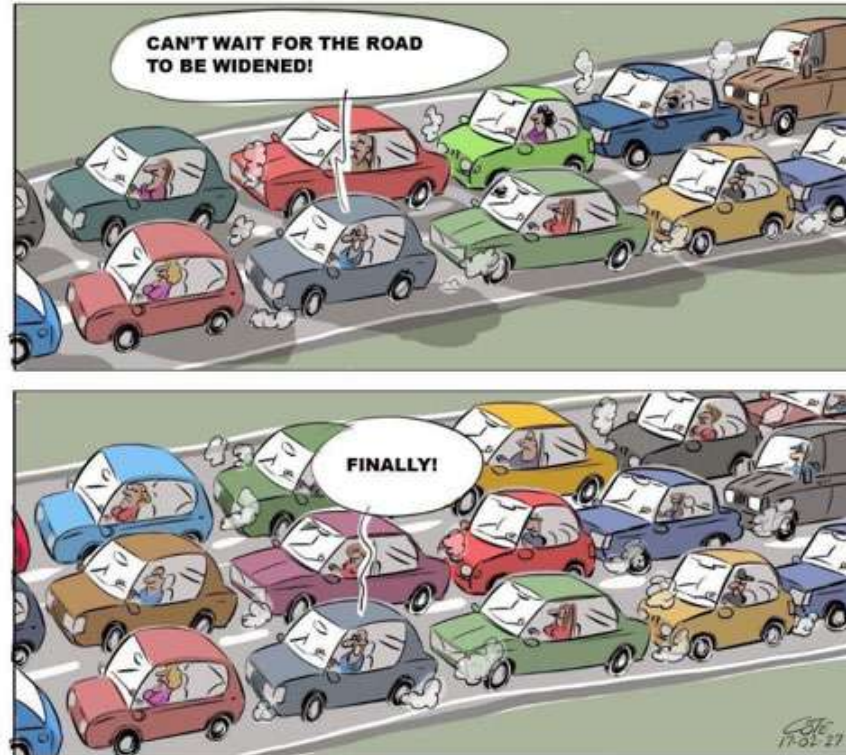


ER NSC Sprague to Spokane River - Stage 2

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

FINAL REPORT

I-90 Operations Study

May 2018



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

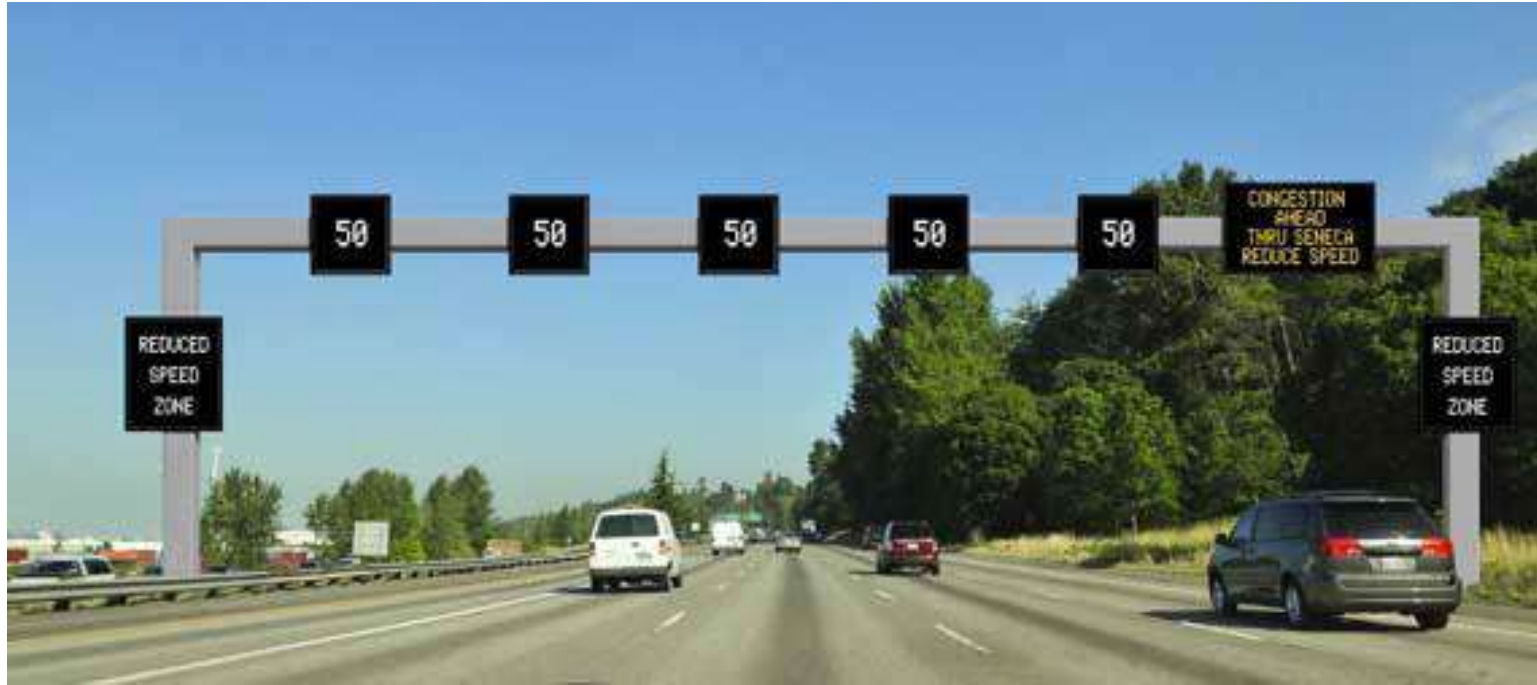
Incident Response Team

- 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

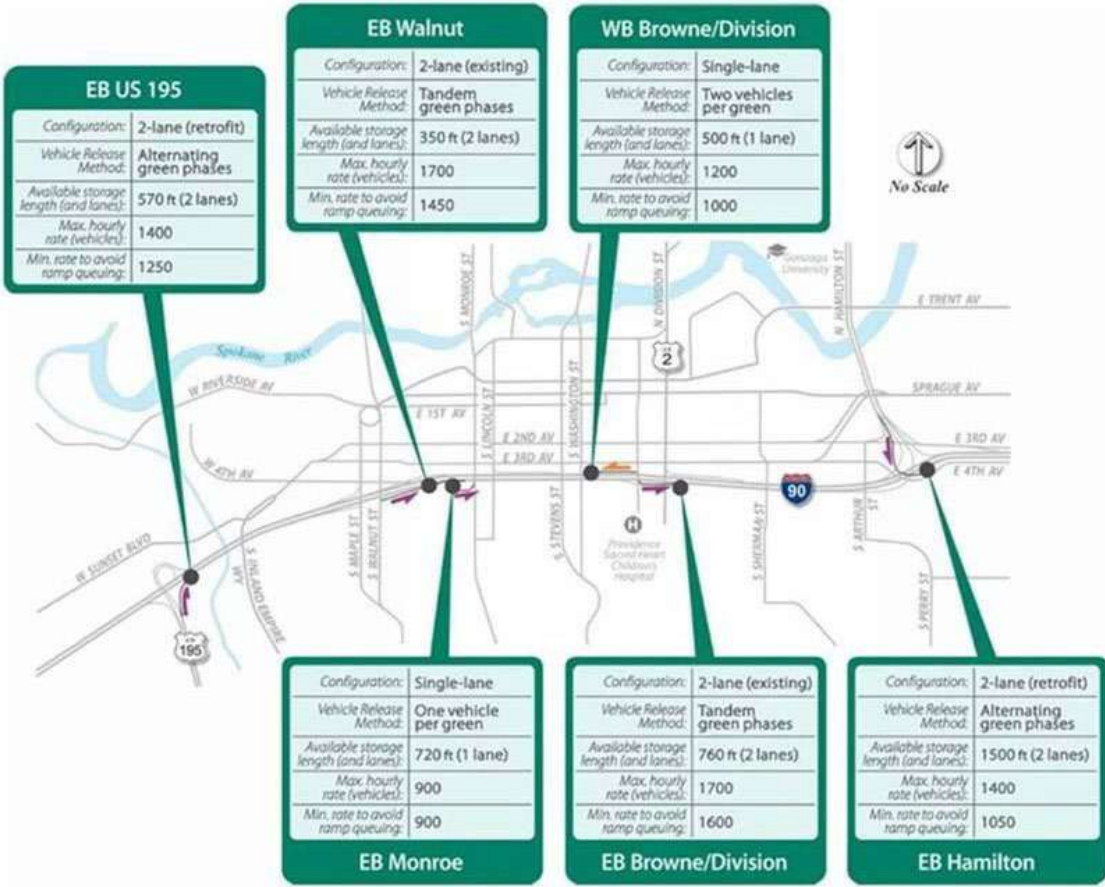
Variable speed limits part of the I-90 study



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

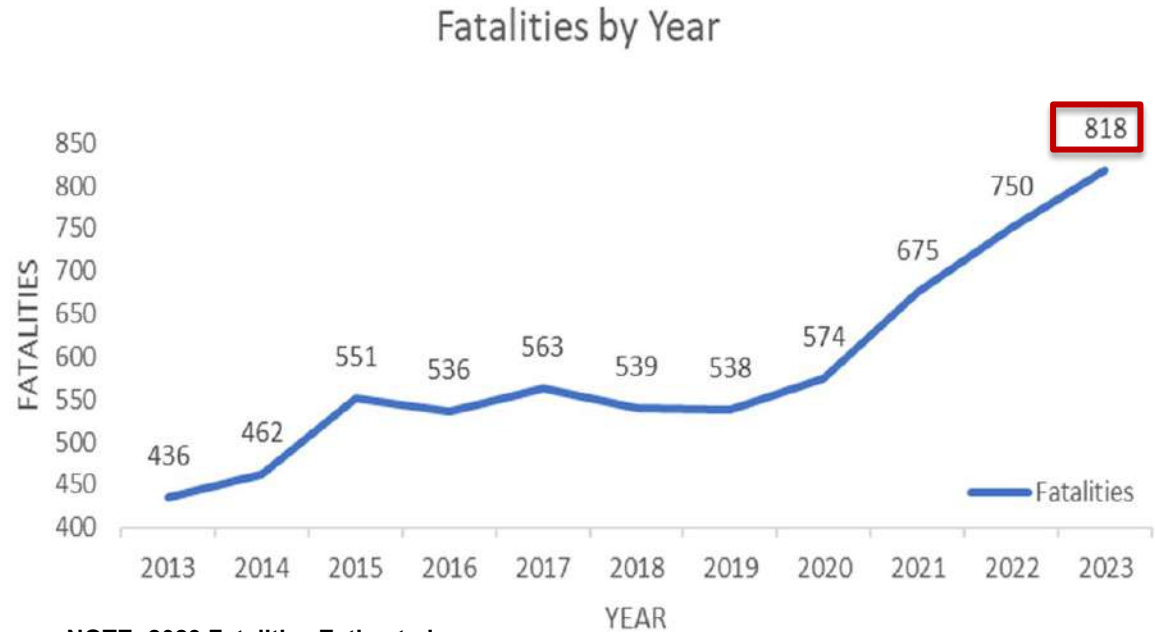


Safety first, congestion second

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



But we are losing ground in highway safety



NOTE: 2023 Fatalities Estimated

- 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.



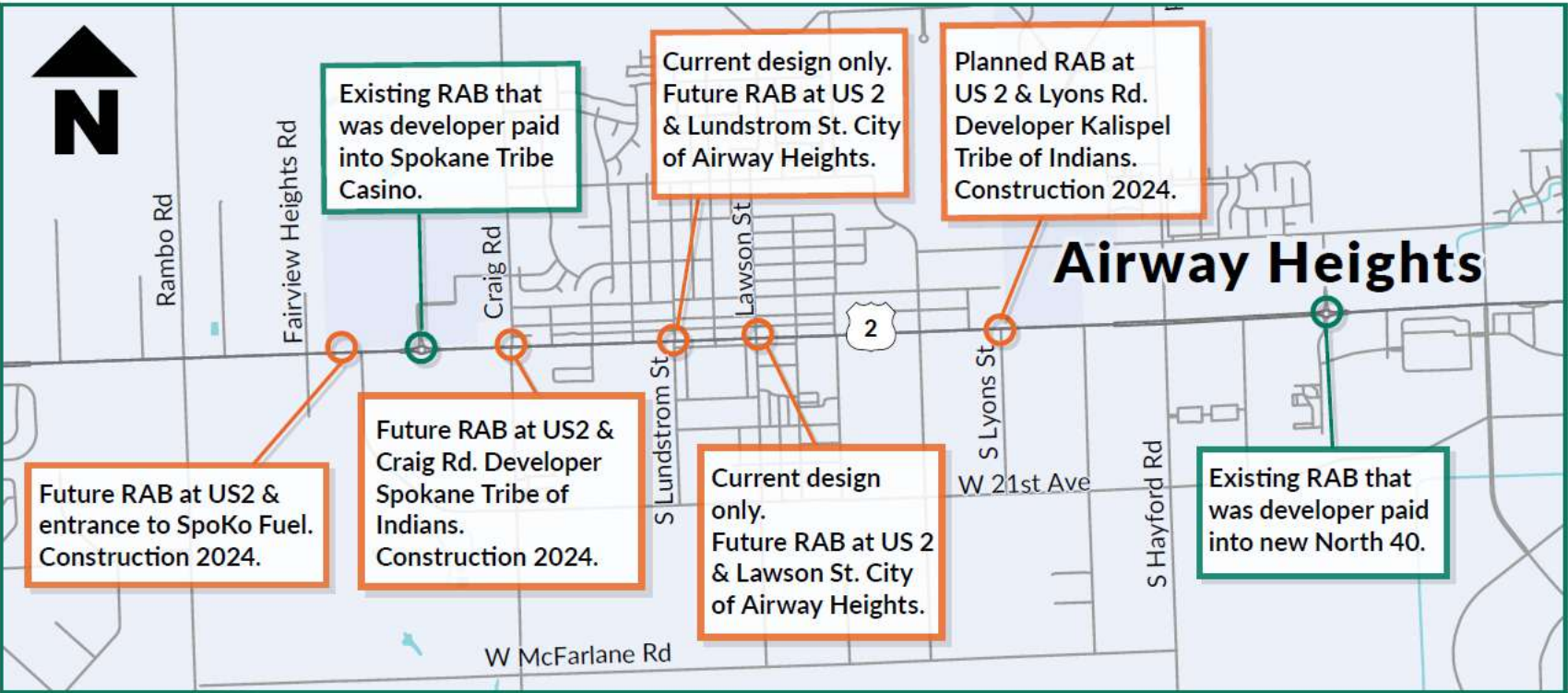
Compact roundabout added at US 395 and State Route 292 interchange in Loon Lake due to previous collisions.

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

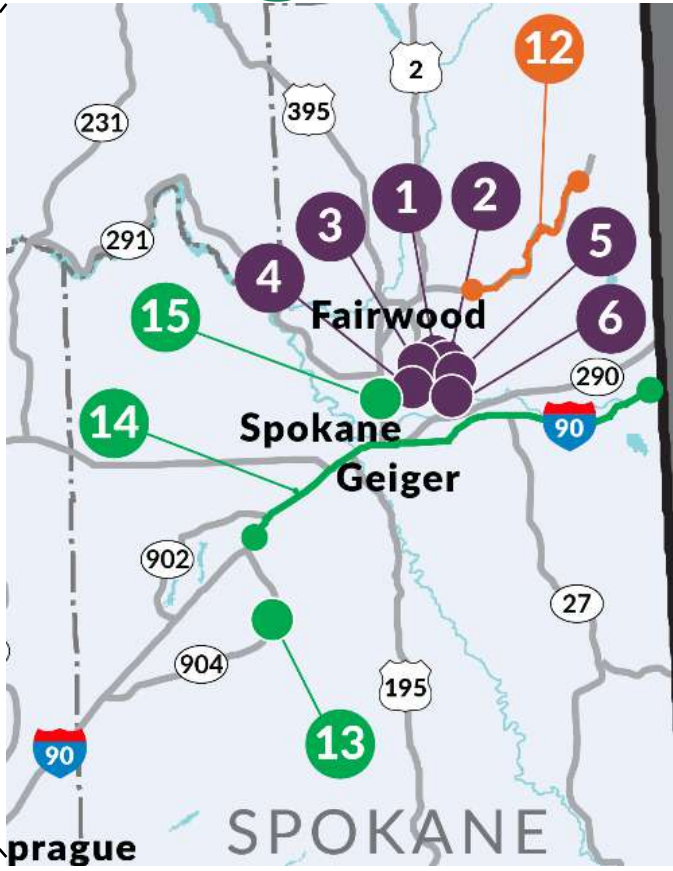
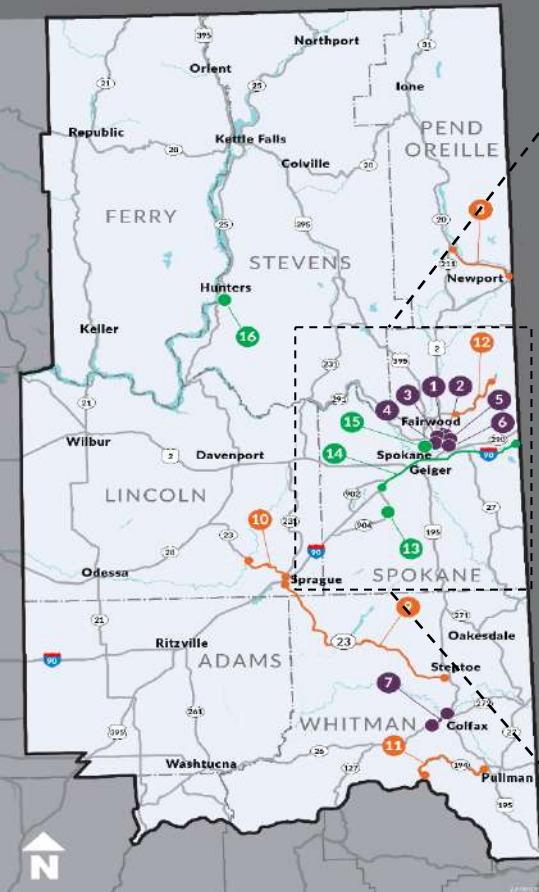


\$72.8 million grant awarded from FRA

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

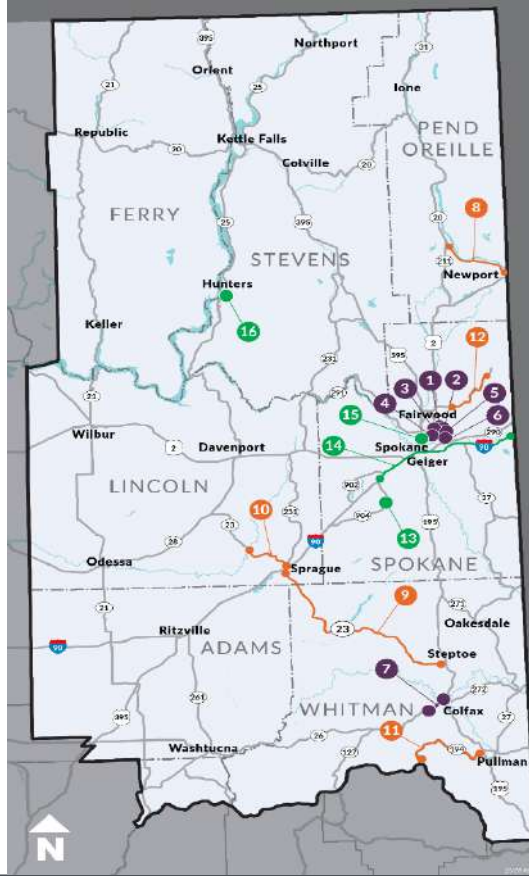
Notes: Figures rounded to the nearest \$5M of \$1B

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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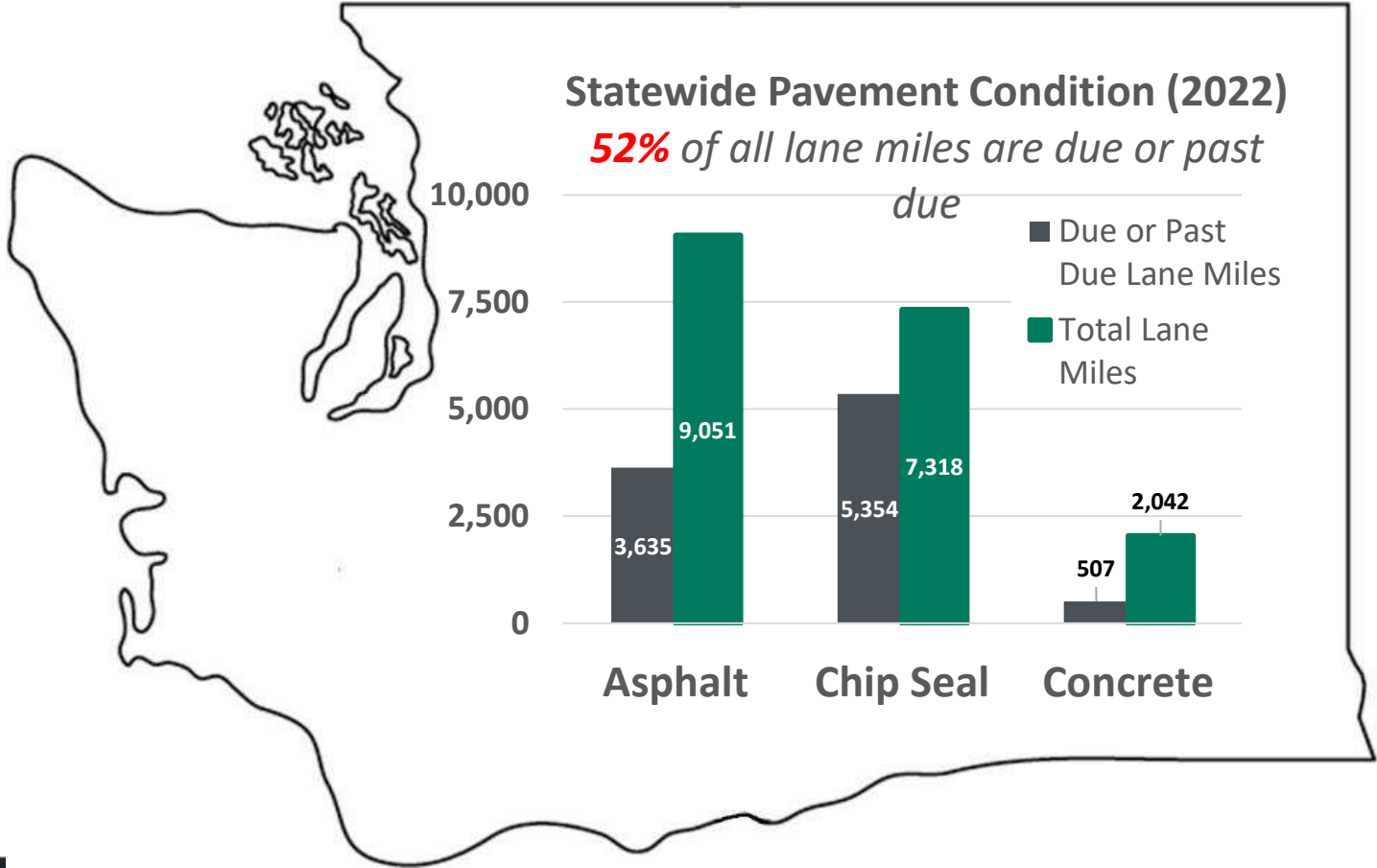
Able to secure funding for one chip seal project.

One emergency culvert replacement also added.

Other “Ad Ready” projects for 2024

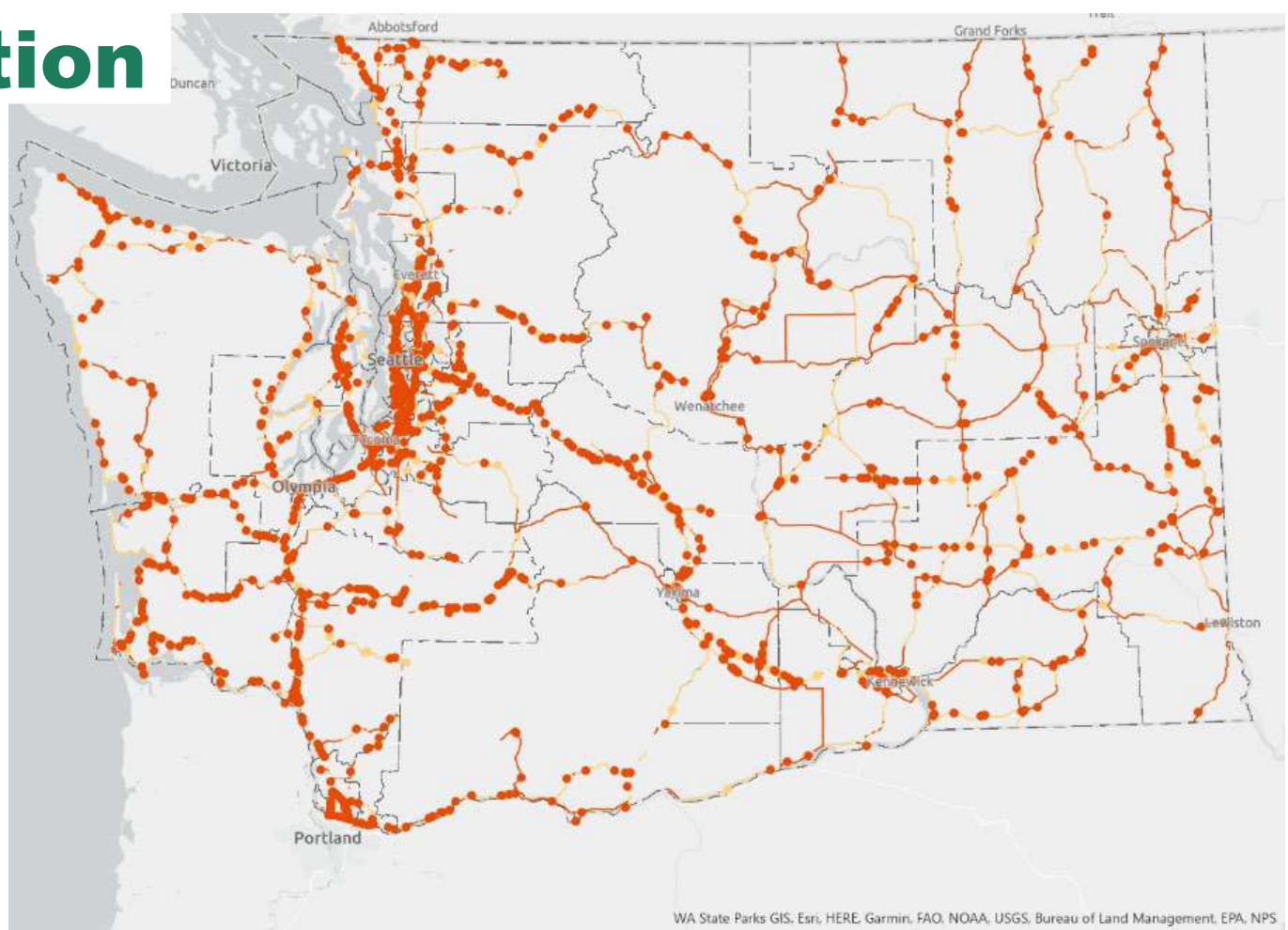
- 2024 Eastern Region Chip Seal (\$7.5M to \$10M)
- SR 25/2 Miles N of Hunters – Emergency Culvert Replacement (\$1.3M to \$1.5M)
- US 395/Hatch Rd to Hamilton Rd – Paving (\$5M to \$7.5M)
- US 2/Spokane Co Line to SR 211 – Paving (\$4M to \$5M)
- SR 20/S Fork Mill Creek Rd to Tiger – Paving (\$3M to \$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

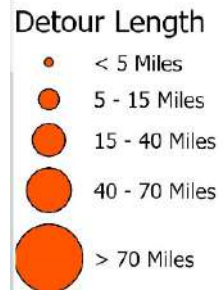
- Bridge - Due Today
- Bridge - Due Within Ten Years
- Pavement - Due Today
- Pavement - Due Within Ten Years



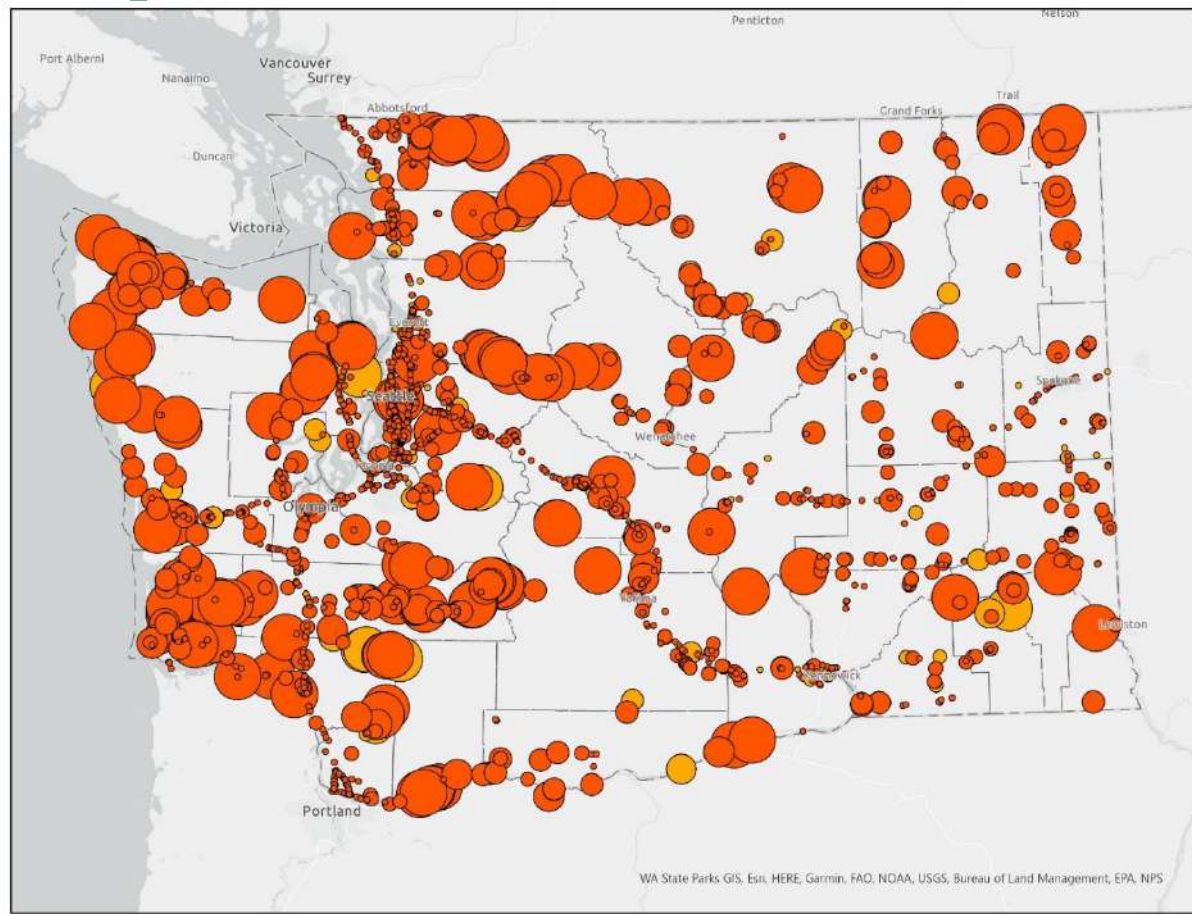
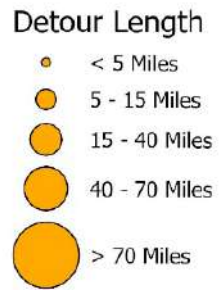
WA State Parks GIS, Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS

Bridge closure impacts

Bridge Needs - Due Today



Bridge Needs - Due Within Ten Years



WA State Parks GIS, Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS

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

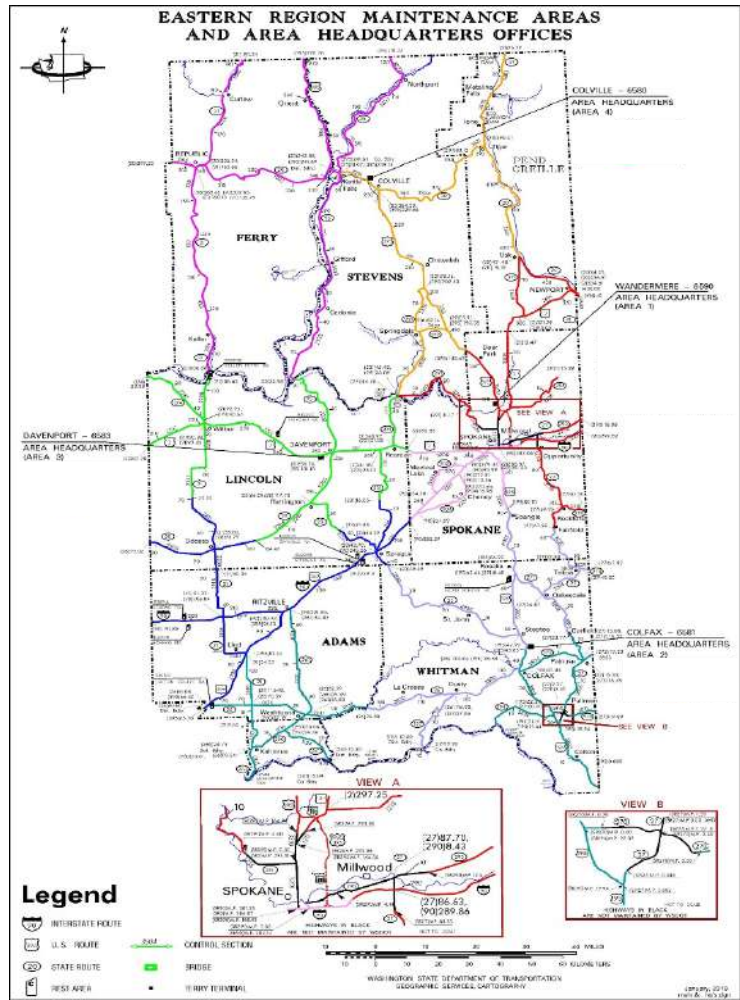
- * Total sum of due or past due lanes miles – **2,335.92**
- \$25 million additional per year, for six years to catch us up to a state of good repair.
- \$100 million per year after to keep us in a state of good repair.

Number of miles anticipated be paved between 2023-2028

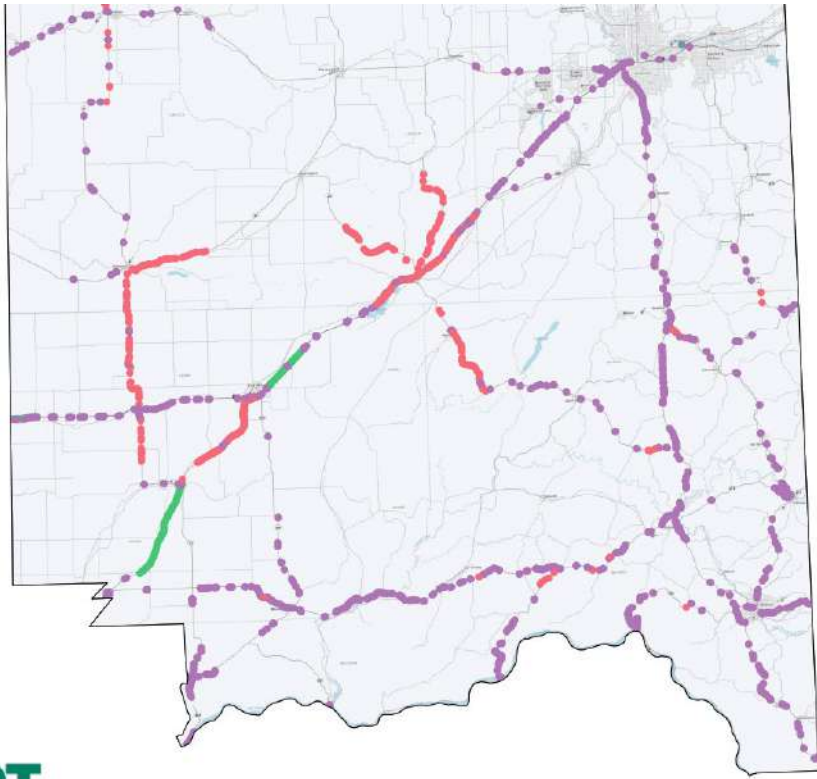
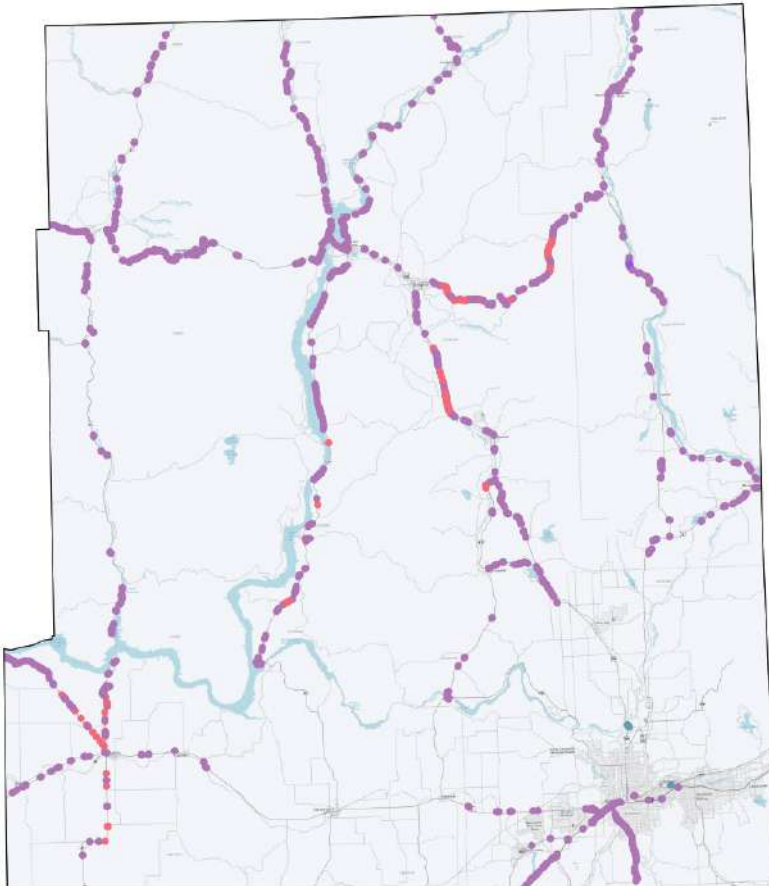
Miles 2023-28	ACP	BST	PCCP	Grand Total
Far Past Due	35.73	236.44	1.98	274.15
Past Due	81.66	556.25	0.10	638.01
Due	126.50	93.44	0.10	220.04
Near Future Due	65.73	28.16	0.63	94.52
Future Due	23.01	0.20	0.00	23.21
Grand Total	332.63	914.49	2.81	1,249.93

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.



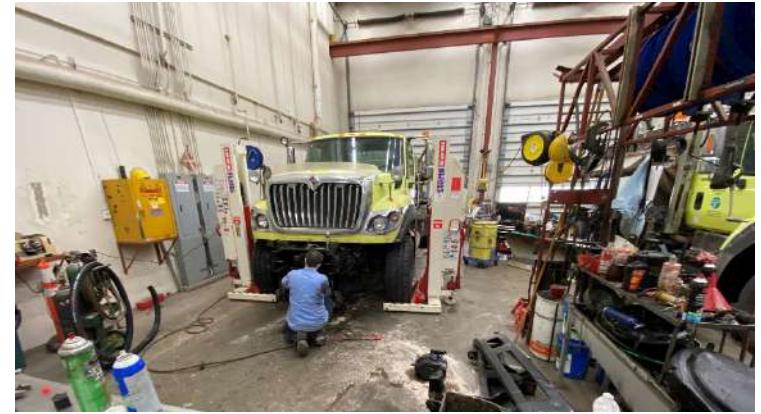
SR 25 - Northport Bridge

- 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



SRTC

2025 Unified List Development & Project Evaluation Criteria

**Transportation Technical Committee
Agenda Item 7 | Page 10**

February 28, 2024

Unified List Purpose

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

APPROVED BY THE SRTC BOARD OF DIRECTORS ON SEPTEMBER 14, 2024

2024




UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

SPOKANE REGIONAL TRANSPORTATION COUNCIL

2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON SEPTEMBER 14, 2024

The SRTC Unified List of Regional Transportation Priorities outlines critical treatments to improve the performance of the regional transportation system. This Unified List includes a variety of project types supported to include 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.



2024 Unified List of Regional Transportation Priorities Submitted Projects

- Implementation (Green)
- Development (Yellow)
- Initiation (Red)

Project Status Categories

IMPLEMENTATION	DEVELOPMENT	INITIATION
<ul style="list-style-type: none"> Design is 60% complete, significant progress has been made towards right-of-way and environmental impacts are underway. Project is identified in a local, regional, or state plan. 	<ul style="list-style-type: none"> Design is 30% complete, right-of-way needs identified, environmental fee, have initiated earlier substantial percentage of funding has been received. Project is identified in a local, regional, or state plan. 	<ul style="list-style-type: none"> Design is < 30% complete. Project is in the early stage of development and has, or otherwise, been identified in a planning study.

IMPLEMENTATION PROJECTS					
PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Front Interstates to Arroyos, Spotted Rd & Airport Dr Safety & Multimodal Improvements	SA	IF-1	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Arroyos Protection Area for the Airport's use as a multimodal transitway.	\$37,253,324	\$3,000,000
STA Fleet Electrification	STA	IF-2	Purchase of hybrid/electric buses (HB) and regional infrastructure to meet the 40 vehicle capacity for the BONE BVS usage and regional distribution.	\$28,800,000	No State Request
South Banner RR Corridor	Spokane Valley	IF-3	Widen and construct Banner Rd to 4-lane urban arterial (Banner to Appleway), a 3-lane urban arterial (Appleway to city limits), and aboutment/ditch of Spangue, RR, and RR-tracks.	\$28,620,000	\$15,338,700
Fish Lake Trail Connection Phase 1-3	Spokane	IF-4	Construct a shared-use path connecting the existing Fish Lake Trail to Central Falls.	\$9,474,569	\$14,598,811

DEVELOPMENT PROJECTS					
PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Division 31 Active Transportation Access Improvements	Spokane	DF-1	Improve pedestrian and cycling active transportation improvements along the Division Corridor to support safe, first/last mile bicyclist connection to BRT.	\$25,000,000	\$23,800,000
US Hwy 2 Multimodal Improvements	Arroyo Heights	DF-2	Add pathway, and sidewalk, improved pedestrian crossing, traffic calming, transit station, and wheelchair accessible.	\$21,480,200	\$11,461,200
Division Bus Rapid Transit (BRT)	STA	DF-3	Reconstruct along corridor between important centers, to small-angled activity, all door boarding, and dedicated bus lanes, access and transit lanes (BRT) for street front of the corridor.	\$202,000,000	No State Request
1-90 Valley High Performance Transit (HPT)	STA	DF-4	Rebuild to a HPT corridor, from Blvd of Republic to Spokane Valley and Liberty Lake. Construct new overpass at 1-90 Highway Station and Arroyo Station and include Midway Point Park & B&E.	\$36,000,000	No State Request
Arroyo Rd Safety Improvements	Spokane County	DF-5	Reconstruct Arroyo Midway to BRT intersection, upgrade sidewalk and ADA, crosswalks, and add safety improvements at Midway Ave intersection.	\$2,290,000	\$6,800,000
Arroyo Bridge at 1-90	Spokane Valley	DF-6	Widen and replace existing Arroyo Bridge over 1-90, including the addition of a truck/trailer lane and dedicated path.	\$24,000,000	\$22,500,000
W&E Safety & Capital Improvements	Spokane County	DF-7	Project includes pavement rehabilitation, stormwater infrastructure, new street lighting, and public bike sharing and infrastructure improvements at County House Blvd.	\$5,490,000	\$7,690,000
West Plains Connection - Spokane Phase	Spokane	DF-8	Improve existing roadway on the West Plains to three-lane urban collector for a total of 1.05 miles, adding bicycle lanes, expanded sidewalks, median, curbs, and transit stops.	\$4,871,622	\$4,871,622
1-90 TSMO Improvements	WSDOT	DF-9	Widening TSMO improvements from SR 90A to include state fair, south of mobile storage, signs, and meters, realize speed limits, repair existing detection, and using early detection.	\$24,000,000	\$2,640,000
Southway / Transit Interchange	Spokane Valley	DF-10	Reconstruct Southway Blvd 200' interchange, including signal change, to reducing lane capacity and safety original traffic growth box 2022 Spokane Gold-Valley Road connection.	\$42,774,021	\$55,579,324

DEVELOPMENT PROJECTS (continued)					
PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Spokane Falls Blvd	Spokane	DF-12	Construct full-depth roadway, repair sidewalks, lighting, concrete curb and gutter, and utility upgrades, and accessible pedestrian signals (APS) system in appropriate.	\$8,369,426	\$2,993,046
316 Ave. Priority to Arroyos Improvements	Spokane	DF-13	Full depth reconstruction along with BRT, with, including sidewalks, ADA, BRT stop, transit, and utility upgrades, and accessible pedestrian signals, and other improvements.	\$8,000,000	\$4,000,000
Cozy Rd & 1-90 Four Lakes Connection	Spokane County	DF-14	Rebuild 90 four-lane interchange and complete a link to the existing Cozy Rd.	\$25,240,000	\$19,022,500

INITIATION PROJECTS					
PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Page St / Pioneer Hwy Reconnect	Spokane	IF-4	Reconnect a residential and major thoroughfare roadway connection at a key location, including extending the Pioneer Hwy through the Page St through Page St.	\$4,968,000	\$4,900,000
Latah Bridge Rehabilitation	Spokane	IF-2	Replace and reduce bridge deck, railing, sidewalks, and rehabilitation of structural elements. Project includes improved pedestrian and transit facilities (sidewalk, ramp, stairs), and space for future light rail travel.	\$51,946,000	\$51,946,000
Centennial Trail / Arroyo Gap Project	Spokane County	IF-3	Improve connectivity of the Arroyo Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bicyclist and pedestrian and reduce stress at Arroyo Midway Dr intersection.	\$3,470,000	\$6,470,000
Banner Rd & 1-90 Interchange	Spokane Valley	IF-4	Improve region to four-lane and add 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000	\$43,000,000
US 195 Corridor Projects	Spokane	IF-5	Current Condition 2 to Phase 2B and create a two-lane roundabout, and Diemen Spangue Rd connection, bike/pedestrian improvements, reduce sidewalks, lighting, landscape buffers, and blue lanes.	\$16,394,333	\$16,394,333

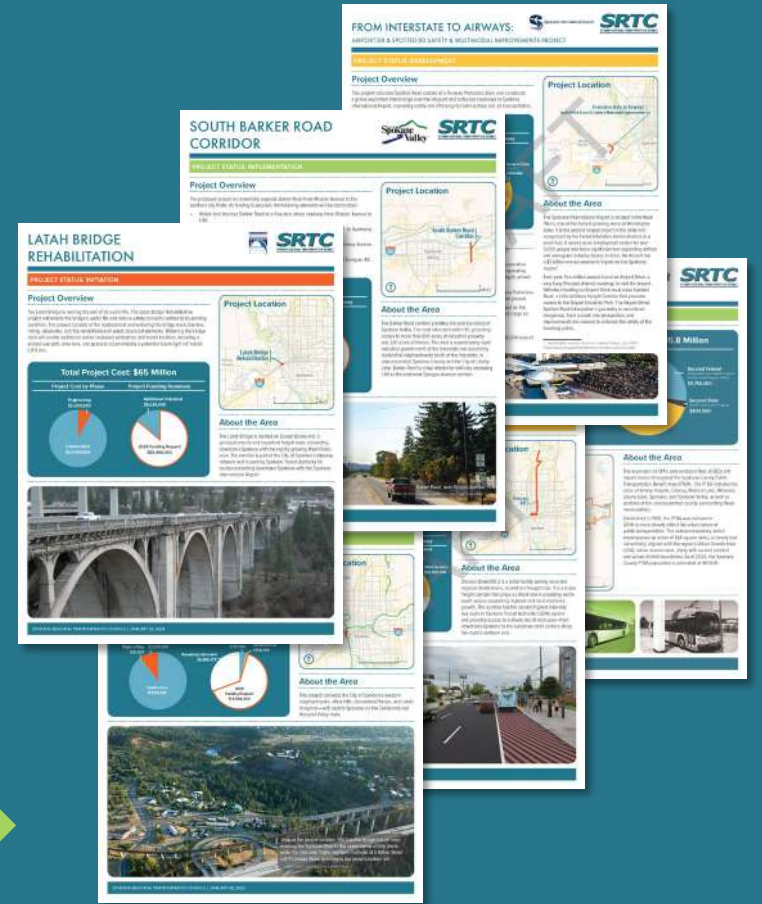
2024 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL STATE FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,771,893	\$22,432,513	22.2%
DEVELOPMENT	16	\$465,372,269	\$163,814,892	35.0%
INITIATION	5	\$176,352,233	\$22,710,221	12.5%
TOTAL	25	\$763,496,395	\$324,957,626	42.5%

Unified List Process

Updated annually

New projects added as projects are funded and move off the list



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
	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 Tasks											B Board First Touch
Project List Development											CA TAC/TTC Action Item
(t1) Develop Draft Criteria	C	B									BA Board Action Item
(t2) Finalize Criteria		CA	BA								D Draft Deliverable
(t3) Develop Project Information Form											F Final Deliverable
(t4) Project Submittal Period											
(t5) SRTC Project Review											
(t6) Integrate Safety Action Plan Projects											
(t7) Develop Projects List						C	B		CA	BA	
Legislative Priority Statements Development											
(t8) Collect + Review Local Legislative Agendas											
(t9) Develop State Legislative Statements + Priority Areas					B	B		BA			
(t10) Develop Federal Legislative Statements + Priority Areas								C	B	CA	BA
Final Unified List Packets Development											
(t11) Finalize Project List + Unified List (State Version)							CA	BA			
(t12) Finalize Unified List (Federal Version)								C	B	CA	BA
Project Deliverables											
(d1) Project Evaluation Criteria	D	D F	F								
(d2) Projects List					D	D	F	F			
(d3) State Legislative Statements + Priority Areas					D	D	F	F			
(d4) 2025 Unified List (State Version)							F	F			
(d5) Federal Legislative Statements + Priority Areas									D	D F	F
(d6) 2025 Unified List (Federal Version)										F	F

Key Dates

4 Week Project Submittal Period

➤ April 22 through May 17

3 Week SRTC Project Review

➤ May 20 through June 7

Draft List

➤ June (TTC/TAC), July (SRTC Board)

Final List

➤ State Version: Aug. (TTC/TAC), Sept. (SRTC Board)

➤ Federal Version: Oct. (TTC/TAC), Nov. (SRTC Board)

The image shows a screenshot of the '2024 Unified List of Regional Transportation Priorities Project Submission Form' and a 'PROJECT EVALUATION CRITERIA' table. The form is divided into several sections: CONTACT INFORMATION, GENERAL PROJECT INFORMATION, and PROJECT COST AND FUNDING. The evaluation criteria table lists various categories and their corresponding scores.

PROJECT EVALUATION CRITERIA	Score
Economic Viability	
Cooperation & Leadership	
Stewardship	
Operations, Maintenance & Preservation	
Safety & Security	
Quality of Life	
Equity	

2024 Unified List of Regional Transportation Priorities Project Submission Form

The form includes sections for: CONTACT INFORMATION (Project Sponsor Agency, Contact Person, Phone Number, Email Address); GENERAL PROJECT INFORMATION (Project Title, Project Location, Agency Priority Rank, Project Length, Project Description, Regional Importance); and PROJECT COST AND FUNDING (Phase, Est. Total Cost, Secured Federal Funds, Secured State Funds, Other Secured Funds, Unfunded Amount).

Project Evaluation Criteria

2025

Unified List of Regional Transportation Priorities

SRTC



Project Evaluation Criteria

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.

▶ Proposed revisions to criteria shown in RED.

30
POINTS

ECONOMIC VITALITY

Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.

Question 1A (5 points)

▶ Does the project provide access within or between two or more regional/local activity centers?

Question 1B (5 points)

▶ If yes to 1A, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center?

Question 2 (10 points)

▶ What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?

Question 3 (10 points)

▶ Is the project located on the FGTS? **Points scaled based on FGTS classification—T1 through T5.*

30
POINTS

COOPERATION & LEADERSHIP

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.

Question 1 (15 points)

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

Question 2 (15 points)

▶ Is the project identified in other agency plans and/or has it gone through a documented public outreach process?

30
POINTS

STEWARDSHIP

Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.

Question 1 (10 points)

▶ Does the project incorporate electrification or other clean fuel strategies?

Question 2 (10 points)

▶ Does the project increase resilience by adding redundancy in areas of limited connectivity?

Question 3 (10 points)

▶ Does the project reduce air quality emissions or VHT/MT? **This question relates to the State Vehicle Miles of Travel Targets Process.*

30
POINTS

OPERATIONS, MAINTENANCE & PRESERVATION

Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.

Question 1 (10 points)

▶ Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? **Criteria relates to federal transportation performance management (TPM) requirements.*

Question 2 (10 points)

▶ Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? **Criteria relates to federal TPM requirements.*

Question 3 (10 points)

▶ Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?

30
POINTS

SAFETY & SECURITY

Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.

Question 1 (15 points)

▶ Is the project identified in a state or local plan, or an approved prioritized list of safety projects? **Does the project address an identified safety need in the Regional Safety Action Plan?**

Question 2 (15 points)

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

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POINTS

QUALITY OF LIFE

Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.

Question 1 (10 points)

▶ Is the project on the Regional Bicycle Priority Network and does it have an active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?

Question 2 (10 points)

▶ Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)? **Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.*

Question 3 (10 points)

▶ Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? **Regional trails: Centennial, Children of the Sun, Ben Bur, Fish Lake, Millwood, and Appleway*

30
POINTS

EQUITY

**These criteria directly relate to the federal planning factor for equity, the Justice 40 Initiative, and the state HEAL Act.*

Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.

Question 1 (10 points)

▶ Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

Question 2 (5 points)

▶ **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?**

Question 3 (10 points)

▶ 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?

Question 4 (10 points-5 points)

▶ Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?

Safety Criteria #1 Changes

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?

Safety Criteria #2 Changes

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 Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?

Schedule Alignment

Safety Action Plan Dates

High Injury Network *DRAFT*

- Early March

Project Prospectus Sheets *DRAFT*

- Mid-March

Safety Action Plan *DRAFT*

- Late April

Safety Action Plan *FINAL*

- Adopted on June 13

2025 Unified List Dates

4 Week Project Submittal Period

- April 22 through May 17

3 Week SRTC Project Review

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Draft List

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Final List

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- Federal Version: Oct. (TTC/TAC), Nov. (SRTC Board)

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 Regional Safety Action Plan.

Option B: Use Revised Safety Criteria

Use draft High injury network and regional safety needs for the project submittal process. If needed based on changes between the draft and adopted Regional Safety Action Plan, SRTC staff updates safety criteria scores prior to presenting the draft 2025 Unified List at the June 26 TAC and TTC meetings.

Option C: Hybrid Approach

Award points to projects meeting either the current or revised criteria.

Or, alternatively, split the points between the criteria (e.g., 10 points for meeting each of the current criteria questions and 5 points for meeting each revised criteria question).

Equity Criteria #2 *(NEW)*

2024 Criteria

Does not replace a 2024 criteria question.

Proposed 2025 Criteria

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?

**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 #3 Changes

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 to the TTC & TAC in March to request a recommendation of the 2025 Unified List Project Evaluation Criteria.

Freight Mobility Strategic Investment Board (FMSIB) Solicitation for Project Funding

Transportation Technical Committee

Agenda Item 8 | Page 13

February 28, 2024

Overview

- FMSIB is preparing to release a solicitation for project funding.
- 6-year program with ~\$90 million in total funding anticipated.
- Submittal period expected to start in late March, with applications due by early May 2024. *Exact dates TBD*

2022 FMSIB Investment Priorities

- Identifies 10 regional priority freight projects & 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

#	Project Name	Agency	FMSIB Target Area	Estimated Total Cost	Unfunded Need	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	
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
IMP	South Barker Rd Corridor ²	Spokane Valley	\$15,338,700
DEV	Division St Active Transportation Access Improvements ³	Spokane	\$25,800,000
DEV	US Hwy 2 Multimodal Improvements ³	Airway Heights	\$21,467,200
DEV	Argonne Rd Safety Improvements	Spokane County	\$6,680,000
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

¹Project is not on a T1/T2 freight corridor but was included on the 2022 SRTC Regional Freight Priorities List.

²Project is partially located on a T2 freight corridor.

³Eligible 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.

TPM – New Greenhouse Gas Rule and Targets

TRANSPORTATION ADVISORY COMMITTEE (TAC)

AGENDA ITEM 9, PAGE 14

FEBRUARY 28, 2024

Transportation Performance Management (TPM)

TPM:

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

Systematically applied, ongoing process

Current 4-year performance period: 2022-2025

New GHG Rule: Background

July 15, 2022:

FHWA proposed new rule addressing transportation-related GHG emissions on the National Highway System (NHS)

December 7, 2023:

Final rule implementing GHG measure published in federal register (88 FR 85364)

February 1, 2024:

WSDOT submitted state-level targets to FHWA

MPOs have 180 days (**July 30, 2024**) to set their own quantifiable targets or agree to plan and program in support of state targets for the current performance period

Must be a declining target

New GHG Rule

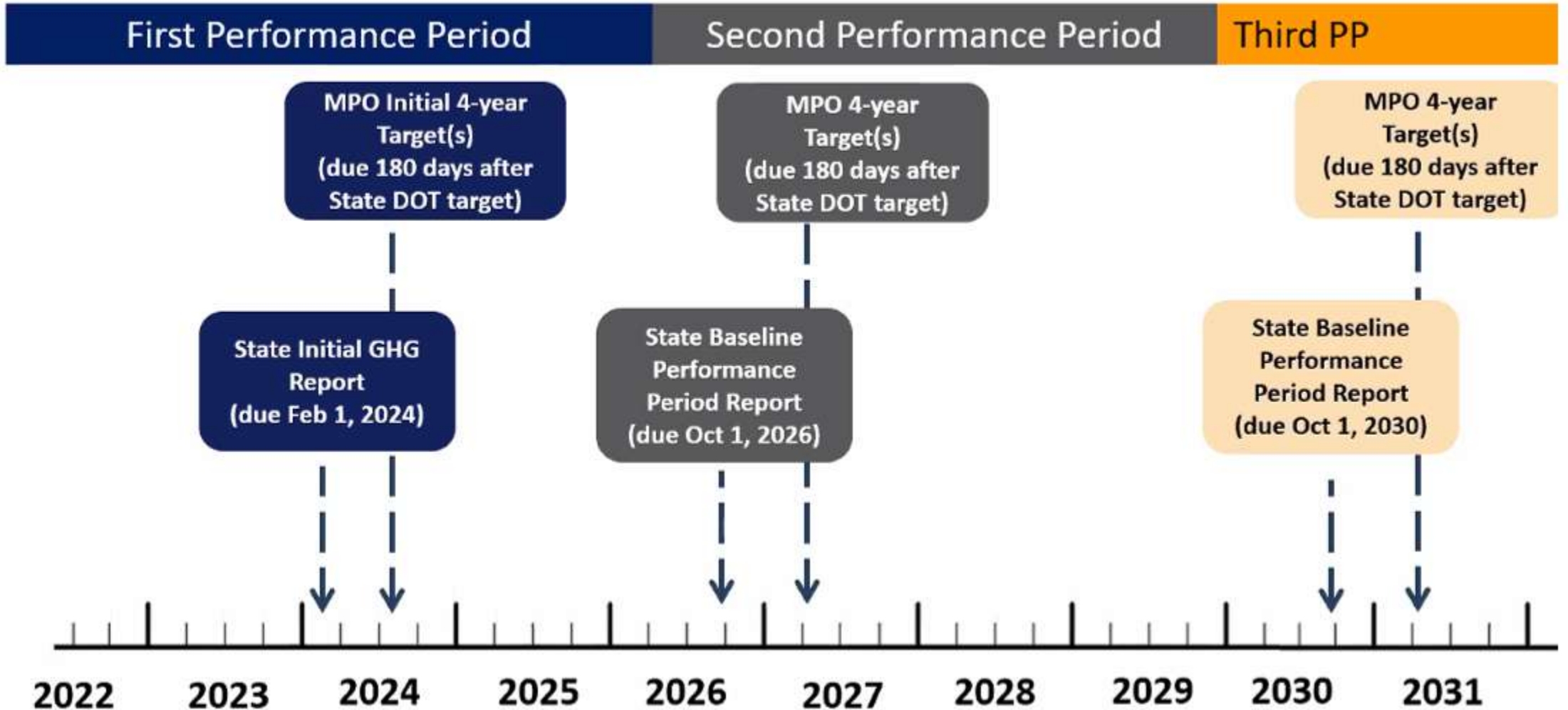
Amendment to 23 CFR Part 490

New National Highway Performance Program (NHPP) Measure:

- Percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS compared to the reference year. (CY 2022)

Pavement Condition	<ul style="list-style-type: none">• Percentage of pavements of the Interstate System in Good condition• Percentage of pavements of the Interstate System in Poor condition• Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition• Percentage of pavements of the non-Interstate NHS in Poor condition
Bridge Condition	<ul style="list-style-type: none">• Percentage of NHS bridges classified as in Good condition• Percentage of NHS bridges classified as in Poor condition
System Performance	<ul style="list-style-type: none">• Percent of person-miles traveled on the Interstate that are reliable• Percent of person-miles traveled on the non-Interstate NHS that are reliable• NEW: Percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS compared to the reference year – (calendar year 2022)

Performance Period Timeline



New GHG Rule

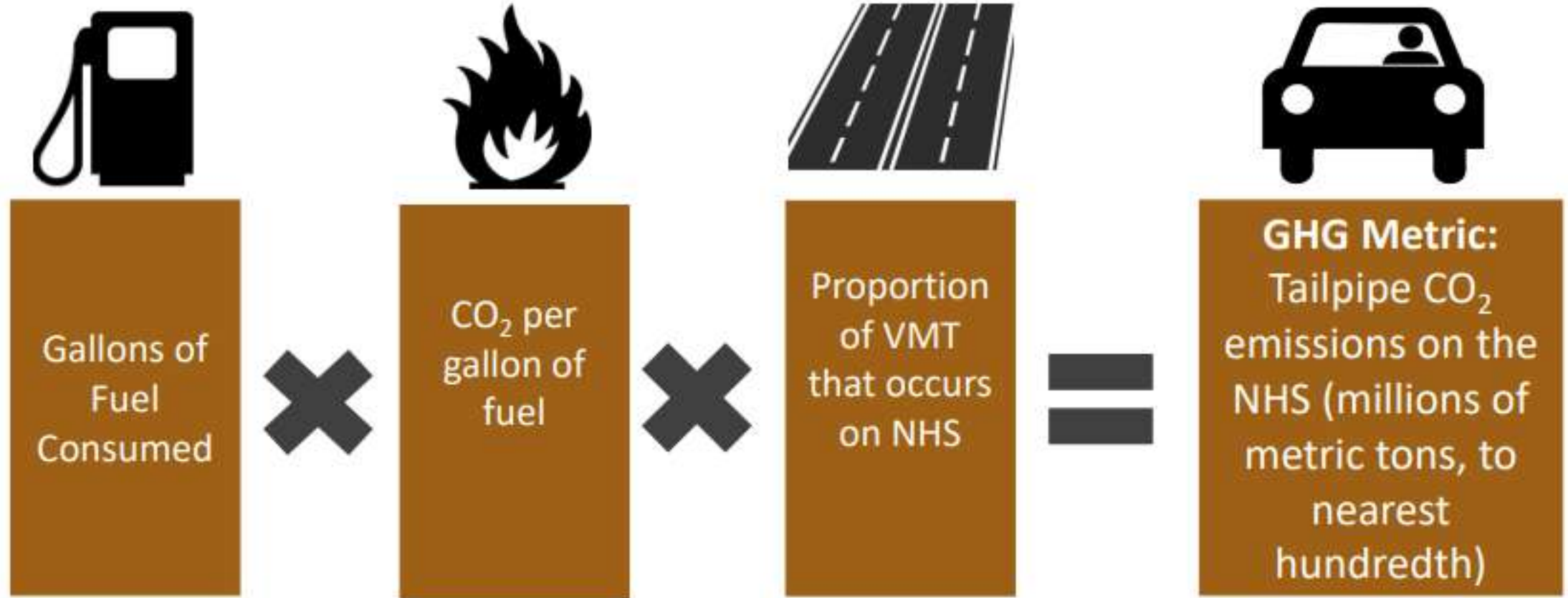
GHG Metric

- Annual total tailpipe CO2 emissions on the NHS

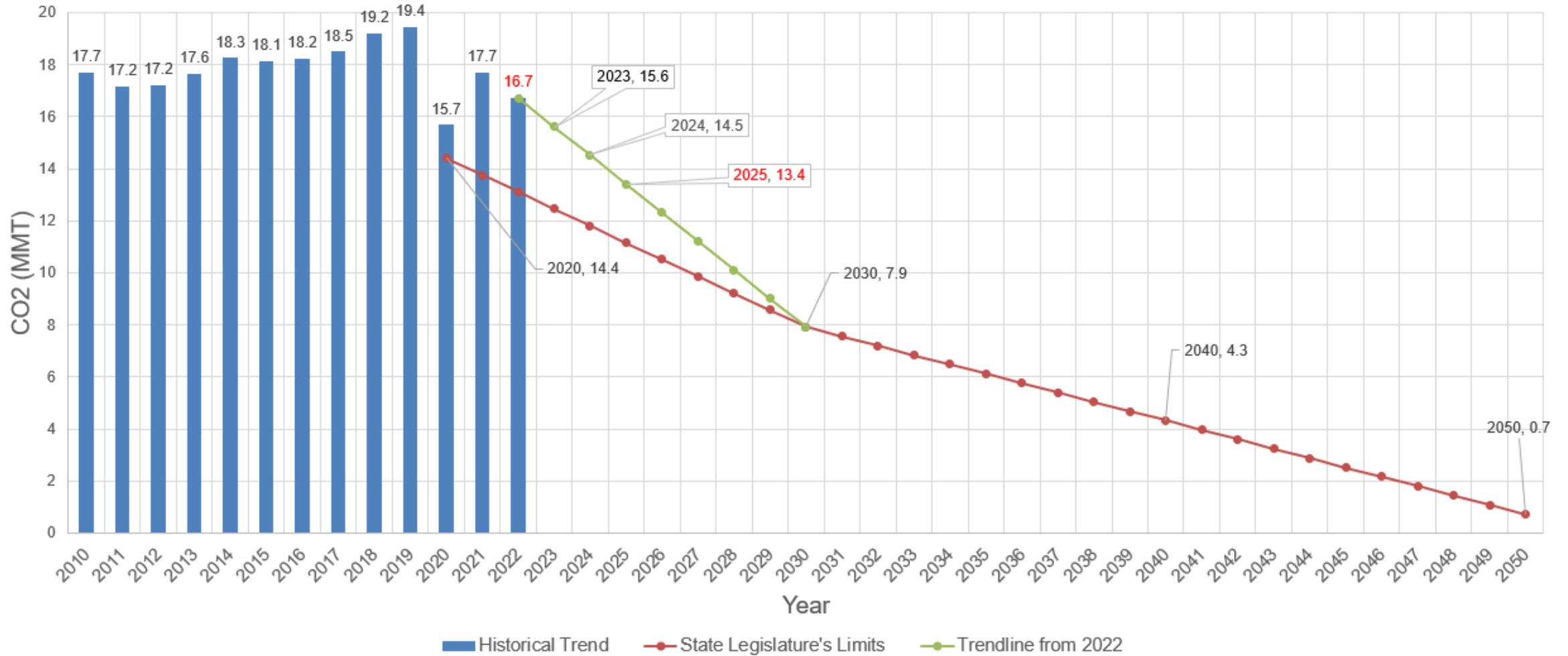
GHG Measure

- Percent change in tailpipe CO2 emissions on the NHS compared to the reference year (CY2022)

WSDOT Targets and Methodology



WSDOT Targets and Methodology



Requirements for MPOs

MPOs

- Establish declining 4-year target for the metropolitan planning area (MPA).
- Option to commit to support the State DOT target or establish a unique quantifiable target.
- Have up to 180 days from when the State DOT established their targets.

Next Steps

February 28

- TAC & TTC Meetings
- Information & Discussion

March 14

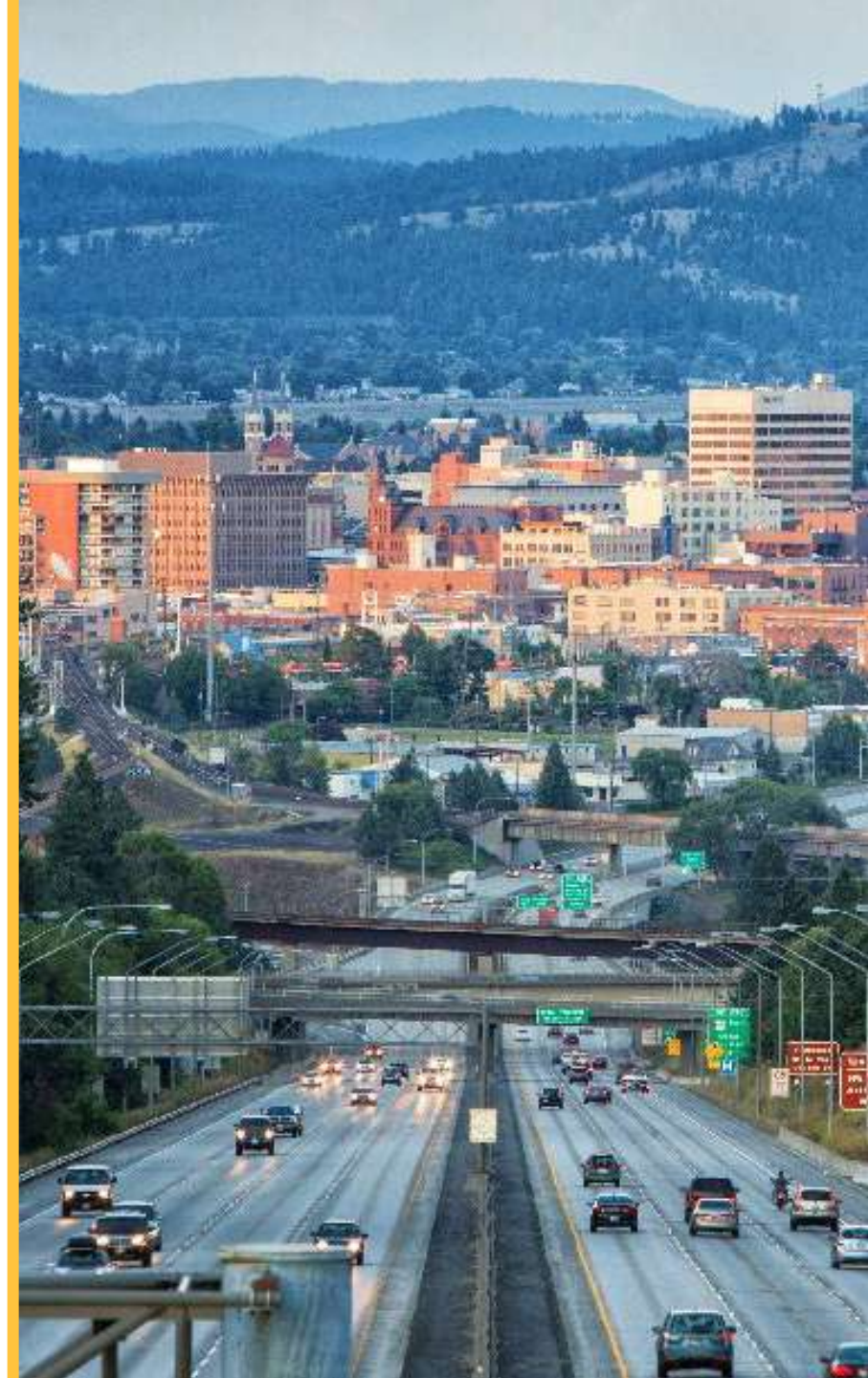
- Board of Directors Meeting
- Information & Discussion

March 27

- TAC & TTC Meetings
- Action (Recommendation for Board)

April 11

- Board of Directors Meeting
- Action



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 other lights are dark. The background is a clear, light blue sky.

Thank you!

Michael Redlinger
Associate Transportation Planner 2
mredlinger@srtc.org

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