

Welcome

July

SRTC Board Meeting





Staff at the Juneteenth event



Staff at
Post Street Ribbon Cutting



Staff at Summer
Parkways



Children of the Sun Trail Ribbon Cutting



Staff at
Liberty Lake's Farmers Market

CY 2025

Member Financial Contributions

SRTC Board of Directors

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Action Item

July 11, 2024

Agency	April 1, 2023 OFM Population Estimate	2024 Contribution	April 1, 2024 OFM Population Estimate ²	Population % increase from 2023	Population % of Total	2025 Contribution w/ new pop. Figures	Total Contribution % increase 2024 to 2025
Airway Heights	11,280	\$ 3,384	12,070	7.00%	2.16%	\$ 3,621	7.0%
Cheney	13,160	\$ 3,948	13,150	-0.08%	2.35%	\$ 3,945	-0.1%
Deer Park	4,925	\$ 1,478	5,100	3.55%	0.91%	\$ 1,530	3.5%
Fairfield	600	\$ 180	600	0.00%	0.11%	\$ 180	0.0%
Latah	185	\$ 56	185	0.00%	0.03%	\$ 56	0.0%
Liberty Lake	13,150	\$ 3,945	13,870	5.48%	2.48%	\$ 4,161	5.5%
Medical Lake	4,915	\$ 1,475	4,835	-1.63%	0.86%	\$ 1,451	-1.6%
Millwood	1,925	\$ 578	1,925	0.00%	0.34%	\$ 578	0.0%
Rockford	570	\$ 171	605	6.14%	0.11%	\$ 182	6.4%
Spangle	280	\$ 84	285	1.79%	0.05%	\$ 86	2.4%
Spokane ¹	232,700	\$ 69,810	233,000	0.13%	41.65%	\$ 69,900	0.1%
Spokane County ¹	163,390	\$ 69,810	164,850	0.89%	29.47%	\$ 69,900	0.1%
Spokane Valley	107,400	\$ 32,220	108,800	1.30%	19.45%	\$ 32,640	1.3%
Waverly	120	\$ 36	125	4.17%	0.02%	\$ 38	5.6%
City and County Subtotal	554,600	\$ 187,175	559,400	0.87%	100%	\$ 188,268	0.6%
Kalispel Tribe of Indians		N/A				1,400	-
Spokane Transit		58,706				58,706	0.0%
Spokane Tribe of Indians		N/A				1,400	-
WSDOT		30,418				30,418	0.0%
Transportation Agency Subtotal		\$ 89,124				\$ 91,924	3.1%
GRAND TOTAL		\$ 276,299				\$ 280,192	1.4%

¹ The SRTC Board policy is for Spokane County contribution to match the City of Spokane contribution each year.

² Based on the State of Washington's Office of Financial Management's April 1, 2023 estimated population figures.

DATA Project

SRTC Board Meeting

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July 11, 2024

Requested Action

Approve Resolution R-24-16 acknowledging that the DATA Project has been delivered according to scope and releasing the travel demand model for use by member agencies with the implementation of revisions outlined in Option A

Project Implementation

Task 1: Household Travel Survey

Task 2: Passive Data

Task 3: Traffic Counts

Task 4: Travel Model Updates

Task 5: Land Use Allocation Tool

Task 6: Online Data Hub

Resolution

- SRTC Board directed funding to this project
- An evaluation of current and best practice was completed, we conducted extensive stakeholder outreach, and a design plan was developed and agreed upon
- The design plan was used to generate a scope
- The scope was delivered according to specification

Scope

Upon completion of the fully functional model system, Consultant shall perform a final calibration check and proceed to validate the overall model. The model shall be validated against the regional count database and observed transit boardings. Validation will be performed based on guidance provided in publications such as Travel Model Validation and Reasonableness Checking Manual 2 (FHWA, 2010) and FSUTMS-CUBE Framework Phase II Model Calibration and Validation Standards³ (Florida DOT, 2008).

Consultant shall document validation procedures and analysis in a section of the draft model documentation (Deliverable 4.6.a, Draft Model Documentation). Consultant shall revise and deliver the final validation section as part of the final model documentation (Deliverable 4.6.b, Final Model Documentation) within 15 days of receipt of comments.

Deliverables

- Calibration and validation findings (to be published as part of Deliverable 4.6.a, Draft Model Documentation; and Deliverable 4.6.b, Final Model Documentation).
- Deliverable 4.4.a: Calibrated and Validated Travel Model

Model User Feedback

- Delivered model contains intersection and roadway segment level detail that does not match “on-the-ground” conditions in some cases
- The model was developed in accordance with industry best practices
- We are engaged with our consultant to develop a separate scope and budget to balance requests with a need to release model to members

Option A

- Network edits
- Intersection control type edits
- Open Questions
- Budget: Not to exceed \$90k

TTC Meeting

- Requested action was to recommend that the Board acknowledge the project complete and release the model for use and pursue Option A revisions.

TTC Recommendation

- Do not advance DATA Project to the Board until Option A items are addressed

Requested Action

Approve Resolution R-24-16 acknowledging that the DATA Project has been delivered according to scope and releasing the travel demand model for use by member agencies with the implementation of revisions outlined in Option A

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384



Spokane Airports Overview Prepared For

SRTC SPOKANE REGIONAL
TRANSPORTATION
COUNCIL

Spokane International Airport- Nonstop Destinations



- Boise
- Los Angeles
- Portland
- San Diego
- San Francisco
- Seattle



- Dallas Love Field
- Denver
- Las Vegas
- Oakland
- Phoenix
- Sacramento
- San Jose



- Denver
- San Francisco



- Atlanta
- Los Angeles (LAX)
- Minneapolis
- Salt Lake City
- Seattle



- Las Vegas
- Orange County
- Phoenix-Mesa



- Charlotte
- Dallas Fort Worth
- Phoenix



- Minneapolis



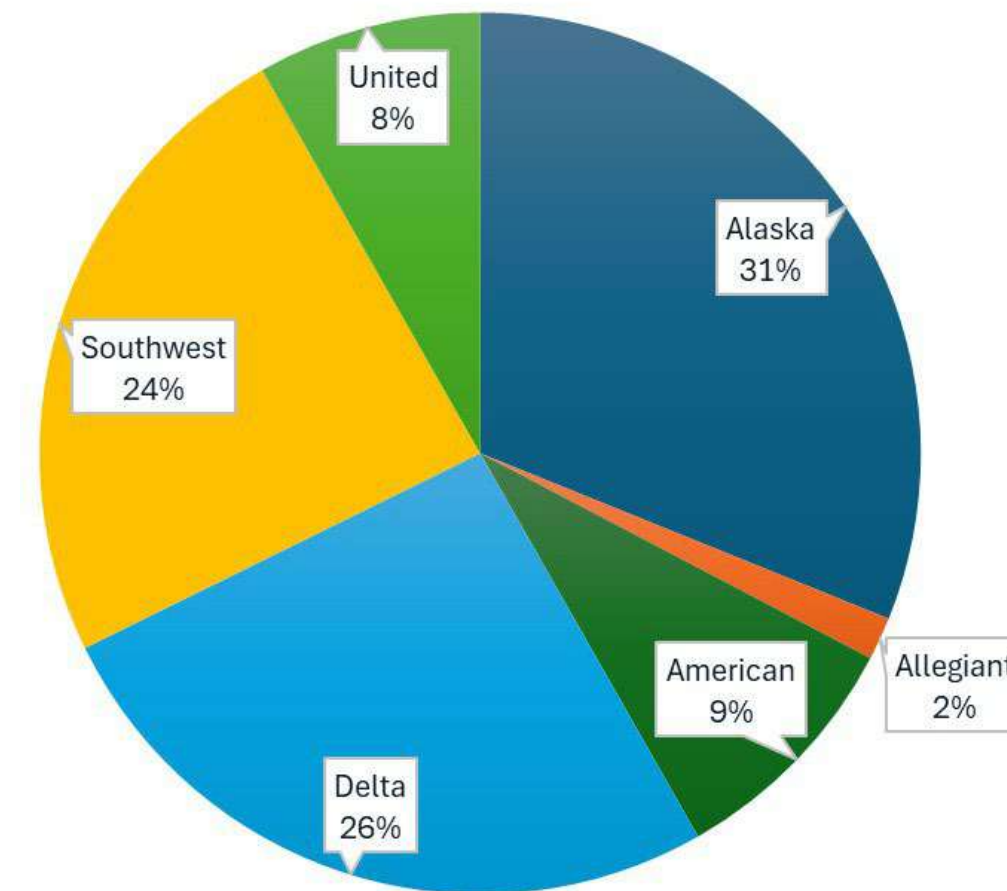
Passenger Traffic

In 2023, Spokane International Airport **recorded its busiest year ever**, welcoming more than **4.13 million** passengers.

2023 Highlights

- **4,131,266** total passengers travelled through the Airport in 2023
 - 5% increase from 2022
 - 2.3% increase from 2019 (previous passenger record year)
- **Total Enplanements:** 2,068,131
- **Total Deplanements:** 2,063,135
- **Peak travel periods:**
 - **Thanksgiving 2023:** *More than 136,000 seats – a 7.5% increase from the same period in 2022 – were scheduled between 11/17-11/26.*
 - **Winter holidays 2023:** *An estimated 15,000+ daily travelers passed through GEG on Dec. 22, 26, 28 and 29.*

Passenger Share by Airline (2023)



The number of inbound seats scheduled increased nearly 5% and the frequency of annual flight operations increased 0.8%, **underscoring airline partners' continued commitment to investing their services in the Spokane-Coeur d'Alene market.**

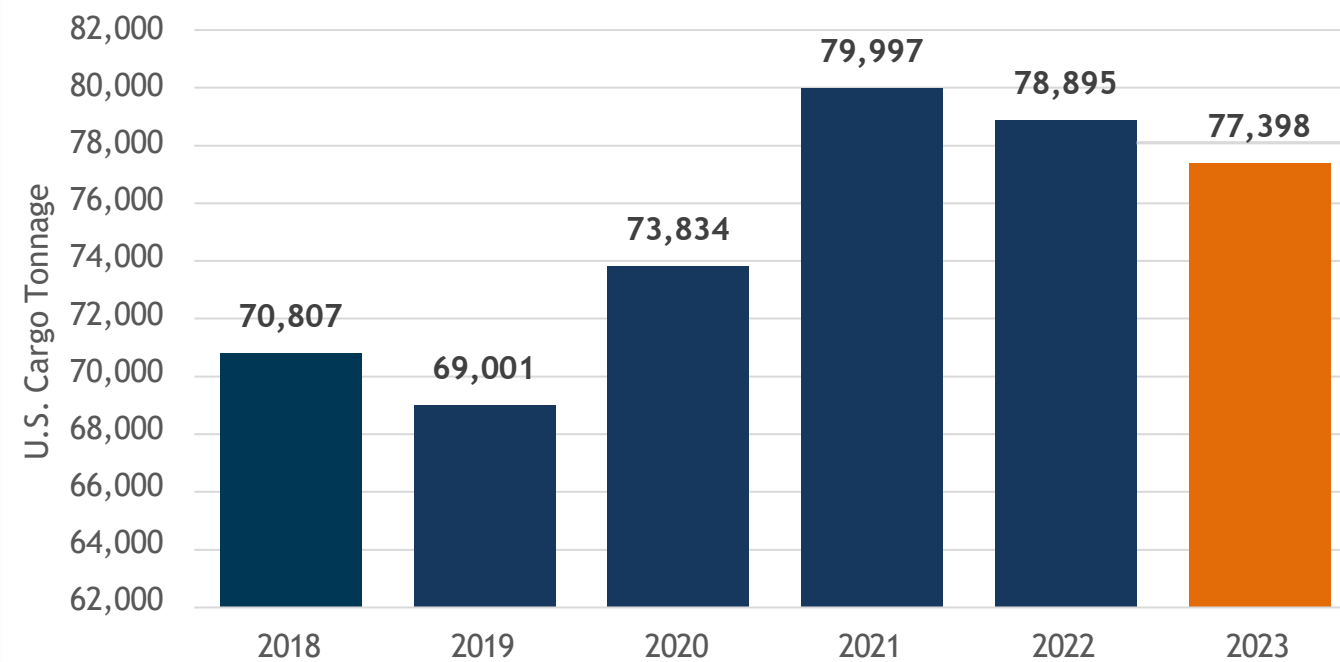
In 2023, both **American Airlines** and **Southwest Airlines** announced intent to expand nonstop operations through GEG, launching seasonal service to Charlotte Douglas International Airport and Dallas Love Field, respectively, in June 2024.

Cargo Traffic

In 2023, airlines processed **77,398 tons of cargo** at Spokane International Airport – the **third highest cargo tonnage on record**.



Total Cargo Handled, 2018 - 2023



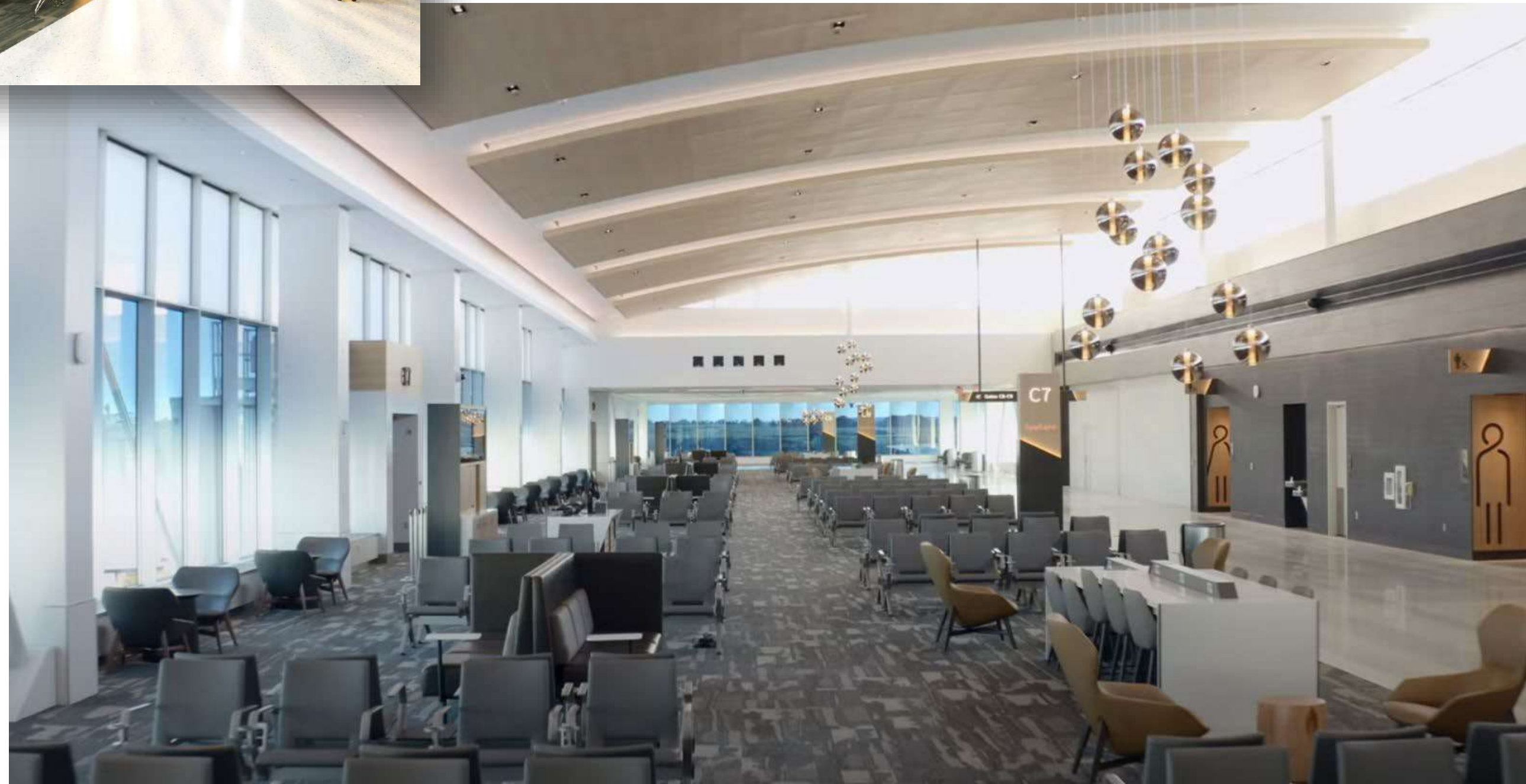
2023 Cargo Traffic Highlights

- **77,398** total U.S. cargo tons handled in 2023
 - (1.9%) below 2022 (year-to-date)
 - (3.3%) below 2021 (year-to-date)
- 2021 is **highest** cargo total handled in Airport history

Concourse C Terminal Renovation & Expansion



Concourse C Terminal Renovation & Expansion



West Terminal Ramp Expansion & Parallel Taxilane



Taxiway A Reconstruction and Airfield Improvements



Concourse C Parking Lot Expansion, Phase 2

FUTURE MCFARLANE ROAD EXTENSION

EXPANDED CONOURSE C PARKING LOT
(PROPOSED WORK)

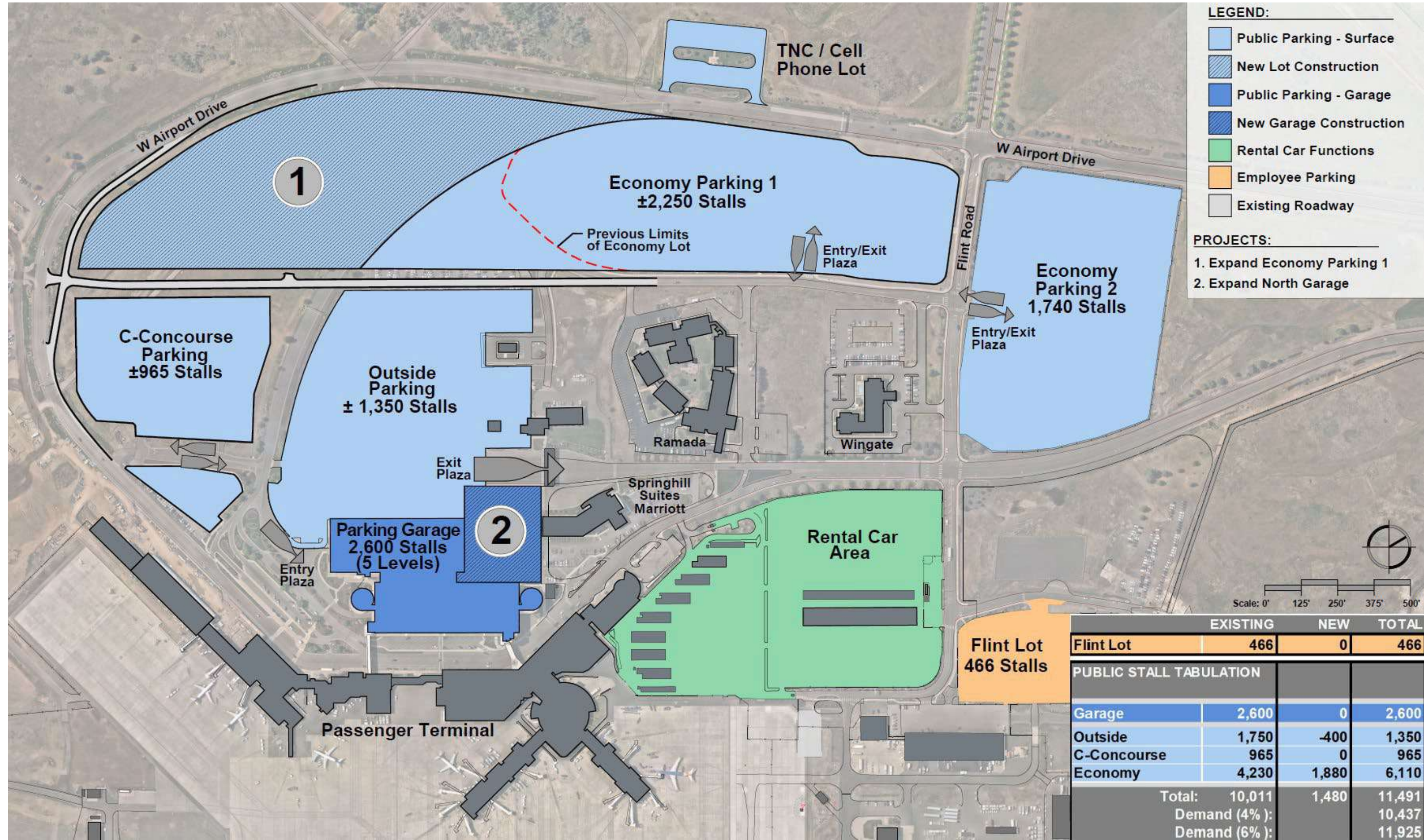
EXPANDED CONOURSE C PARKING LOT
(PREVIOUS PHASE)



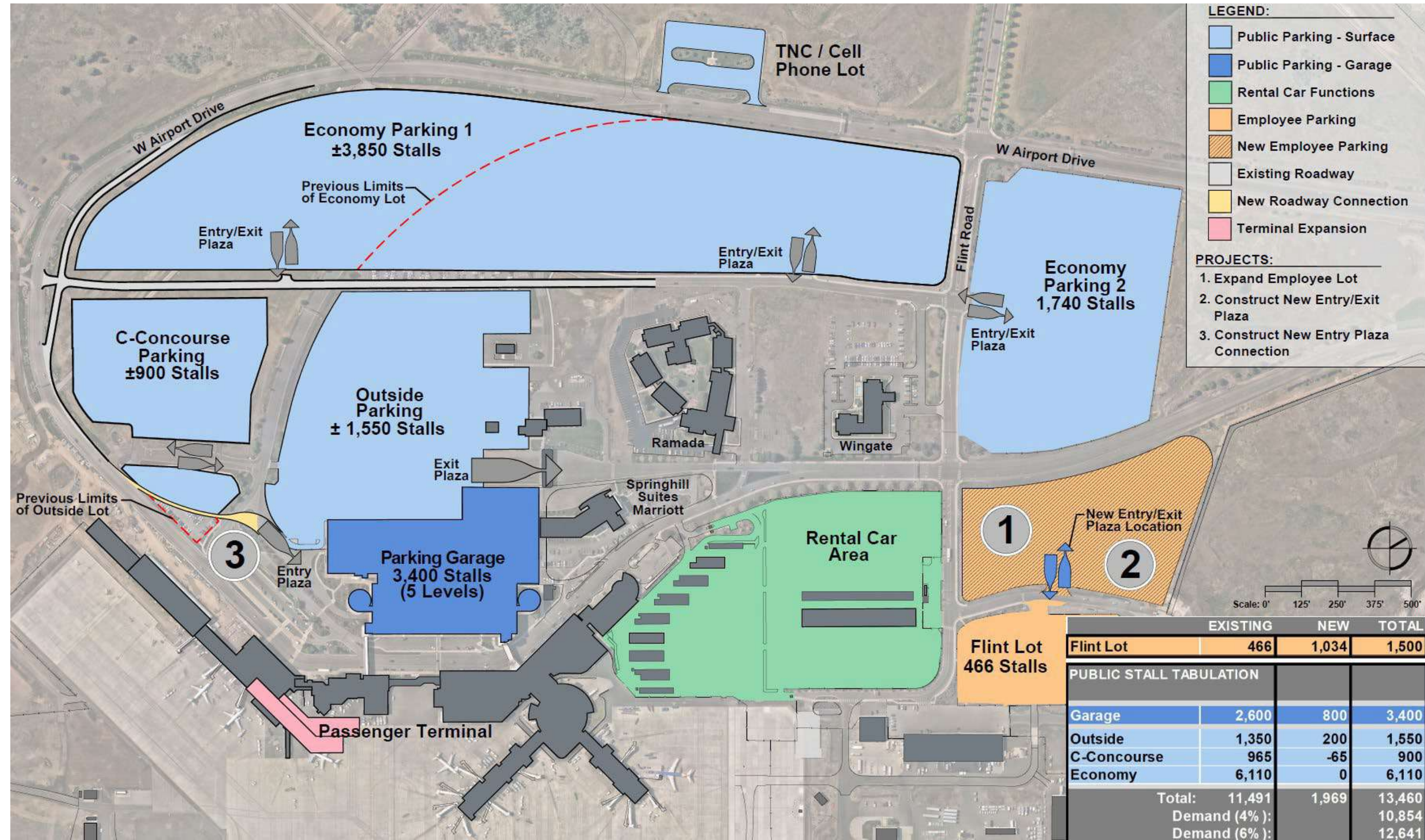


SPOKANE

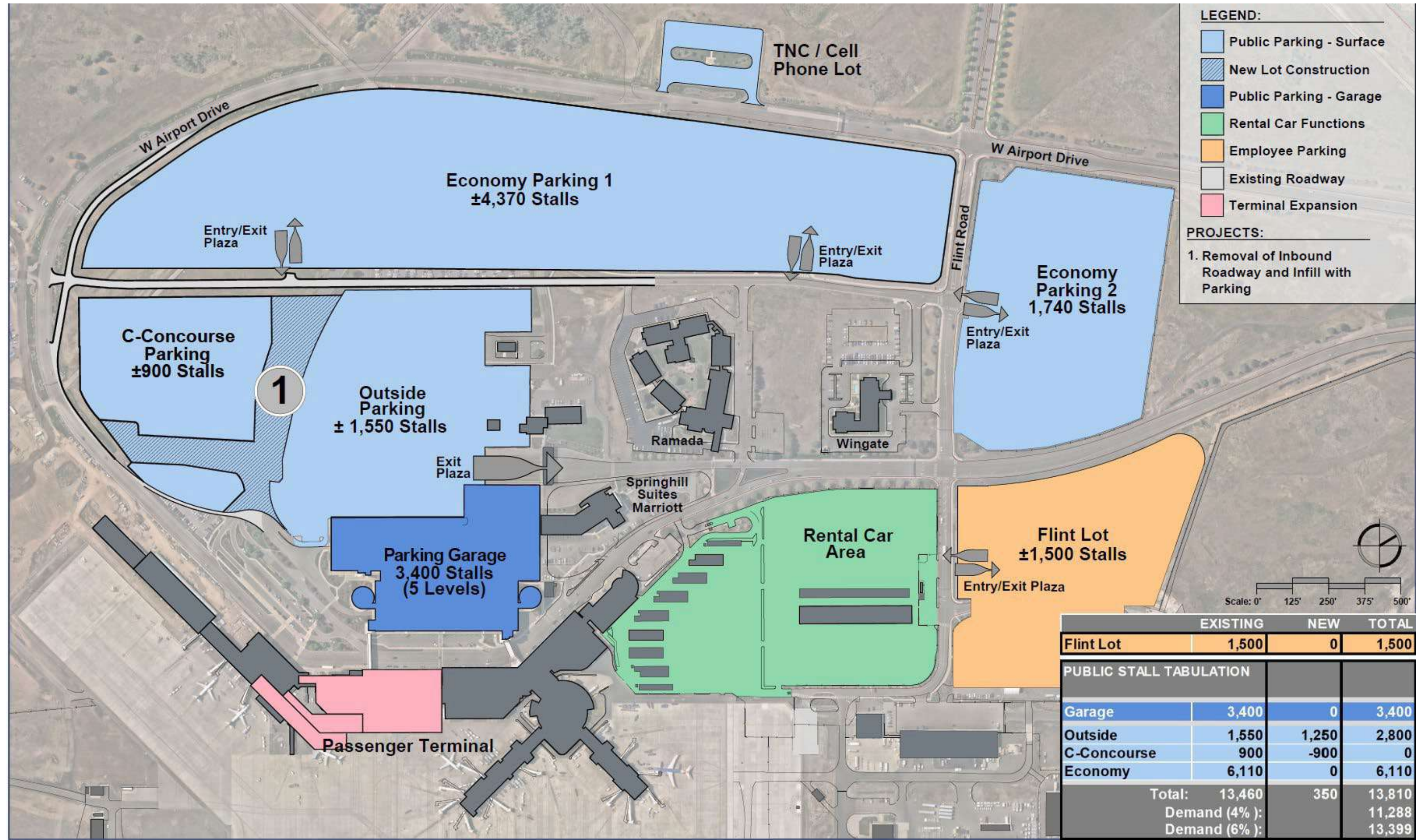
INTERNATIONAL AIRPORT



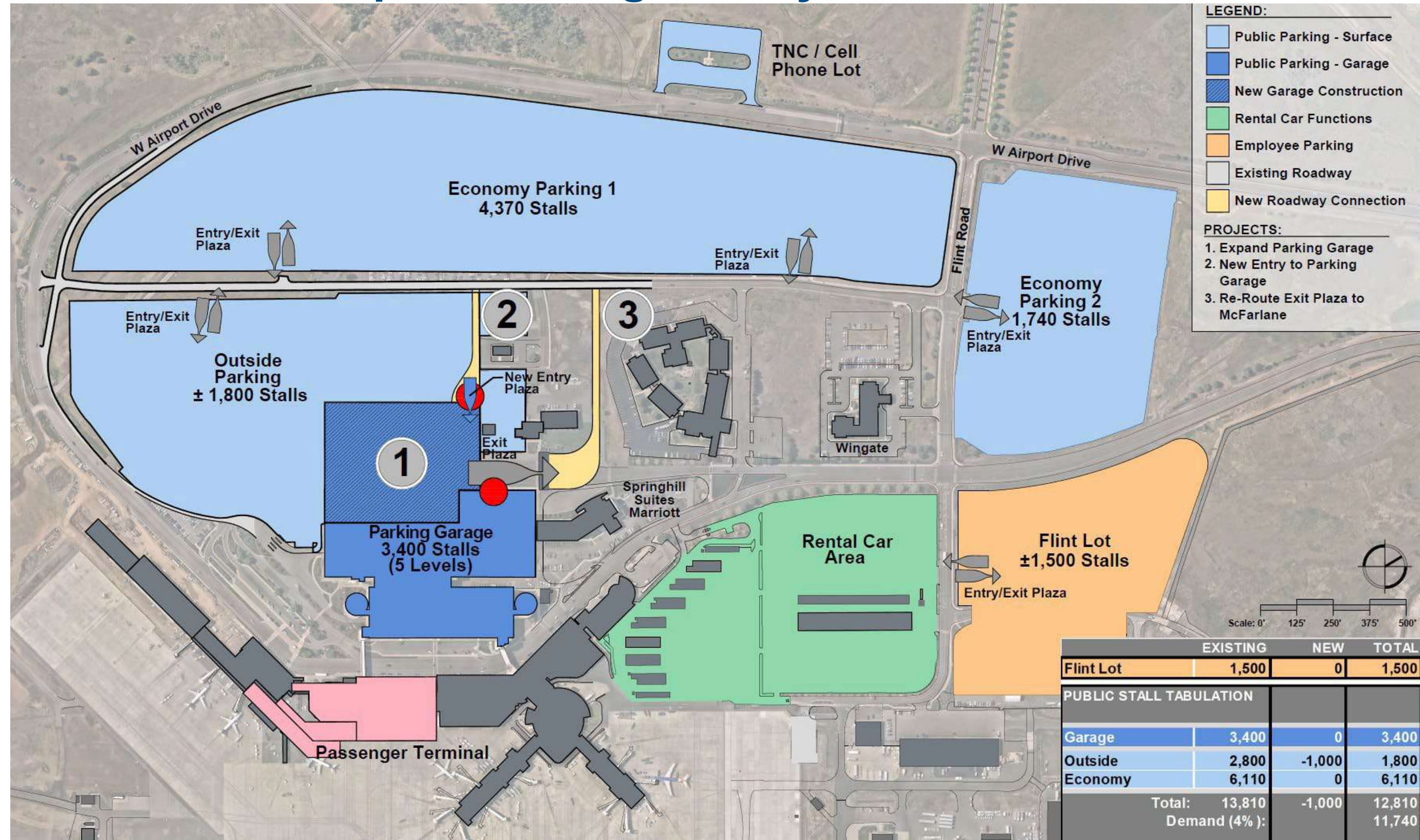
Airport Parking Facility Master Plan - Draft



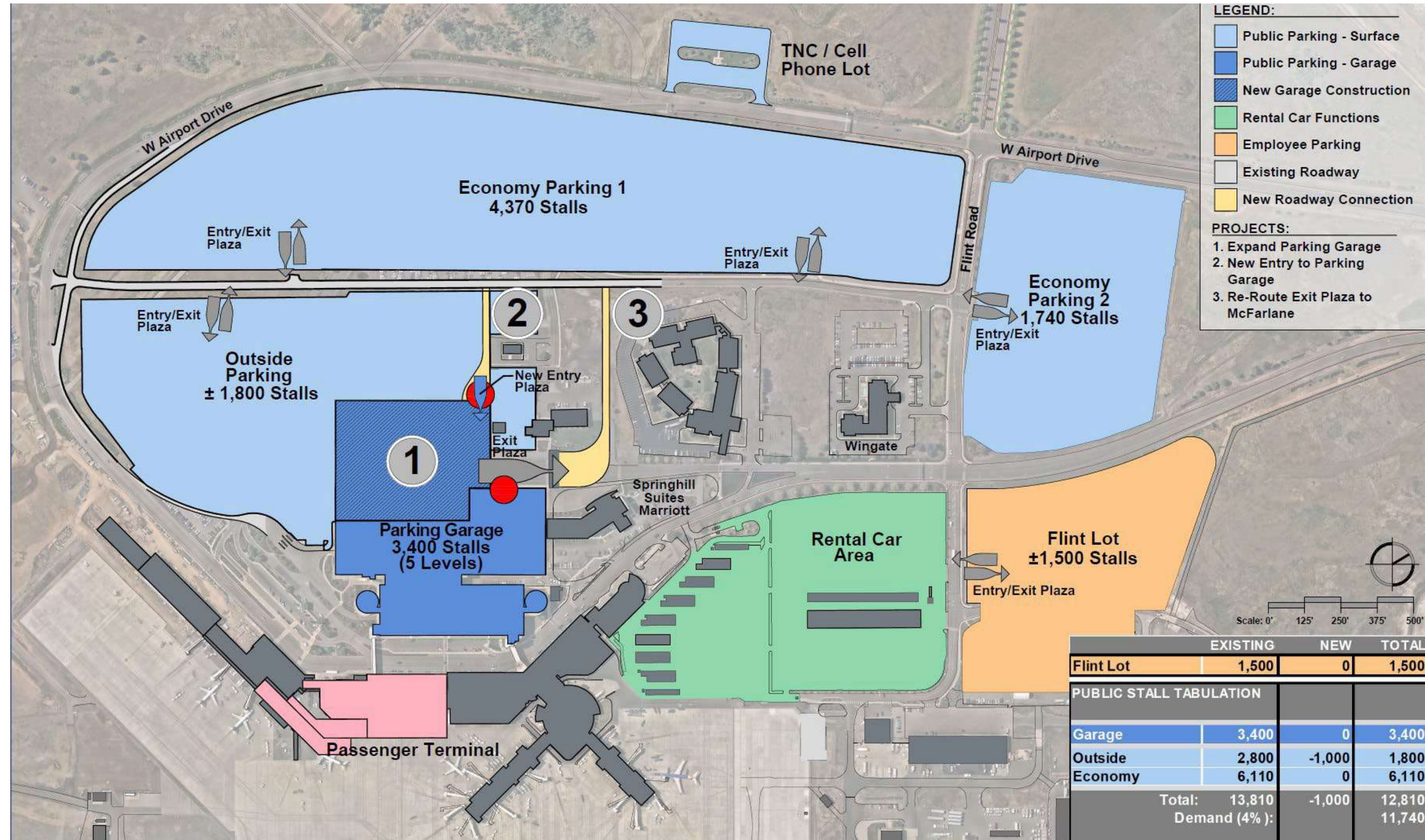
Airport Parking Facility Master Plan - Draft



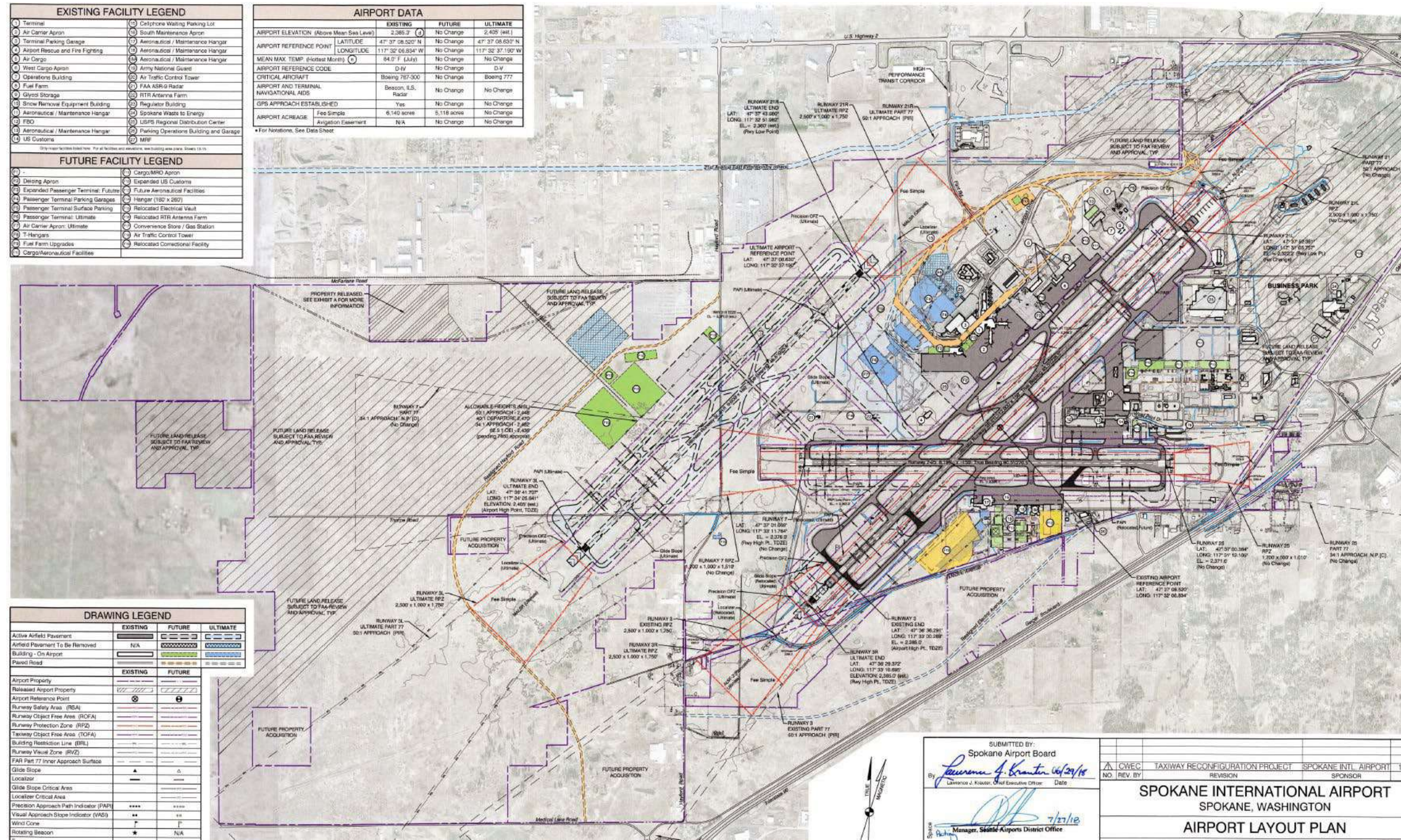
Airport Parking Facility Master Plan - Draft



Airport Parking Facility Master Plan - Draft

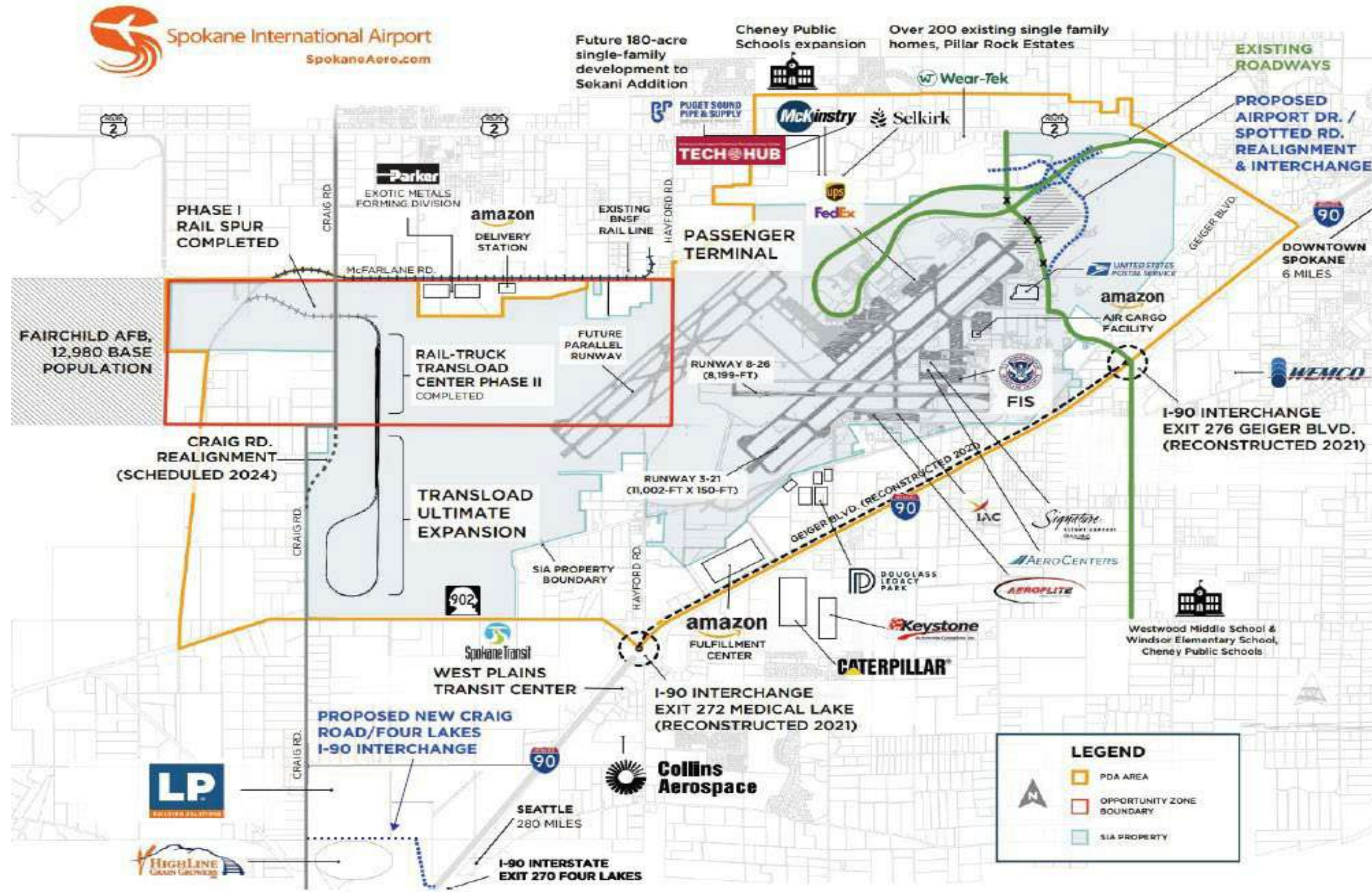


Airport Layout Plan



SPOKANE

INTERNATIONAL AIRPORT



Spotted Road Realignment & Airport Drive Interchange

- \$22.8M U.S. DOT RAISE Grant awarded in 2023
- Partnership collaboration between stakeholders:



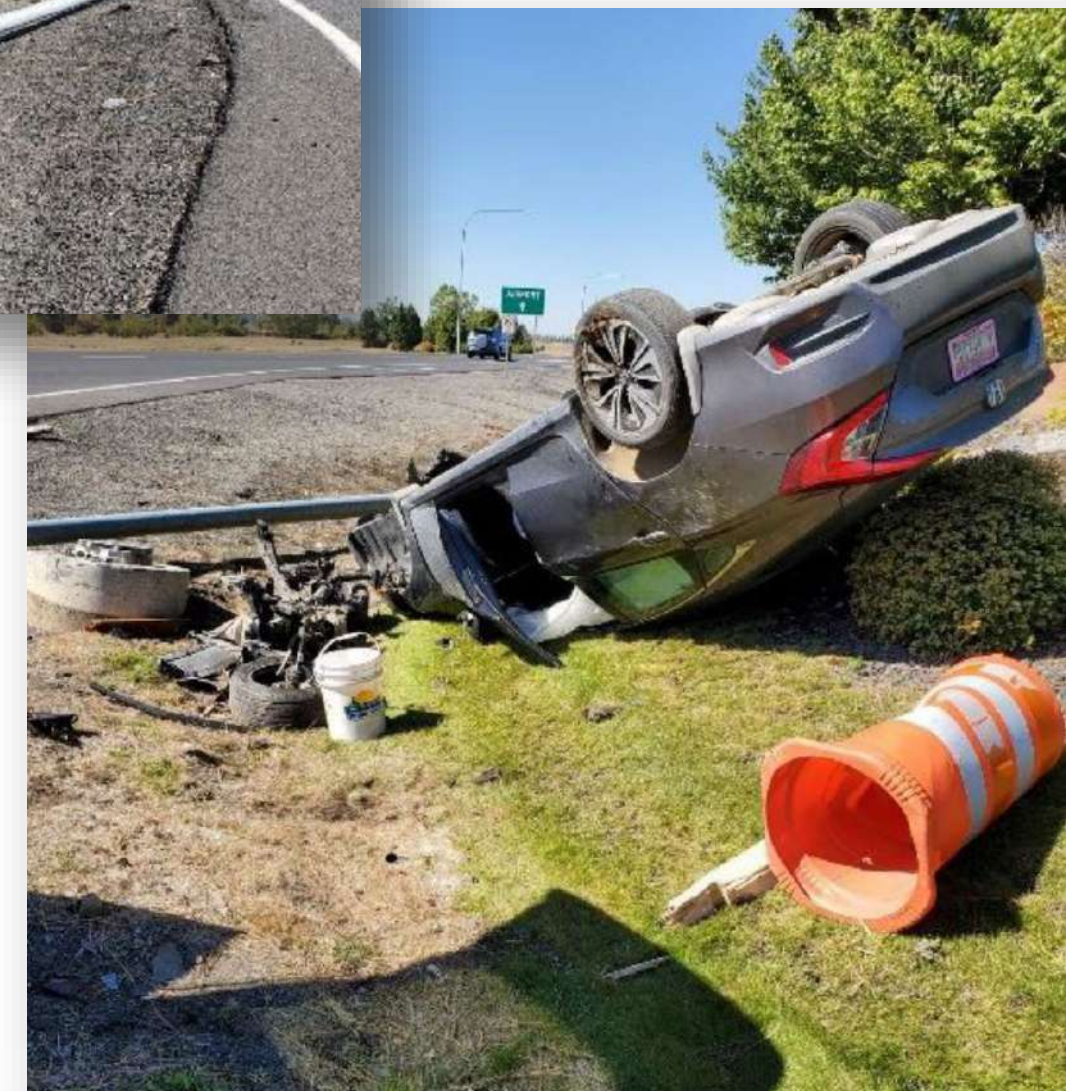
Intersection Collisions at Spotted Road and Airport Drive

Five people en route to Spokane International Airport involved in serious crash ahead of Flight Home. October 12, 2020 – KHQ NBC News Affiliate



KHQ Q6

Five people en route to Spokane International Airport involved in serious crash ahead of Flight Home. One woman suffered non-life-threatening injuries after a crash shut down Spotted Road at Airport Drive for about an hour, near Spokane International Airport. According to Washington State Patrol, a woman driving a blue vehicle failed to yield at the stop sign and a white SUV hit her vehicle. The woman was the only occupant in the blue vehicle, and she had to be extricated with the Jaws of Life. There were five people in the SUV, who were en route to SIA to a flight to Dallas. Due to the accident, they did not make their scheduled flight on time.



Spotted Road Realignment & Airport Drive Interchange



Rail-Truck Transload Facility



Rail-Truck Transload Facility



Phase 1

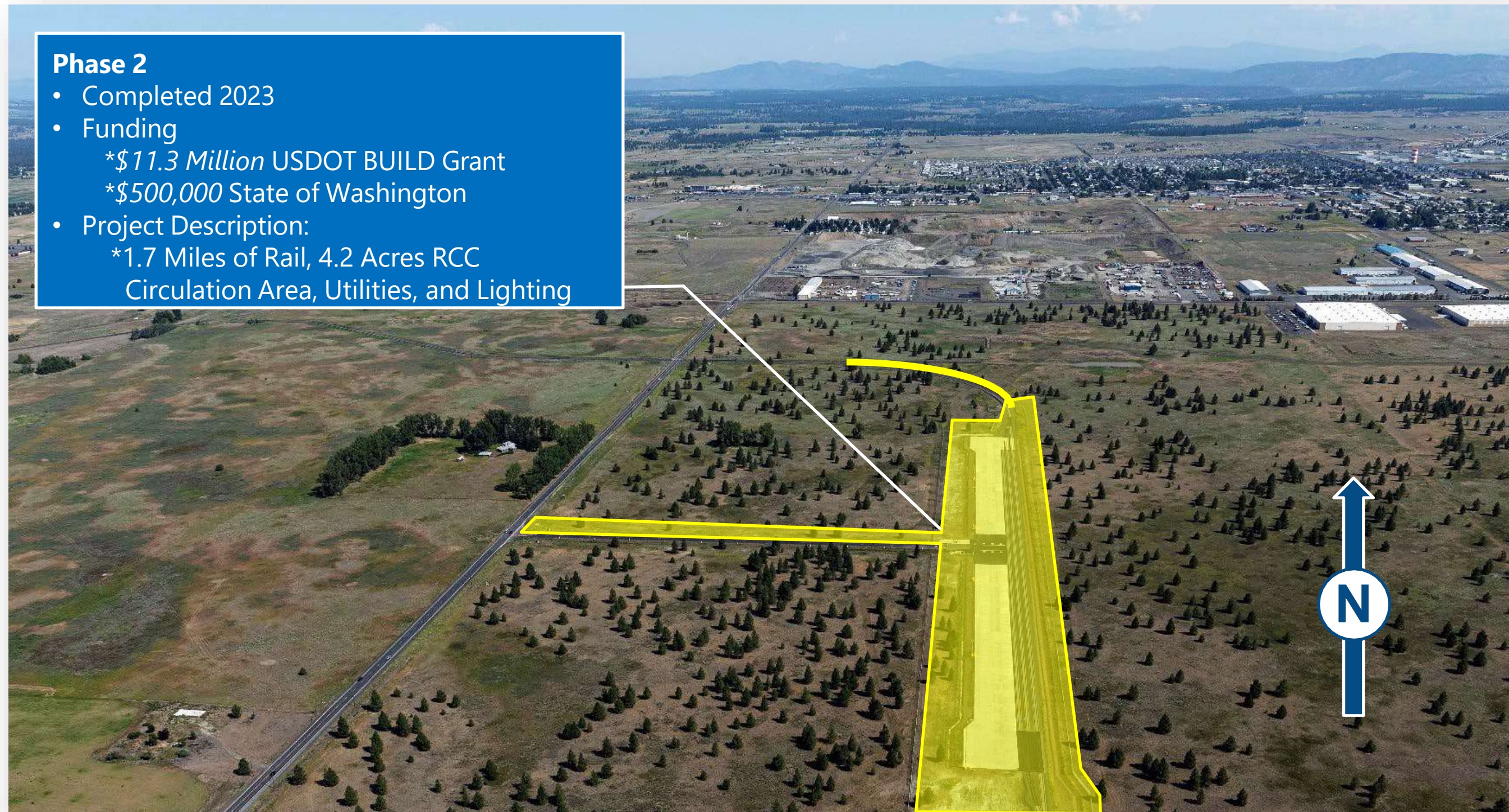
- Completed 2019
- Funding
 - *\$2 Million State of Washington
- Project Description
 - *1 Mile Rail Spur Connected to the Geiger Spur.



Rail-Truck Transload Facility

Phase 2

- Completed 2023
- Funding
 - *\$11.3 Million USDOT BUILD Grant
 - *\$500,000 State of Washington
- Project Description:
 - *1.7 Miles of Rail, 4.2 Acres RCC Circulation Area, Utilities, and Lighting



Rail-Truck Transload Facility



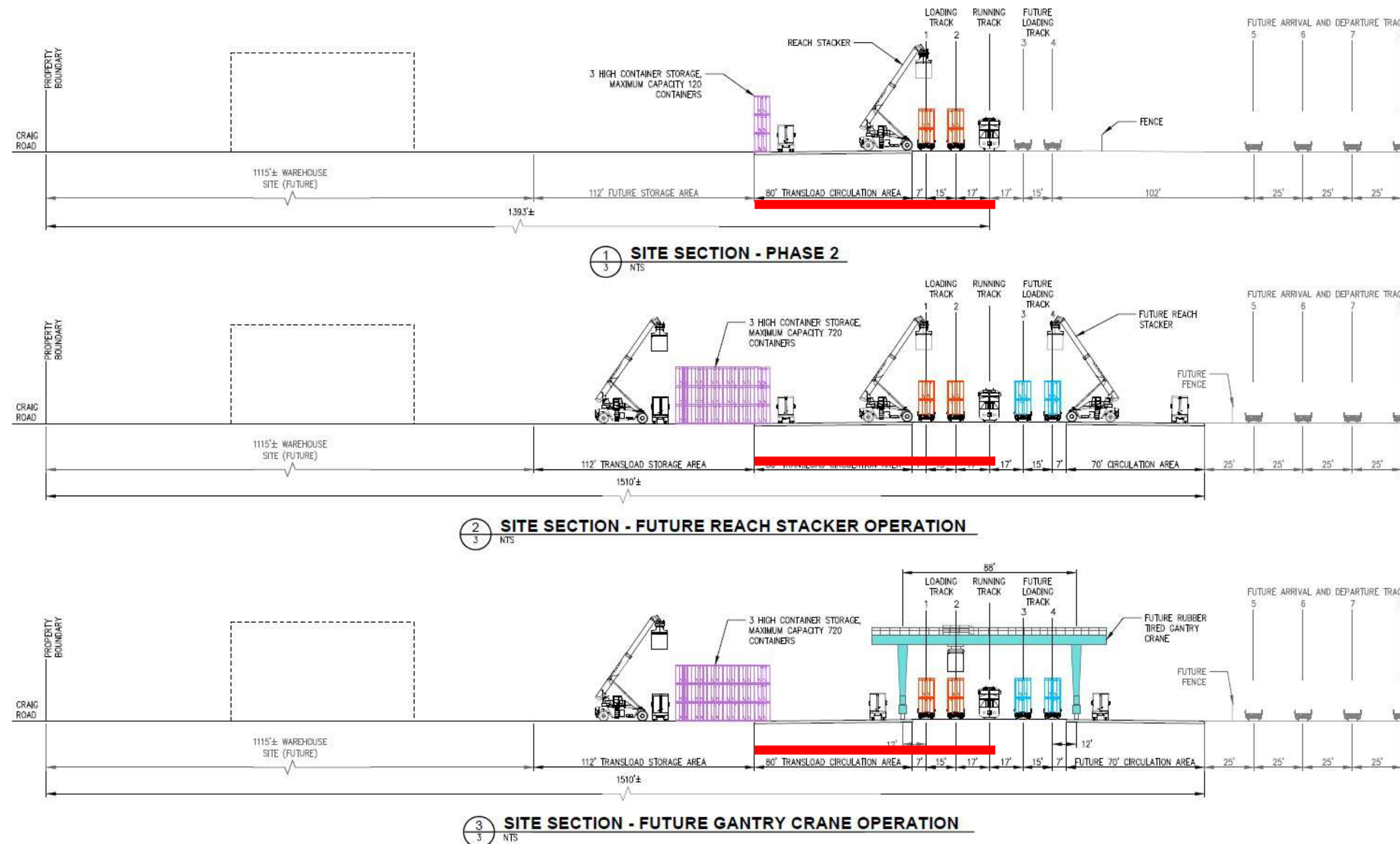
Phase 3

- Construction: Fall 23/ Spring 24
- Funding
 - *\$1 Million USDOT CRISI Grant
 - *\$1 Million USDOT BUILD Grant
- Project Description:
 - *Heavy Duty Crossing Panels
 - Truck Scale, Drainage Improvements

Rail-Truck Transload Facility



Rail-Truck Transload Facility



Rail-Truck Transload Facility

Potential Commodities of the Rail Truck Transload Facility Include:

- Municipal Solid Waste
- Car/Truck Transport
- Aviation Fuel
- Sustainable Aviation Fuel
- Liquid De-icer
- Fertilizer
- Steel and Other Metals
- Sheet & Revert Alloys
- Lumber
- Diesel Exhaust Fluid (DEF)
- Bio/Renewable Diesel
- LPG Transload
- Beverage Transload
- Ag and Construction Equipment

Rail-Truck Transload Facility

Future Development

228 acres

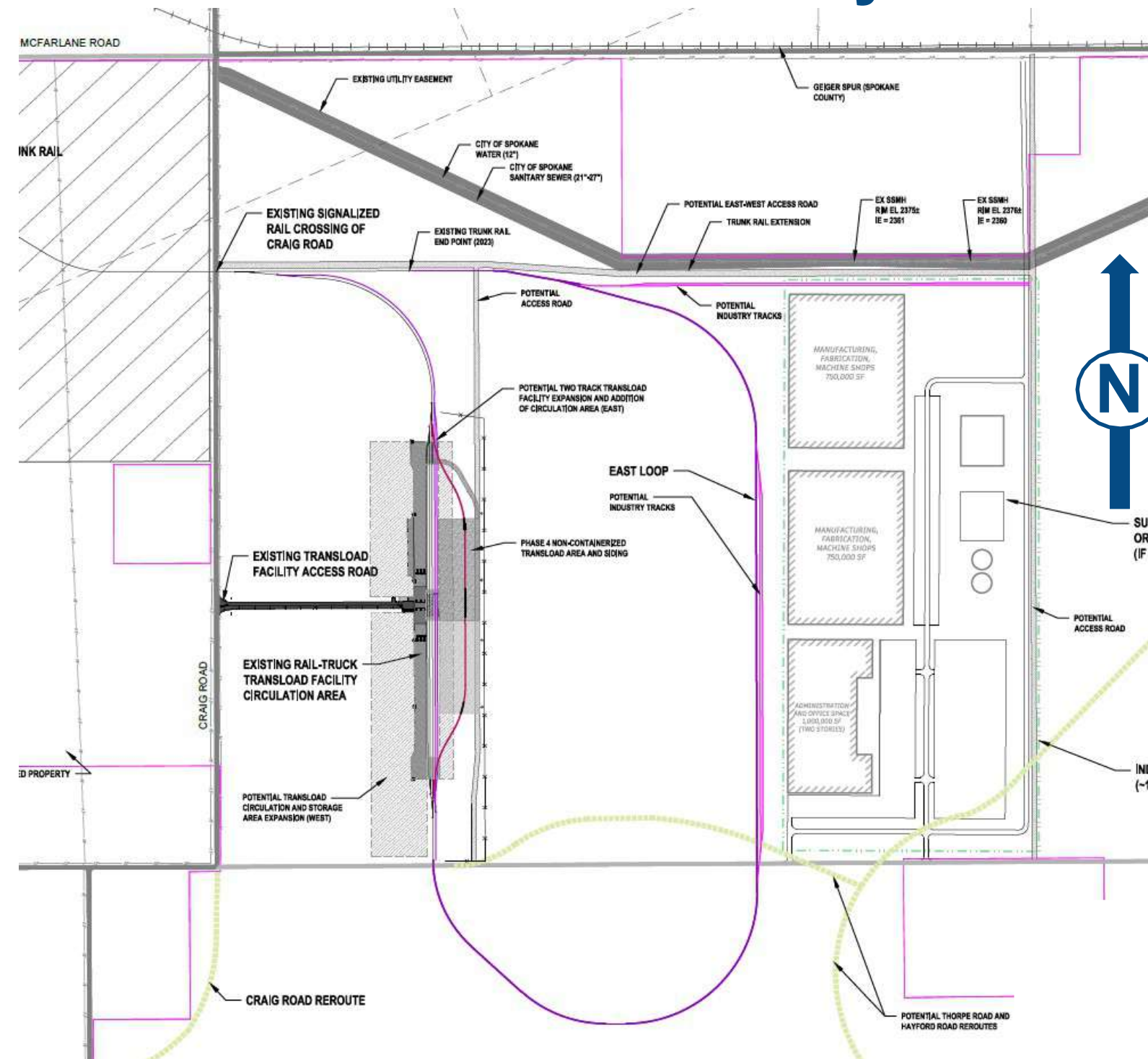
Approximately 1,175 feet from future rail corridor

1,500 feet from end of trunk rail to site corner (\$450,000)

Potential for loop connected to Transload sites (north of Thorpe)

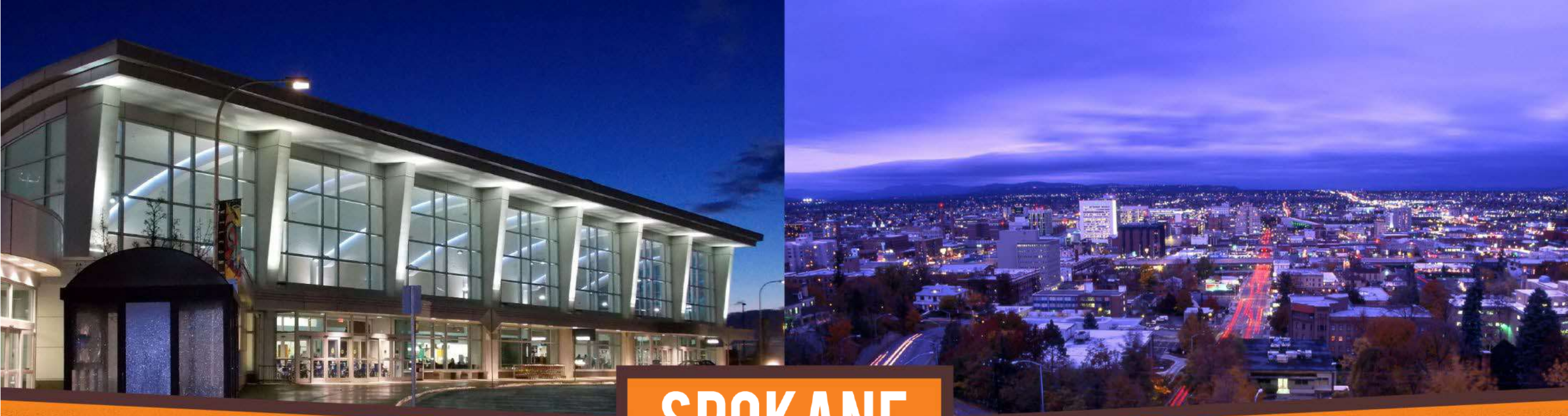
Full loop cost
~\$2.0M (6,600 feet)

Full loop also improves ability to serve sites west of Craig Road



Fancher Gateway Improvements





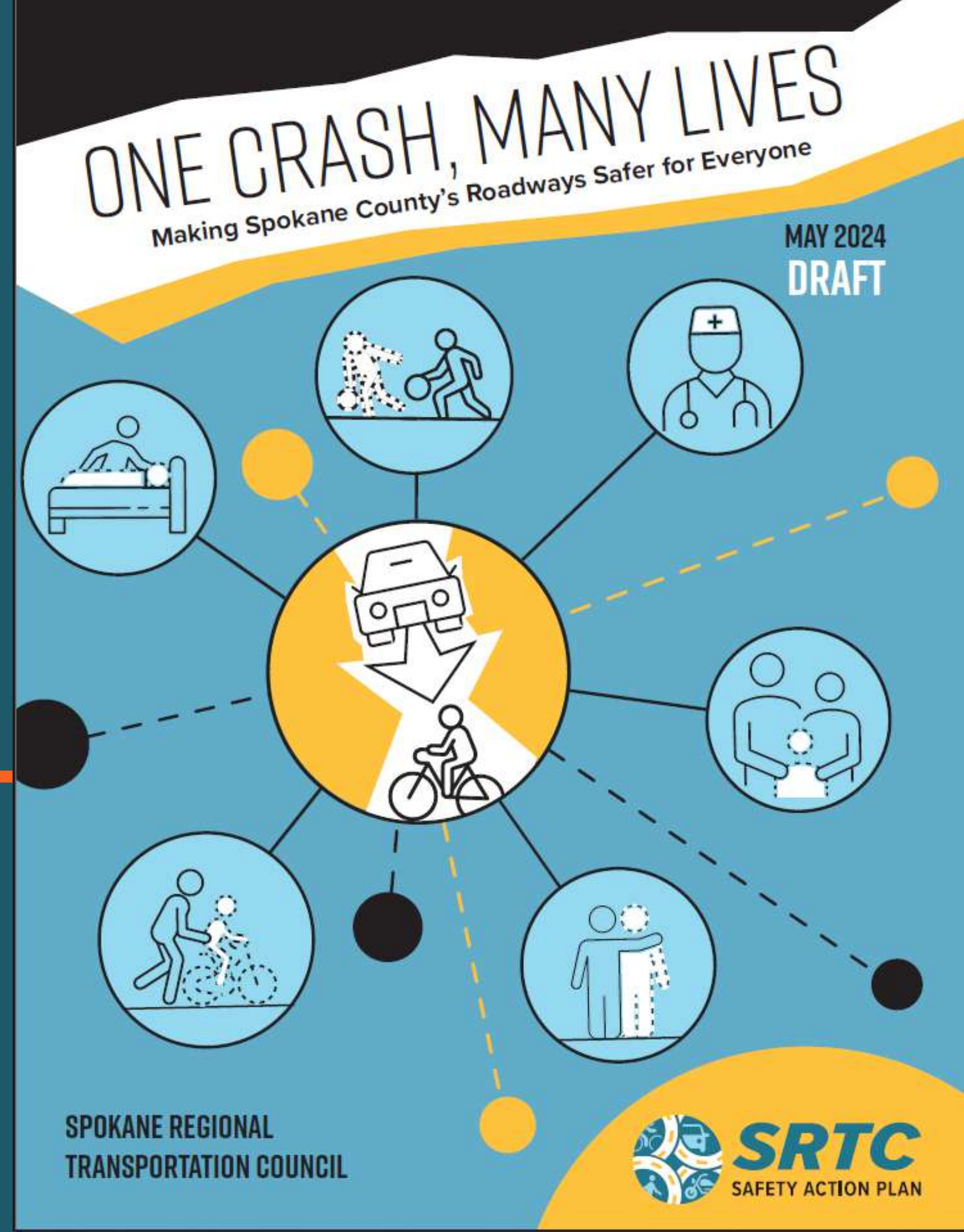
SPOKANE
INTERNATIONAL AIRPORT

Thank you!

Regional Safety Action Plan

Board of Directors
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July 11, 2024



Draft Plan

- Made available May 10 to Steering Committee
- Presented to TTC at May meeting for comment
- Incorporated comment into final draft
- Presented final draft to TTC at June Meeting

TTC Feedback

- Generally supportive of plan
- Requested that prospectus sheets for regional targeted corridors be complete and included in plan

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- [illegible]



Regional Targeted Corridors

North Market Street/Haven Street

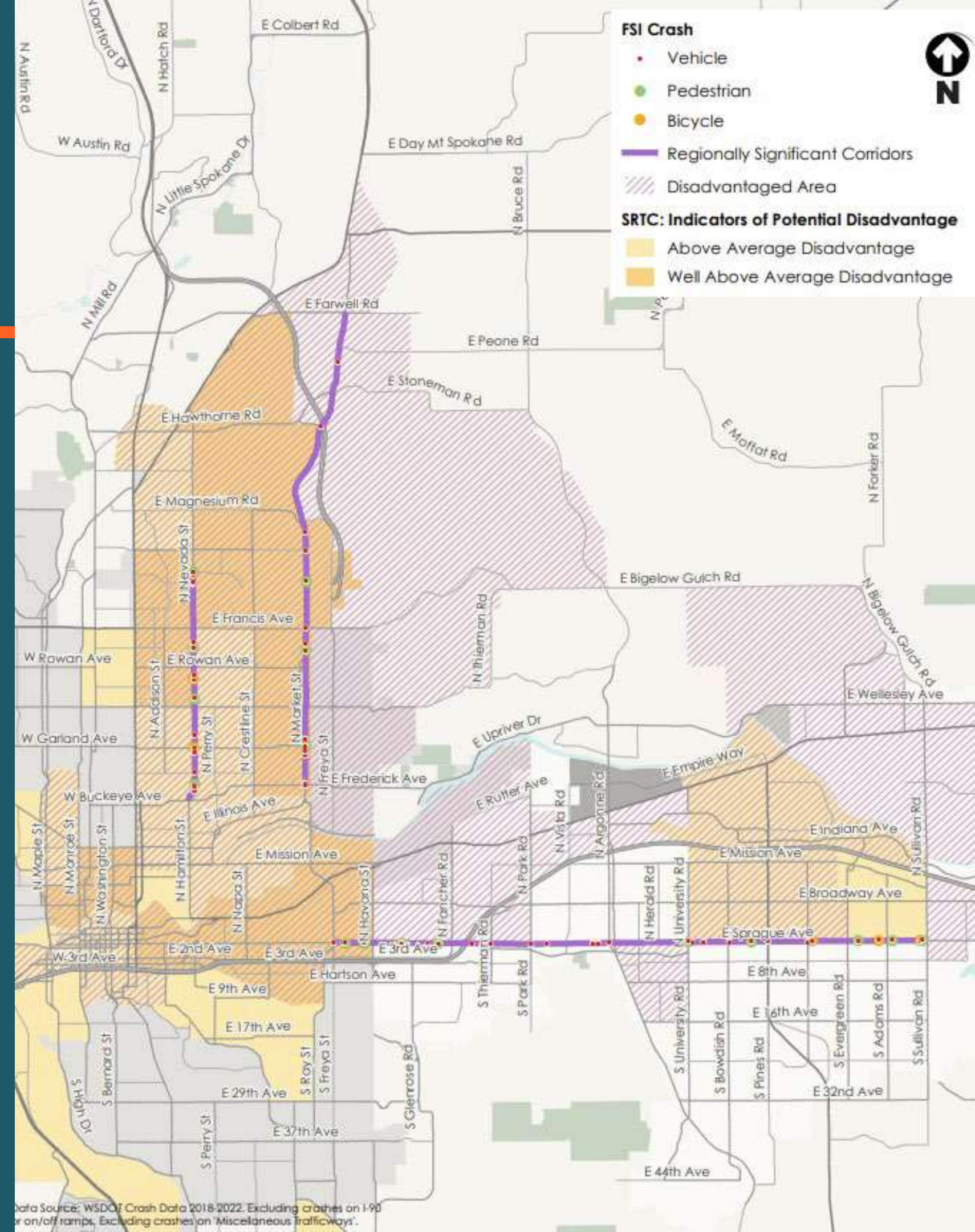
- **East Farwell Road to Euclid Avenue**

Sprague Avenue

- **Freya Street to Sullivan Road**

North Nevada Street

- **East Sharpsburg Avenue to East North Foothills Drive**



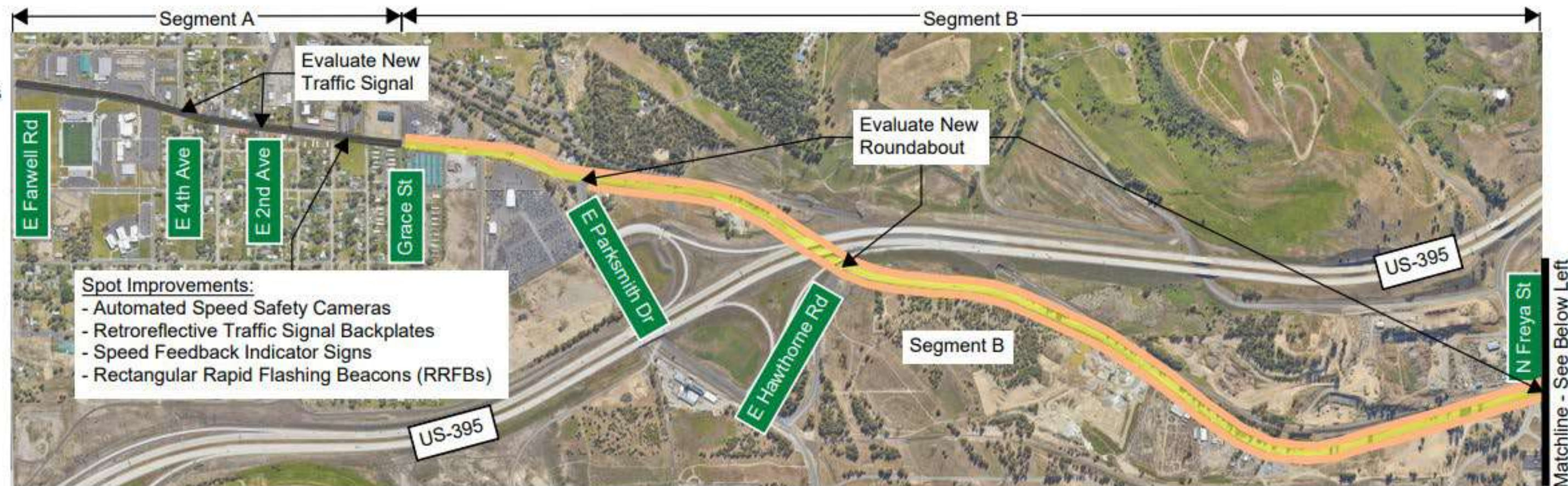
Prospectus Sheets

Corridor-Wide Safety Countermeasures:

- Appropriate Speed Limits for All Road Users
- Accessible Pedestrian Signals
- Leading Pedestrian Intervals (LPIs)
- High Visibility Crosswalks

Legend:

- 
- Sidewalk
 - Buffered Bike Lane
 - Separated Bike Lane
 - Road Diet (5 to 3)
 - Centerline Rumble Strip
 - Edge Lines



Timeline

- Met with Spokane Valley staff on 7/1
- Scheduled meetings with City of Spokane and Spokane County staff next week
- Will circle back when sheets are complete to confirm design-level detail before Board action
- Included as Appendix G

“Local” Prospectus Sheets

City of Airway Heights

- TBD

Spokane County

- Upriver Drive

Developed to help support future grant funding, not intended to be included or adopted as part of the plan.

September Meeting

- Board will be asked to adopt plan

Questions

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384



SRTC

Draft

2025 Unified List of Regional Transportation Priorities & Policy Statements

SRTC Board of Directors
Agenda Item 8 | Page 27

July 11, 2024

Unified List Process

- Communicates current regional transportation priorities to legislators for potential funding opportunities
- Updated annually
- State + federal versions

2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON SEPTEMBER 14, 2023

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



Project Status Categories

IMPLEMENTATION

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

DEVELOPMENT

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

INITIATION

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

2025 Unified List Development Process

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)											

Priority Statements -Review

- **Move the safety statement to the first page**
- **New priority to Expand Tax Increment Financing (TIF) method**
- **Reviewed 2024 legislative activities**

SRTC Members

State Legislators

MPOs & RTPOs

Washington Association of Counties

Washington State Transportation Commission

Washington Traffic Safety Commission

TIB/CRAB/FMSIB

Safety

A SAFE TRANSPORTATION SYSTEM

STATEWIDE POLICY STATEMENT

Expand resources to improve transportation safety in support of Target Zero

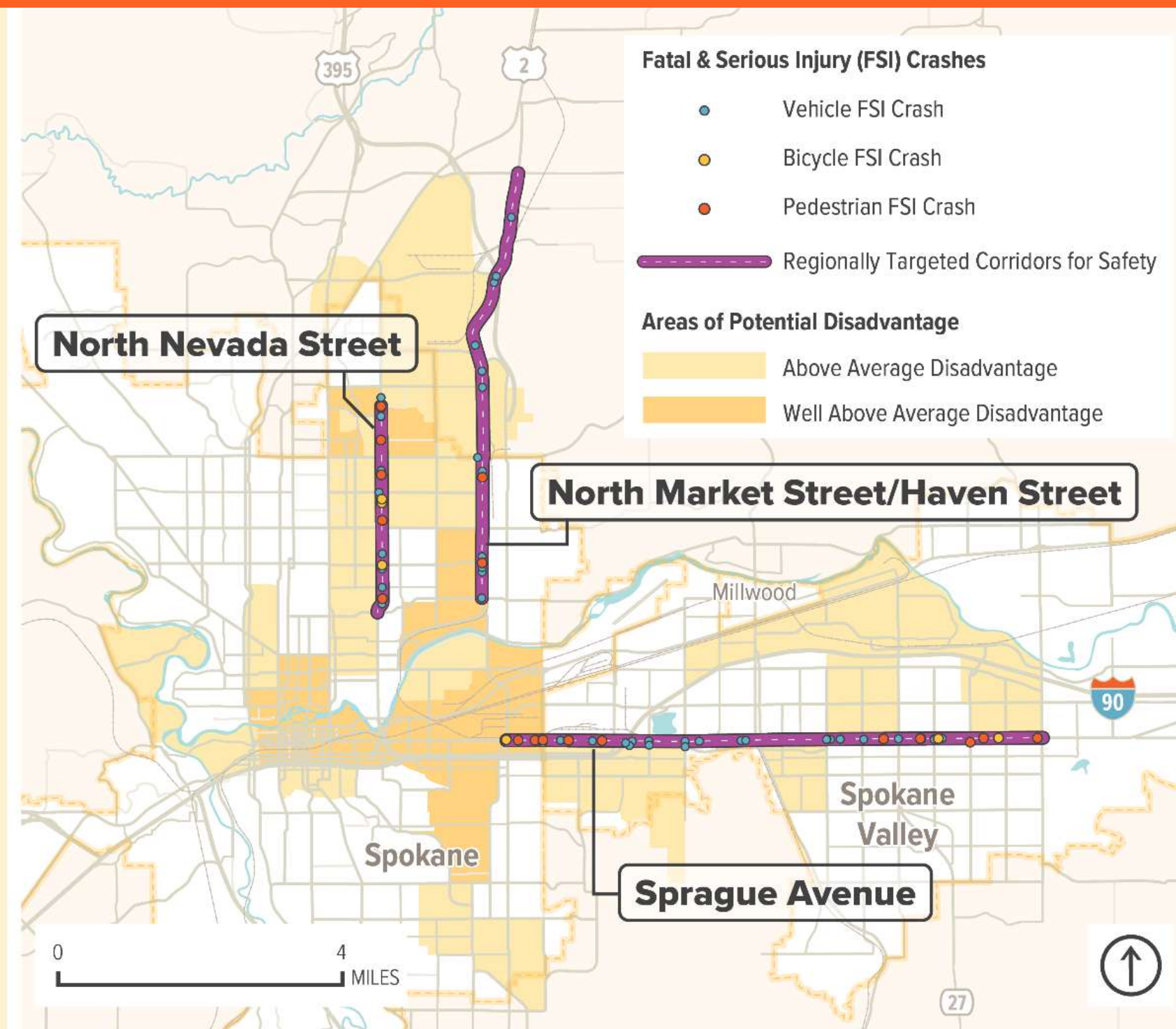
- ▶ Direct additional funding to state and local agencies for safety projects that help achieve zero fatal and serious injuries.
- ▶ Promote collaboration between the new WSDOT Transportation Safety Office and MPOs/RTPOs to identify and address regional safety priorities.
- ▶ Enhance the impact of Regional Safety Action Plans (RSAPs) through collaborative efforts with the Washington Traffic Safety Commission, ensuring early integration of regional input in the priority-setting process.

Traffic fatalities and serious injuries in Washington state have reached record highs, increasing 54% and 51% respectively since 2019. This marks the fastest five-year increase in traffic fatalities ever according to the Washington Traffic Safety Commission. In Spokane County fatal and serious injury (FSI) crashes increased by 66% from 2019 to 2022. To address this, SRTC developed a data-driven RSAP aiming for a 50% reduction in FSI crashes by 2030 (pending approval). The RSAP, based on extensive research and stakeholder engagement, identifies critical safety challenges and solutions. It emphasizes resource leveraging, collaboration, and ongoing evaluation to achieve Target Zero. Enhanced proactive collaboration with state partners is crucial for significant impact on this issue.

Safety (continued)

Regionally Targeted Corridors for Safety

The RSAP conducted a thorough analysis of FSI crashes within the SRTC planning area to establish a High Injury Network (HIN). This network includes corridors and intersections with the highest concentrations of FSI crashes. Additionally, the RSAP targeted three specific corridors where the HIN overlaps with disadvantaged areas and system improvements may have more significant outcomes. Conceptual plans for these corridors were developed to streamline future funding opportunities and offer guidance to local agencies interested in initiating safety strategies.



Legislative Priority Statements

Pursue strategies to effectively address maintenance and preservation needs

- Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion, however the timeframe to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming years. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.

Support increased funding for Regional Transportation Planning Organizations

- Increase the Regional Transportation Planning Organization (RTPO) program budget by \$6.8 million a biennium to provide a base funding level of \$200,000 per year for each RTPO, to fully achieve the transportation planning outcomes and requirements of RCW 47.80.

An assessment of the required functions of an RTPO was conducted, and a base level of funding necessary to address program shortfalls was identified. RTPOs have an important role in providing transportation planning support in rural and tribal areas across the state. However, funding allocations have not increased over time to keep pace with the rising cost of operations and expanded responsibilities of RTPOs, which now include tracking and monitoring vehicle miles traveled (VMT).

Revise the tax increment financing (TIF) public financing method

- Expand the TIF framework to include provisions for allocating a portion of state property and/or sales tax collected within a TIF boundary for state facilities.

TIF is a valuable public financing method to encourage cost-effective development, improve infrastructure, and revitalize areas in need of investments without placing an immediate burden on taxpayers. The method uses future increases in property and sales tax revenues generated within a designated area to fund identified infrastructure and development projects within that area. Greater flexibility in TIF would enable it to be tailored to a community's specific needs, allowing for diverse projects improvements that address local priorities and challenges.

Additional Policy Statements

Ensure access to transportation in support of affordable housing strategies

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

Fund regionally critical projects on the SRTC Unified List

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

Encourage diversity in the development of clean fuel technologies

- ▶ Assess the need for and continue to develop electric charging infrastructure capacity.
- ▶ Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.

Address funding gaps that are anticipated due to the loss of gas tax revenue

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.

Enhance transportation investments that support Fairchild Air Force Base (FAFB) as the significant military installation in Spokane County

- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.

Maintain currently committed legislative investments

- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.

Key Steps in the Development Process

4 Week Project Submittal Period (complete)

- April 22 through May 17

3 Week SRTC Project Review (complete)

- 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)

PROJECT EVALUATION CRITERIA

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

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

TOTAL SCORE

Out of 185*

Economic Vitality*

Cooperation & Leadership

Stewardship

Operations, Maintenance & Preservation

Safety & Security*

Quality of Life

Equity

2024 Unified List of Regional Transportation Priorities

SRTC

Southern Regional Transportation Council

Project Submission Form

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

Please submit a completed form for each project your agency would like SRTC to evaluate for potential inclusion in the 2024 Unified List, including those that were in the previous year's Unified List if funding is still needed. You can view last year's 2023 Unified List [HERE](#).

Projects should come from your agency's legislative agenda and have a link to regional importance.

Additional information is available at: www.srtc.org/2024-unified-list-of-regional-transportation-priorities

CONTACT INFORMATION

Project Sponsor Agency

Contact Person

Phone Number

Email Address

GENERAL PROJECT INFORMATION

Project Title

Project Location*

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

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

*If yes, please include documentation.

Project Type

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

Agency Priority Rank*

Project Length

*Response is optional.

Begin Termini

End Termini

Project Description

Regional Importance

Please describe how this project benefits the region.

PROJECT COST AND FUNDING

Please complete the table below.

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

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

Federal

State

Other

PROJECT SUBMISSION FORM | 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

PAGE 1

Scoring Guide

Question 1a Score

Yes = 5 points

No = 0 points

Question 1b Score

Yes = 5 points

No = 0 points

Question 2 Score

Tier 1 = 10 points

Tier 2 = 8 points

Tier 3 = 6 points

Tier 4 = 4 points

Tier 5 = 2 points

Not Classified = 0

Question 1 Score

In TIP/TDP or Comp Plan = 15 points

Question 2a/2b Score

Yes to 2a = 5 points

Each check in 2b worth 2 points

Legislative Action by Board or Council

PAGE 3

2025 Project Submittals Summary

30 projects submitted

- One project from the 2024 list is now split into two separate phases

4 new projects submitted for the 2024 list

- Market Street Reconstruction (Spokane County)
- Wellesley High Performance Transit (STA)
- LEIA – Liberty to Edgecliff Improvement for Accessibility (STA)
- Craig Rd Complete Streets Project (City of Airway Heights)

2 projects moved off the list

- 3rd Avenue: Perry to Havana Improvements (City of Spokane)
- Freya Street/Palouse Highway Roundabout (City of Spokane)

2025 Project Submittals Summary (continued)

7 agencies submitted projects

- Airway Heights, Spokane, Spokane Valley, Spokane County, STA, Spokane Int'l Airport, WSDOT

\$696.6 million in unfunded need

- \$576 million in unfunded need submitted for last year's list

SRTC Review Process

Project submittal forms reviewed by SRTC staff to ensure:

- **Projects identified as legislative priorities by local agencies**
- **Correct project status category**
- **Accuracy of self-scoring**
- **Sufficient documentation provided**

Projects Submitted for the 2025 Unified List

SORTED BY PROJECT STATUS, THEN TOTAL SCORE

#	TITLE	AGENCY	STATUS	COST		UNFUNDED	FED REQUEST	STATE REQUEST	TOTAL SCORE			
1	Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Implementation	\$	39,217,324	\$	5,000,000	\$	-	\$	5,000,000	152
2	STA Fleet Electrification	STA	Implementation	\$	35,800,000	\$	2,650,000	\$	5,264,000		TBD	137
3	South Barker Rd Corridor	Spokane Valley	Implementation	\$	40,983,200	\$	27,701,900	\$	3,000,000	\$	3,000,000	130
4	Fish Lake Trail Connection Phases 1–3	Spokane	Implementation	\$	19,474,569	\$	14,598,813	\$	14,598,813	\$	14,598,813	116
1	Division St Active Transportation Access Improvements	Spokane	Development	\$	25,800,000	\$	25,800,000	\$	25,800,000	\$	25,800,000	178
2	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Development	\$	20,063,000	\$	18,200,000	\$	18,200,000	\$	18,200,000	173
3	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Development	\$	26,100,000	\$	22,230,000	\$	22,230,000	\$	22,230,000	172
4	Argonne Rd Safety Improvements	Spokane County	Development	\$	28,700,000	\$	28,400,000	\$	28,400,000	\$	2,000,000	165
5	Division Bus Rapid Transit (BRT)	STA	Development	\$	202,000,000	\$	101,000,000	\$	-	\$	-	163
6	Wall St Safety & Capital Improvements	Spokane County	Development	\$	11,000,000	\$	10,395,000	\$	10,395,000		TBD	148
7	West Plains Connection - Spokane Phase	Spokane	Development	\$	4,877,622	\$	4,877,622	\$	4,877,622	\$	4,877,622	148
8	I-90/Valley High Performance Transit (HPT)	STA	Development	\$	39,278,500	\$	5,264,000	\$	5,264,000	\$	-	146
9	6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Development	\$	4,750,000	\$	4,275,000	\$	4,275,000	\$	4,275,000	138
10	Argonne Bridge at I-90	Spokane Valley	Development	\$	28,200,000	\$	26,700,000	\$	3,000,000	\$	3,000,000	134
11	Sullivan/Trent Interchange	Spokane Valley	Development	\$	46,821,177	\$	38,830,048	\$	5,000,000	\$	5,000,000	129
12	I-90 TSMO Improvements	WSDOT	Development	\$	24,000,000	\$	23,400,000	\$	20,760,000	\$	2,640,000	128
13	Craig Rd & I-90 Four Lakes Connection	Spokane County	Development	\$	66,900,000	\$	59,400,000	\$	59,400,000	\$	5,000,000	115
14	Craig Rd Complete Streets Project NEW	Airway Heights	Development	\$	11,210,000	\$	10,000,000	\$	10,000,000	\$	10,000,000	113
15	Spokane Falls Blvd	Spokane	Development	\$	8,149,426	\$	7,397,546	\$	7,397,546	\$	7,397,546	113
16	Elk Chattaroy Rd - US 2 to Tallman Rd	Spokane County	Development	\$	24,000,000	\$	20,106,000	\$	20,106,000		TBD	86
1	LEIA - Liberty to Edgecliff Improvements for Accessibility NEW	STA	Initiation	\$	26,463,000	\$	26,120,000	\$	26,120,000	\$	-	173
2	Latah Bridge Rehabilitation	Spokane	Initiation	\$	65,121,049	\$	65,121,049	\$	65,121,049	\$	65,121,049	160
3	Centennial Trail Argonne Gap Improvements	Spokane County	Initiation	\$	8,470,000	\$	8,170,000	\$	8,170,000		TBD	152
4	US 195 Corridor Projects	Spokane	Initiation	\$	18,394,333	\$	18,394,333	\$	18,394,333	\$	18,394,333	151
5	Barker/I-90 Interchange	Spokane Valley	Initiation	\$	40,000,000	\$	40,000,000	\$	4,000,000	\$	4,000,000	144
6	Wellesley High Performance Transit (HPT) NEW	STA	Initiation	\$	9,325,000	\$	7,460,000	\$	-	\$	7,460,000	140
7	Market St Reconstruction NEW	Spokane County	Initiation	\$	10,858,000	\$	10,858,000	\$	10,858,000		TBD	137
8	Hayford/US 2 Congestion & Safety Project - 21st Ave Improvements Phase I	Airway Heights	Initiation	\$	9,357,873	\$	9,357,873	\$	9,357,873	\$	9,357,873	125
9	32nd Ave Corridor Reconstruction	Spokane County	Initiation	\$	23,500,000	\$	23,500,000	\$	23,500,000		TBD	104
10	Glenrose Corridor - 57th Ave to Spokane Valley City Limits	Spokane County	Initiation	\$	33,400,000	\$	33,400,000	\$	33,400,000		TBD	104

Draft List Considerations

- **Consistency with previous year's list**
- **Overall project scores**
- **Maintaining a focused list that accurately depicts regional needs**
- **Ensuring the list is flexible to respond to various funding opportunities**

Proposed Draft 2025 Unified List

SORTED BY PROJECT STATUS, THEN TOTAL SCORE

#	TITLE	AGENCY	STATUS	COST		UNFUNDED	FED REQUEST	STATE REQUEST	TOTAL SCORE			
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Next Steps

- **Return to the Board in September to request approval of the state version of the 2025 Unified List**
- **Return to request approval of the federal version of the list in November**

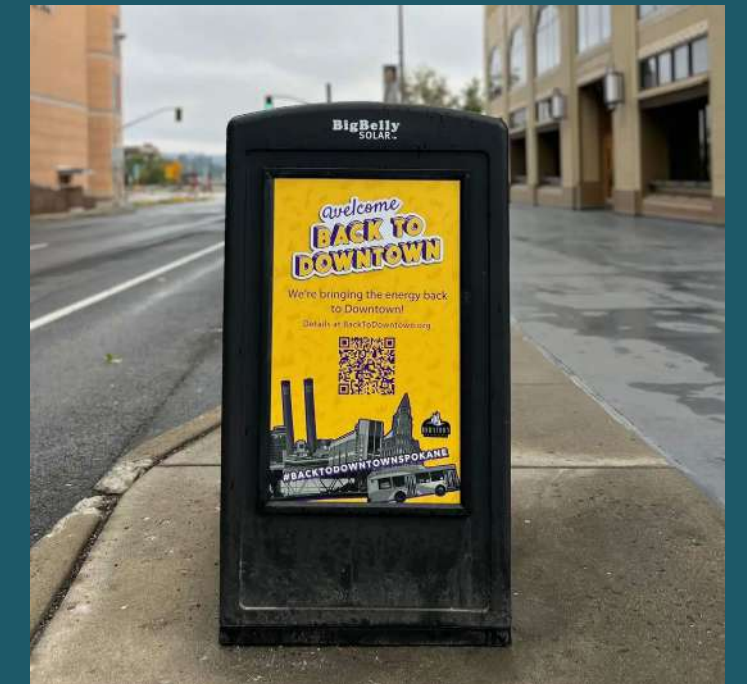
SRTC Website Project Update

SRTC Board of Directors
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Savannah Hayward

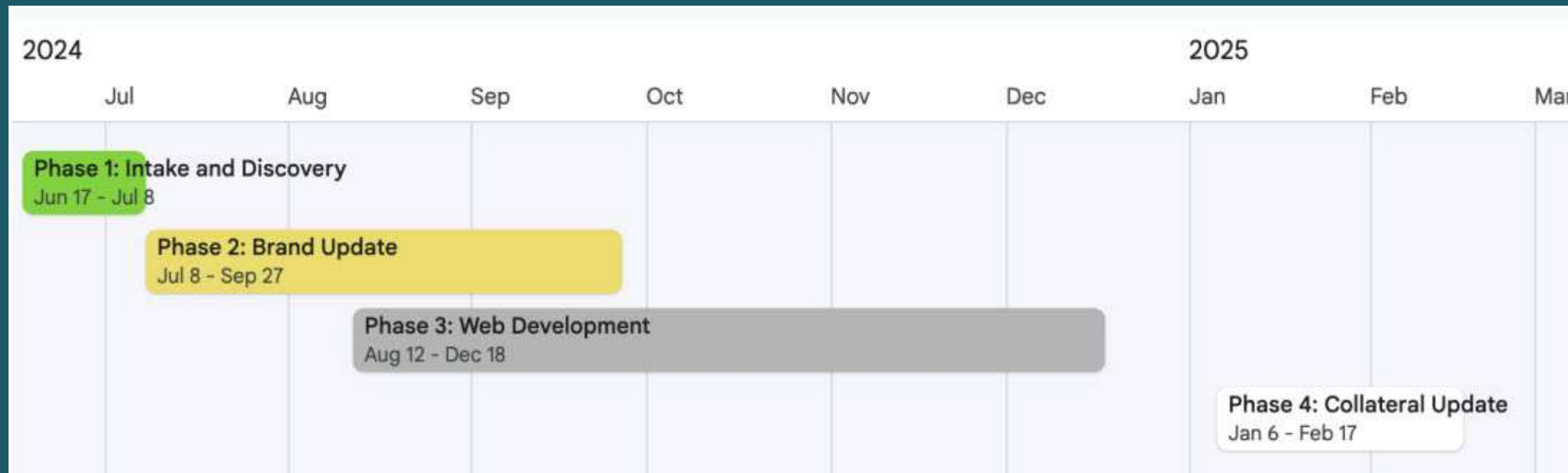
July 11, 2024

Project Overview

- Part of the effort to strengthen the SRTC Outreach Program
- Selected Consultant: ⚡The Woodshop
- Unified Planning Work Program (UPWP) Activity
- Anticipated Project Completion: February 2025

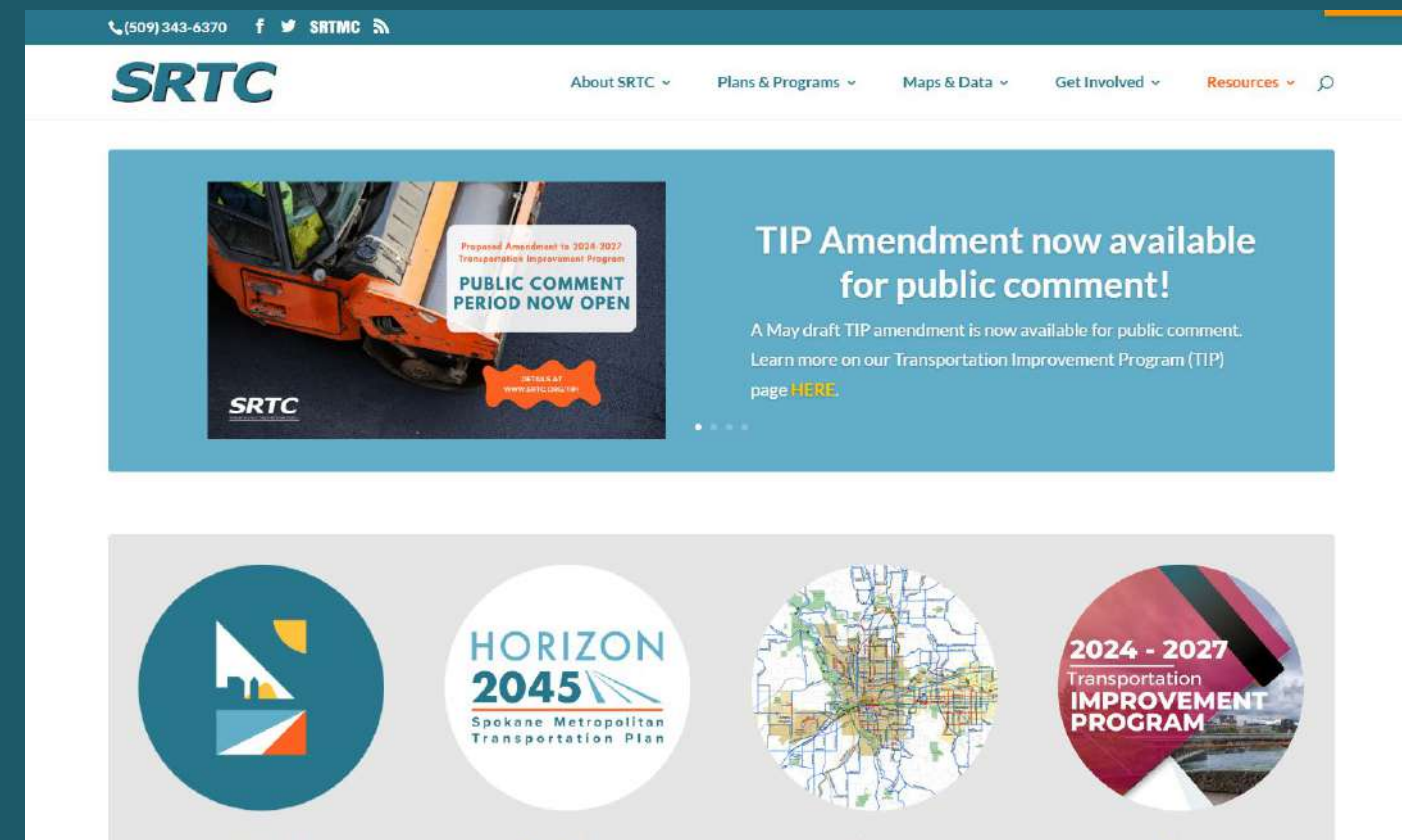


Website Redesign & Update Project



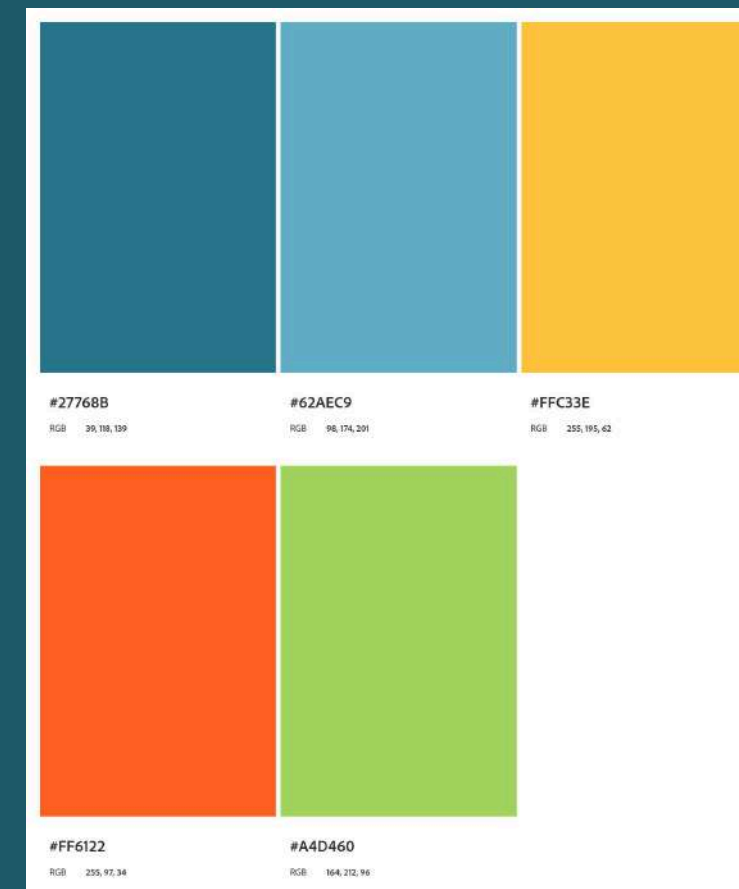
Phase 1: Intake, Discovery and Site Analysis

- Learning about SRTC
- Meetings with SRTC staff and stakeholders
- Website Analysis
- Goal setting



Phase 2: Brand Update

- Update the SRTC Brand and Logo
- Development of a Style Guide
- Will come before the SRTC Committees and Board for final approval



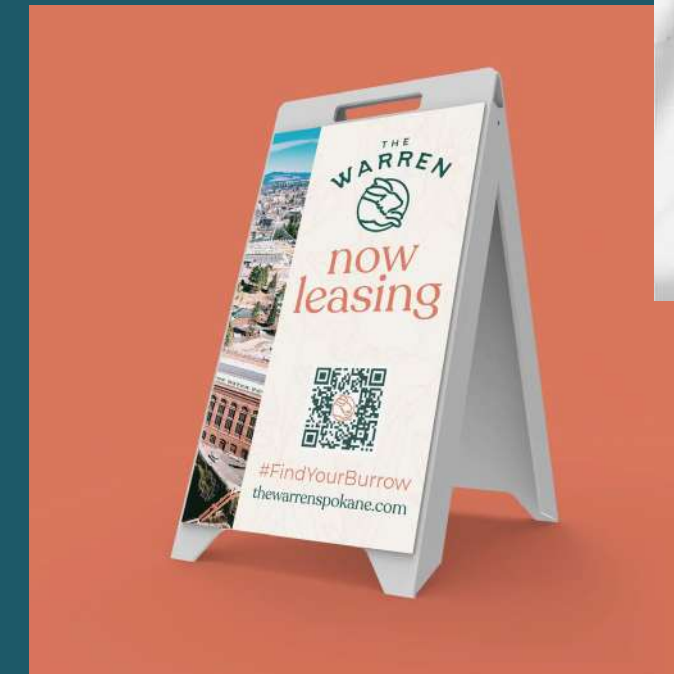
SRTC

Phase 3: Website Design and Build

- New logo and brand to develop a new Srtc.org
- Visual update
- Enhance user experience and navigation
- ADA Compliant
- Website Launch Target: Mid-December

Phase 4: Collateral Update

- Update collateral pieces
- Examples include:
 - Informational Packets & Other Handouts
 - Outreach Booth Design
 - Press Release Letterhead



Upcoming Next Steps

- Selection and Approval of the SRTC Brand & Logo
 - Committees: August
 - SRTC Board of Directors: September

Questions or Comments?

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Smart Mobility and Resiliency – Goals & Objectives

Board of Directors

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Jason Lien

July 11, 2024

Smart Mobility & Resiliency Projects



**Review current
practices and state of
our system**



**Assess technologies &
resiliency
vulnerabilities**



**Recommend projects,
programs, and strategies**

Smart Mobility

Use of technology and data to improve the multimodal transportation system

Smart Mobility Goal

Integrate technology into the multimodal transportation network for more safe, efficient, resilient, and equitable movement of people and goods



Smart Mobility – Objectives

- Advance regional goals by anticipating, learning from, adapting to, and utilizing new developments in technology.
- Use the best available data and technology to empower travelers to make travel choices and to plan, operate and manage the transportation system.

Smart Mobility – Objectives

- Support initiatives that offer a seamless mobility experience (Mobility as a Service).
- Increase access to and education about new technologies to facilitate their successful adoption.

Smart Mobility – Objectives

- Promote technologies that encourage a transition to more environmentally responsible travel.
- Use technology to reduce the transportation system's vulnerability to natural disasters, climate change, and other disruptions.
- Understand the need to attract, train, and develop a skilled workforce for the future.

System Resiliency Goal

Continually improve the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions



System Resiliency Approach

- What are the risks from natural events or other disruptions
- What are the region's critical infrastructure & vulnerabilities
- Identify needs for redundancy and preparedness



Next Steps

- Stakeholder Advisory Group meetings
- Performance Metrics
- Draft recommendations at the end of this year
 - Needs Assessment Summary > MTP Update

Thank You

Jason Lien

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