

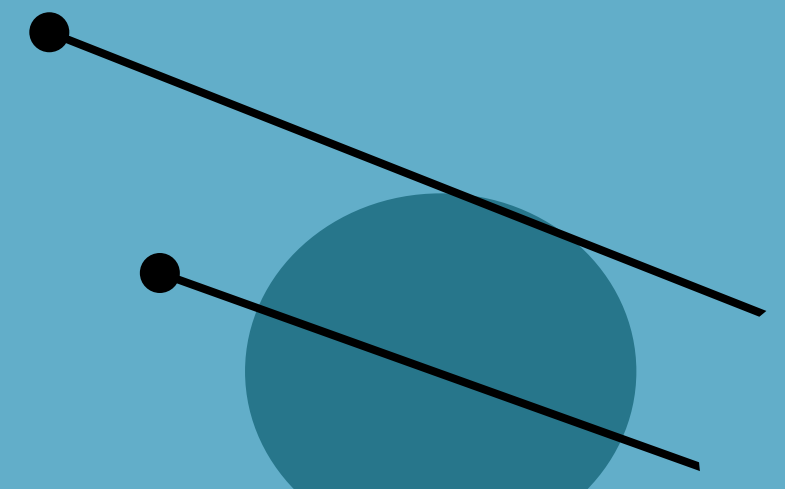


Spokane Regional Transportation Council November Board Meeting

www.srtc.org



2024 Transportation Summit Lois, Al and Jason



2024 Transportation Summit Guest Speakers



Randy Iwasaki



Daniel Lai

Abby Morgan



2024 Transportation Summit



Bigelow Gulch: Ribbon Cutting



Boomtown Interview with KREM 2 and David



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.

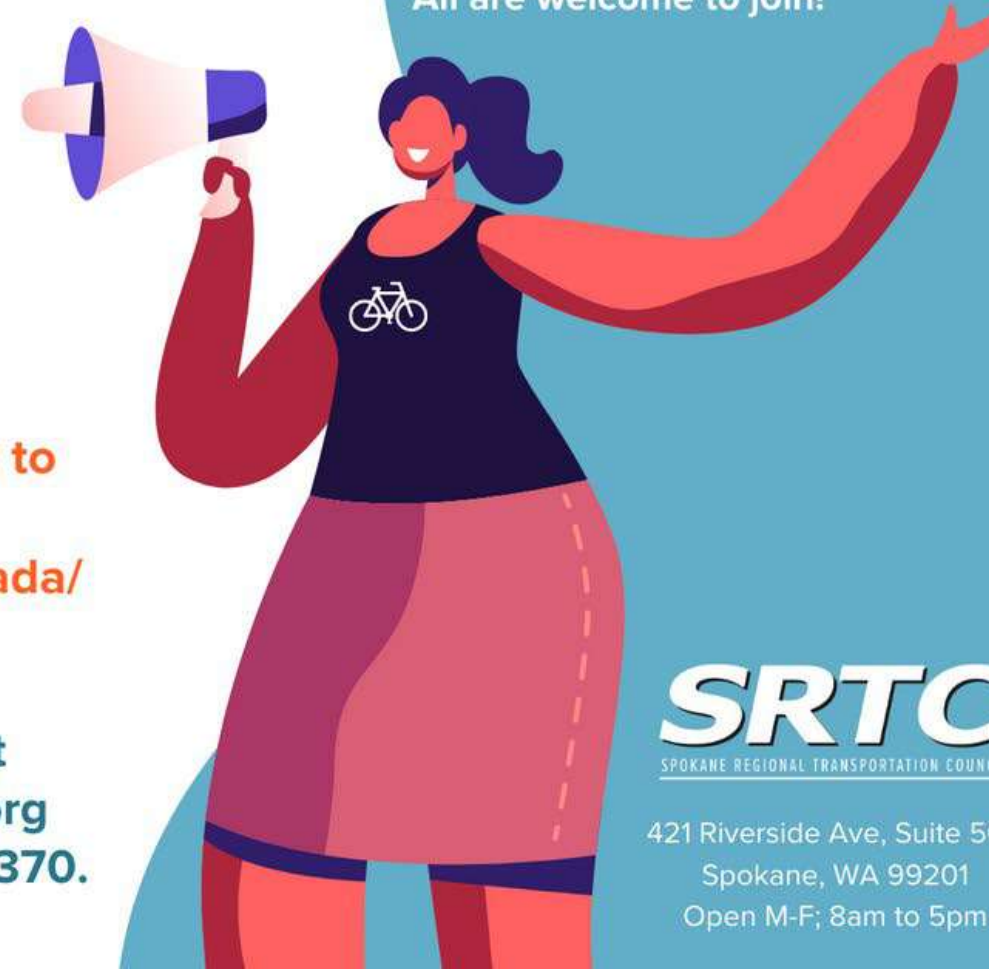
Including:

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



**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.



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

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

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

Join us for the next
Equity Working Group
Meeting on November 22nd.

2024 Budget Amendment #2

SRTC Board Meeting

Greg Griffin, Administrative Services Manager

Agenda Item 4 | Page 8

Action

NOVEMBER 14, 2024

Budget Amendment #2 Highlights

- Cycrest performed an evaluation of the SRTC Cloud environment and has recommended a series of actions to improve security and functionality:
 - * Improve backup system for SRTC Cloud files
 - * Reconfigure the Cloud environment, standardize policies and harden security of MS365 accounts, SharePoint, OneDrive and Teams
 - * Migration/Cleanup of SharePoint/OneDrive files to new virtual server architecture
- Replace aging switches (2) and firewall
- Move \$23,000 from Contingency line item to IT Professional Services line item

Action

- Approval of Resolution 24-24 to approve the 2024 Budget Amendment #2

Questions?

Greg Griffin

Administrative Services Manager

ggriffin@srtc.org | 509.343.6370

SRTC Guiding Principles – Second Review

Board of Directors

Agenda Item 6 | Page 14

Jason Lien

November 14, 2024



Update Highlights

- Add clarity / specificity
- Alignment with federal & state policy
- Greater ties to performance measures
- Alignment with SRTC projects as directed by Board
- New Equity Guiding Principle



Equity Guiding Principle

- Outcome of Equity Planning Framework
- Recommendations adopted by Board in Dec. 2022



Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.¹ The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.²

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.²

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.³

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

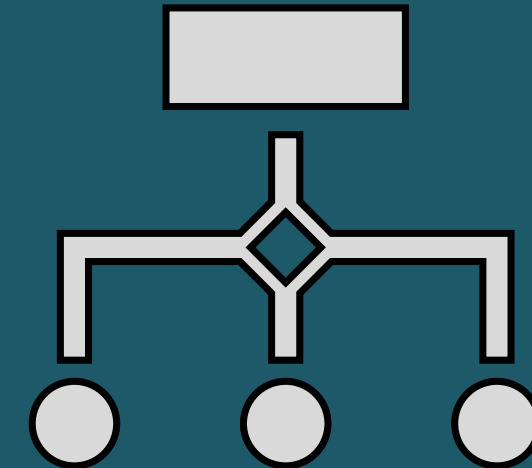
¹ Washington State Department of Transportation, "Open Your Equity Lens", accessed October 14, 2022, <https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf>

² Washington State Office of Financial Management, "Diversity, Equity and Inclusion – Glossary of Equity - Washington," accessed October 14, 2022, <https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommit/DEIGlossaryofEquityRelatedTerms.pdf>.

³ The Transportation Planning Capacity Building Program, "What is Equity in Transportation," Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

Application of Guiding Principles

- Call for Projects criteria
- Needs Assessment Summary
- UPWP development
- Unified List criteria



Feedback

- Text additions/changes noted in Attachment
- Emphasize SRTC programs under Cooperation & Leadership
- State what we “will” do – make Equity consistent with other GPs

Next Steps

- **Apply in 2025 Call for Projects and Needs Assessment**
- **Final adoption in Horizon 2050 (Nov. 2025)**

Comments



Thank You

Jason Lien

jlien@srtc.org

509.343.6370

Smart Mobility Planning

SRTC Board
November 14, 2024

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& ASSOCIATES


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SPOKANE REGIONAL TRANSPORTATION COUNCIL

SETTING THE STAGE FOR THE MTP UPDATE

Smart Mobility Key Tasks

- ✓ State of the System
- ✓ Best Practices
- ✓ Performance Metrics
- ✓ Needs and Readiness
- ✓ EV Charging Infrastructure
- ✓ Future Technology Focus Areas



Resiliency Key Tasks

- Summarize existing plans
- Best Practices
- Prioritize vulnerable corridors
- Identify strategies on prioritized corridors

Stakeholder Advisory Group

5 meetings

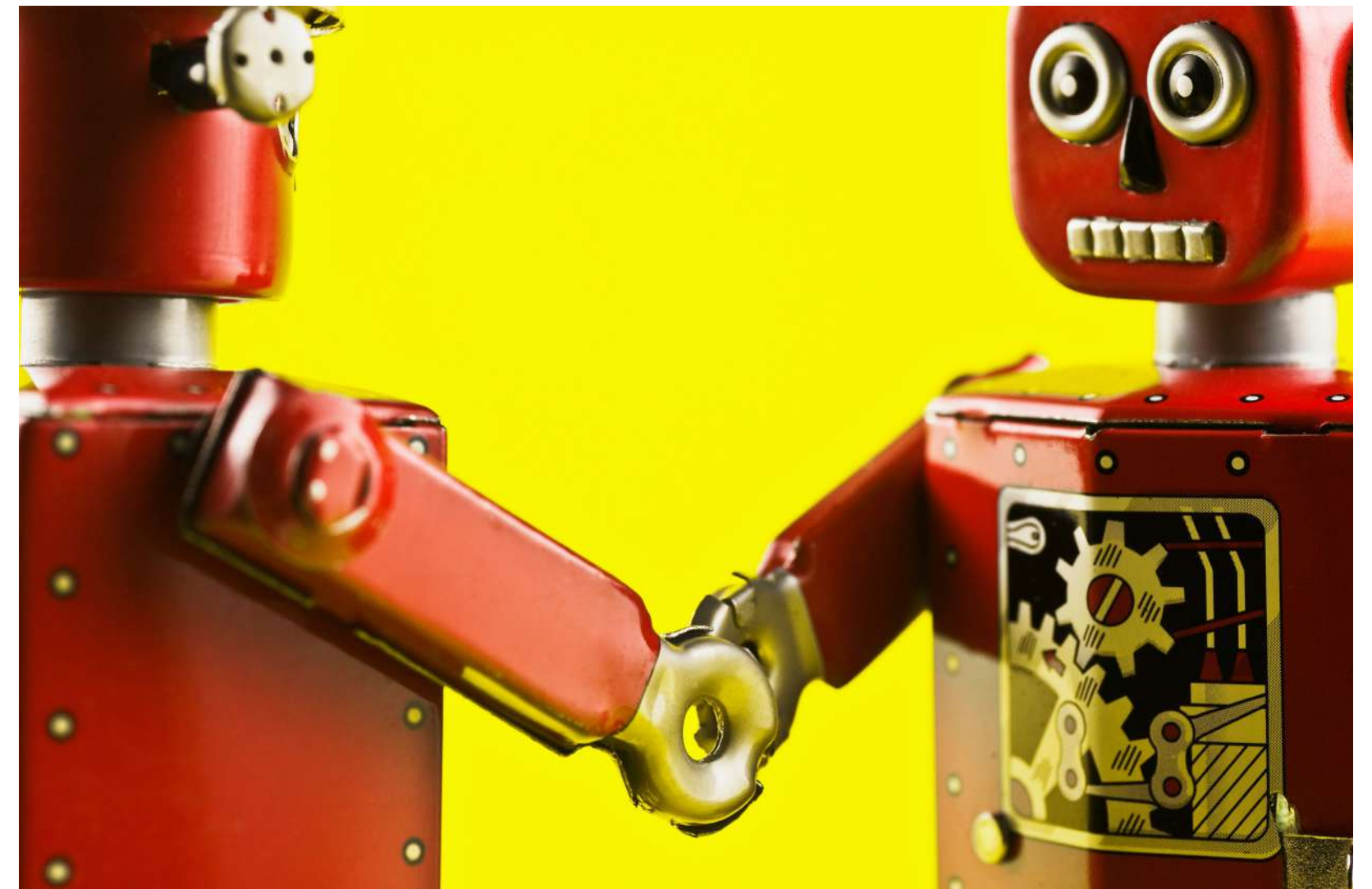
- # 1: Goals and Objectives
- # 2: State of the System and Best Practices from other MPOs
- # 3: Smart Mobility Focus Areas
 - Resiliency Hazards
 - Electric Vehicle Plan Update
- # 4: Resiliency Draft Plan
- # 5: Smart Mobility Draft Plan

Review: Regional Transportation Needs

- Asset Management
- Safety
- Travel Demand / Congestion Management
- Accessibility and Equity
- Resiliency
- Sustainability
- Smart Land Use Management
- Data Management & Information Sharing

Review: Smart Mobility Goal

Integrate technology into the multi-modal transportation network for more safe, efficient, resilient, and equitable movement of people and goods.



Review: Smart Mobility Objectives



Advance regional goals by anticipating, learning from, adapting to, and utilizing new and proven technologies.



Use technology to **reduce transportation system vulnerability** to natural disasters, climate change, and other disruptions.



Support initiatives that offer a **seamless mobility experience**.



Increase access to and education on existing and emerging technologies to **facilitate their successful adoption**.



Use data to empower travelers to make travel choices and to plan, operate and manage the transportation system.



Promote technologies that encourage a transition to more **environmentally responsible travel**.



Develop proactive strategies to attract, train, and retain a **skilled and qualified transportation workforce**.

Feasibility Assessment of Technologies



What **problem** are you trying to **solve**? Does the technology application solve your problem?



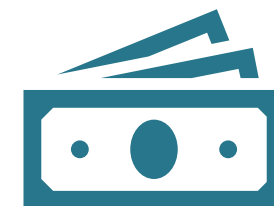
What **level of effort** or staff **resources** are required?



What are the potential **benefits** and **limitations**?



Will the public and key decision-makers **support** it?



Is **funding** sustainable?



Is it “**achievable**” in the short term (1 – 5 years)?

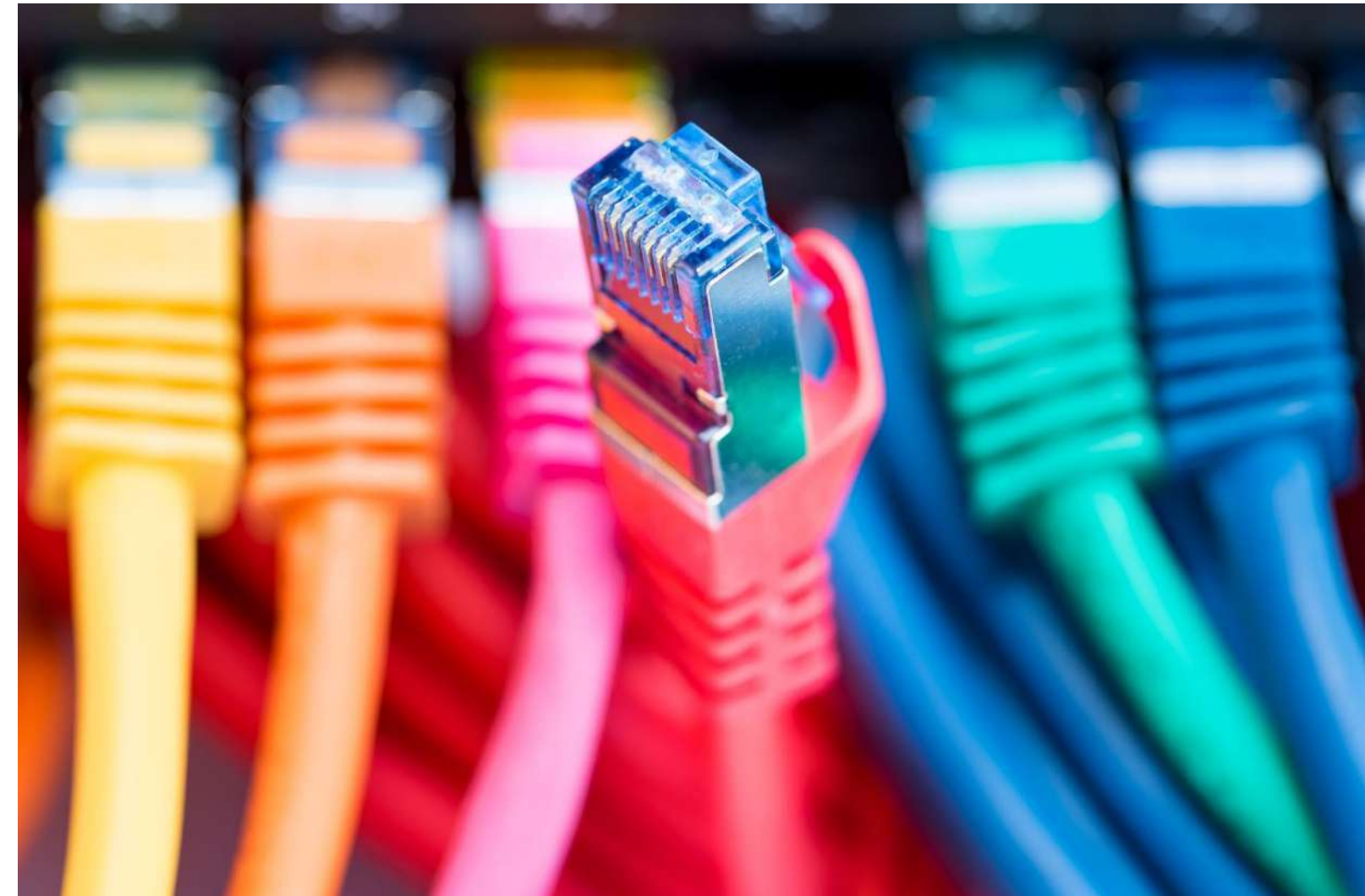


Is **deployment** sustainable or better as a **pilot** project?

Recommended Strategies: Near-Term (1-5 years)

Expand Broadband and Fiber Optic Network to Support ITS

- Adopt a local “**Dig Once**” policy
- Allow broadband providers to **access ROW**
- **Coordinate with WSDOT** to expand the network
- Expand **access** to traditionally underserved populations
- Implement **supporting ITS technologies**
- Develop a **regional database** of broadband infrastructure



Recommended Strategies: Near-Term (1-5 years)

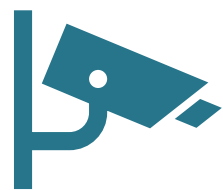
Implement Advanced Traffic Signal Systems



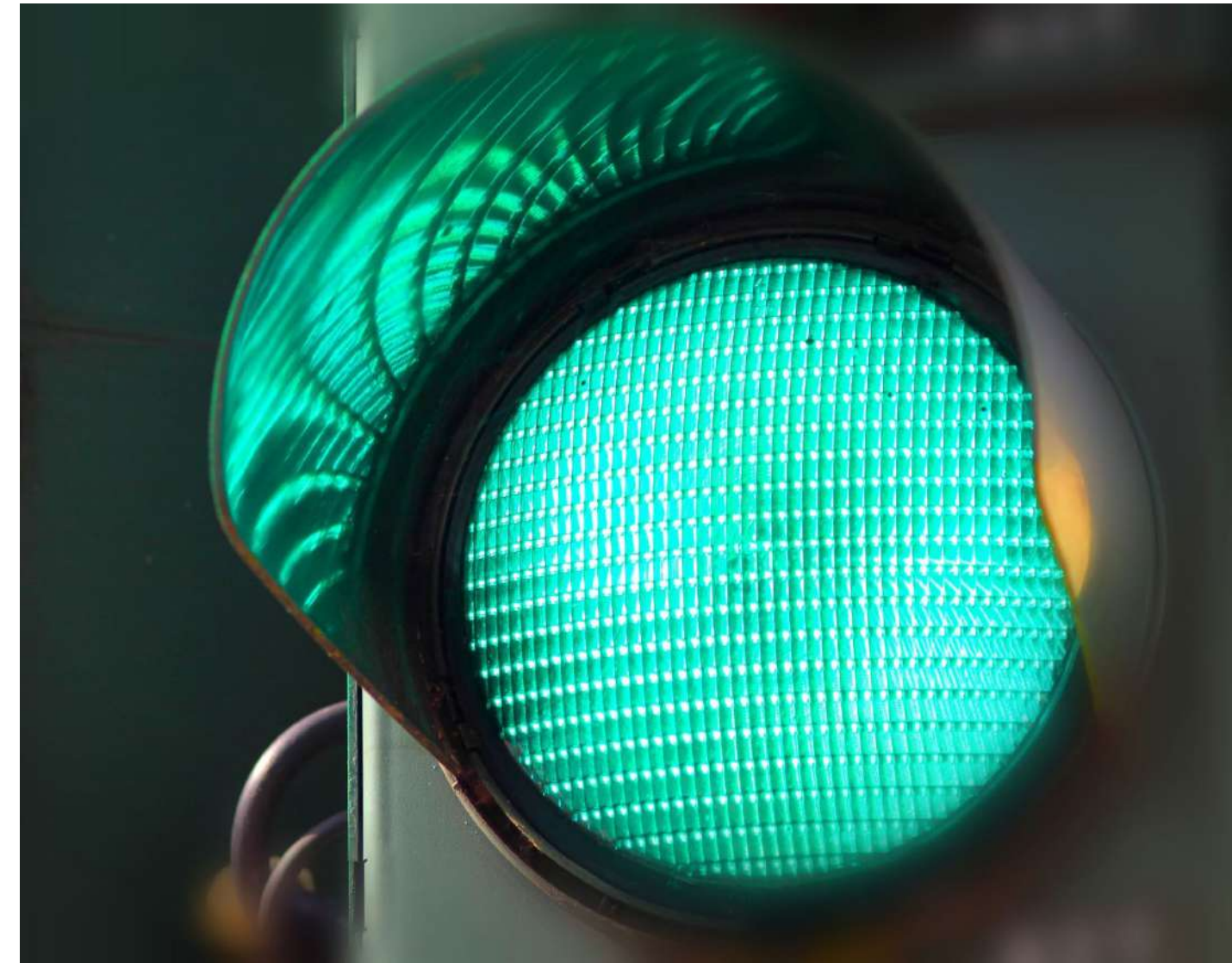
Maintain and expand the **connected traffic signal network**



Implement **advanced traffic signal strategies** (like signal coordination and transit signal priority (TSP))



Implement **red light cameras** at High Injury Network intersections



Recommended Strategies: Near-Term (1-5 years)

- Prioritize “**smart**” **corridors** to focus ITS investments, maintenance, and agency coordination

Connected and Automated Vehicles Readiness

- Follow **MUTCD Part 5** AV striping, signage, and signals guidance
- **Monitor** other agency deployments and lessons learned. Attend conferences to learn more.
- Incorporate technology scenarios into **land use planning** (ex: travel patterns, curbside management, parking demands)

Smart Corridors

- U district
- North Bank Sports/Downtown
- Downtown:
- I-90, from US 2 to Sprague Avenue
- North/South Corridor (when complete)
- US 2 from Fairchild to Sunset Highway
- Sunset Highway

Recommended Strategies: Near-Term (1-5 years)

Electric Vehicles

- Develop **fleet transition plans** to meet environmental goals and state laws
- Regularly update **zoning and building codes**
- **Educate** community on EV, EV charging, and EV charging business models
- **Install** charging stations to support fleet needs
- Build **community charging hubs** that provide equitable charging access



Recommended Strategies: **Mid-to-Long Term** (6-10 years)

- Conduct a **curbside charging pilot** to study EV charging infrastructure on curbside management and parking demand
- Identify **mobility hub services** and priority **locations**
- Identify **shared-use travel modes** to add or expand
- Coordinate with STA to **expand the *Connect* fare system** with shared-use mobility applications
- Plan for charging needs of **electric AVs**
- Conduct an **AV pilot** prior to implementing a full deployment

Implementation Strategies – Policies

Develop technology-agnostic and performance-based policies for:

- **Asset Management:** Maintain infrastructure in a state of good repair
- **Transportation Demand Management (TDM):** Manage and reduce travel demand
- **Decision-Making:** Collect baseline data today to monitor technology impacts. (Ex: emissions, equity, parking demands, safety)

Implementation Strategies – Planning for Impacts

Integrate Smart Mobility impacts into the regional travel demand model and land use and transportation plans

- Assess need to update zoning codes
- Develop curb management strategies
- Assess design standards for roadways

Consider future technology scenarios to inform MTP

- Business-as-Usual
- Moderate Technology Transformations
- Extensive Technology Transformations

What's next?

- Committee Recommendations – November 20
- Board Action – December 12



Resiliency Planning

SRTC Board
November 14, 2024

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- # 5: Smart Mobility Draft Plan



Transportation Resiliency Goal

- Continually improve the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions.
 - Allow the system to maintain essential services
 - Quickly recover to normal operations after an event

Hazards

Natural Hazards*

- Drought
- Earthquake
- Flood and dam failure
- Landslide, rockfall, debris flow
- Severe weather (damaging winds, winter storms, dust storms, thunderstorms)
- Volcanic eruptions
- Wildfire

Human-Made Hazards*

- Infrastructure Failure
- Hazardous Materials Release
- Cyber Incident
- Civil Disturbance and Terrorism
- Public Health Events (Pandemic)
- Financial Instability
- Mass Migration
- Power Outage, Geomagnetic Storm

*Consistent with the Spokane County Hazard Mitigation Plan

Approach: Methodology and Outcomes

Step 1

Identify Natural Hazards &
Vulnerability



Step 2

Predict how hazards
impact the transportation
system & specific assets
with several "what if"
Scenarios




Step 3

Analyze Scenarios to
inform the criticality of
specific assets that can
inform priority resilience
investments

Data Inputs

- Traffic Volumes
- Functional Classification
- Bridge Condition
- National Highway/Freight Corridors
- Hazard Risk

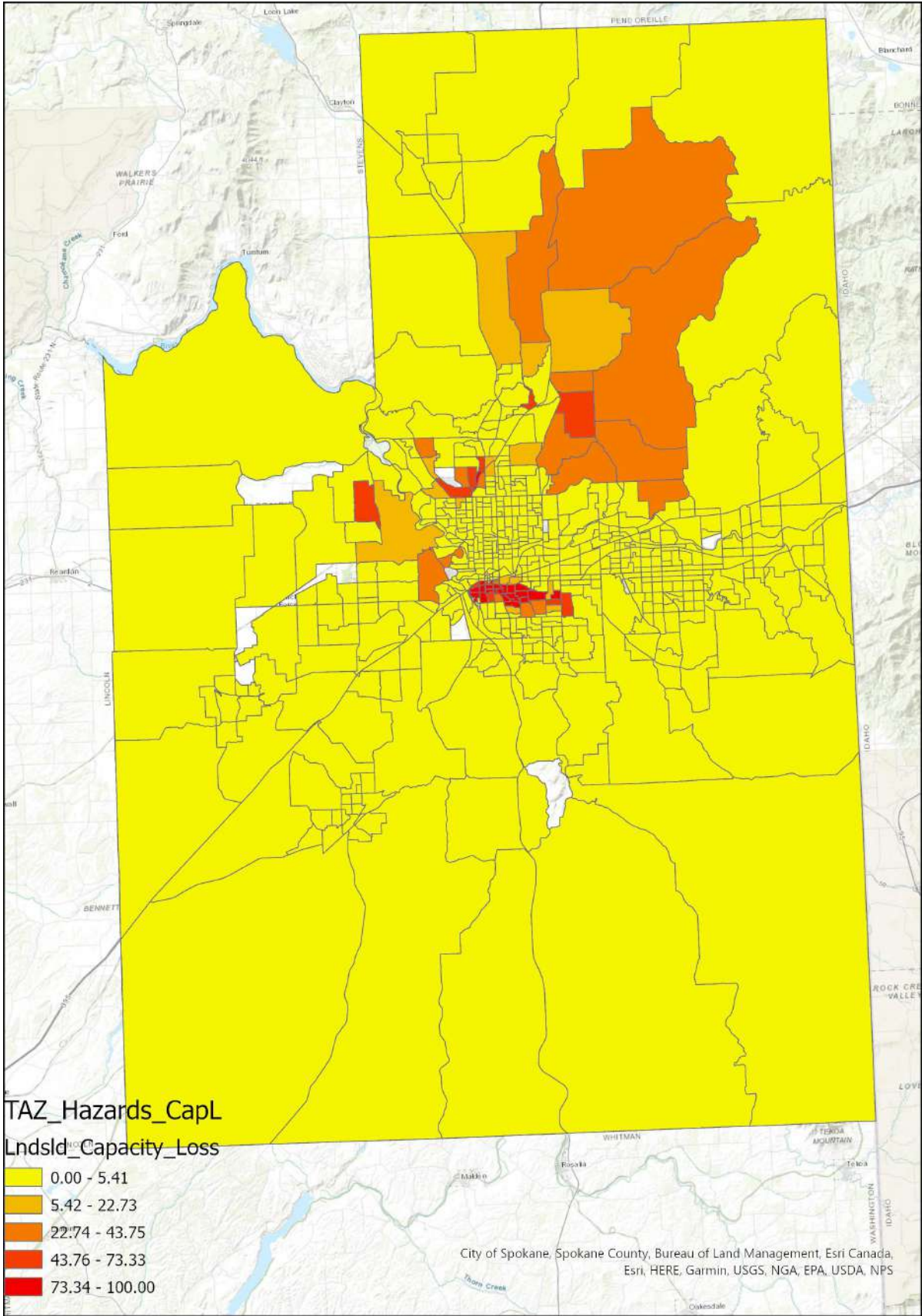
- **Mobility**
 - Through and along critical routes
 - Bridges
 - High-capacity routes and secondary routes
 - Access to key points of interest

- 
- **Capacity:** prioritize key routes
 - **Crossings:** bridges, flooding risks
 - **Essential Modes:** e.g., Rail, Airports
 - **Points of Interest:**
 - Medical facilities & EMS
 - Government
 - Educational
 - Military
 - Transportation Facilities
 - Utilities

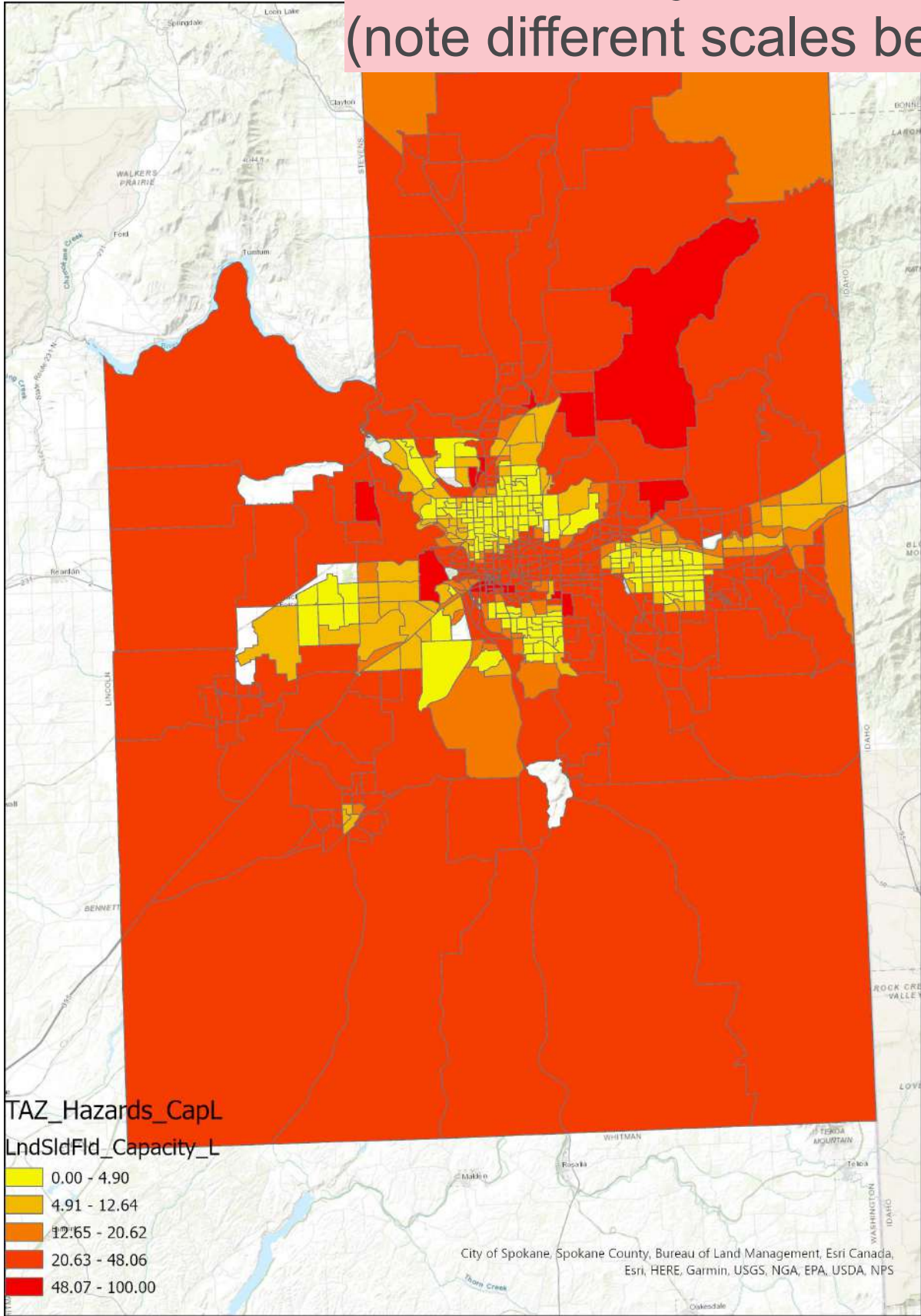
Example Output: Disrupted Roadway

Darker the color shows the greater share of traffic capacity affected by the Hazard
(note different scales between the hazards)

Landslide
Risk



Landslide
and
Flood Risk



Example Network Output

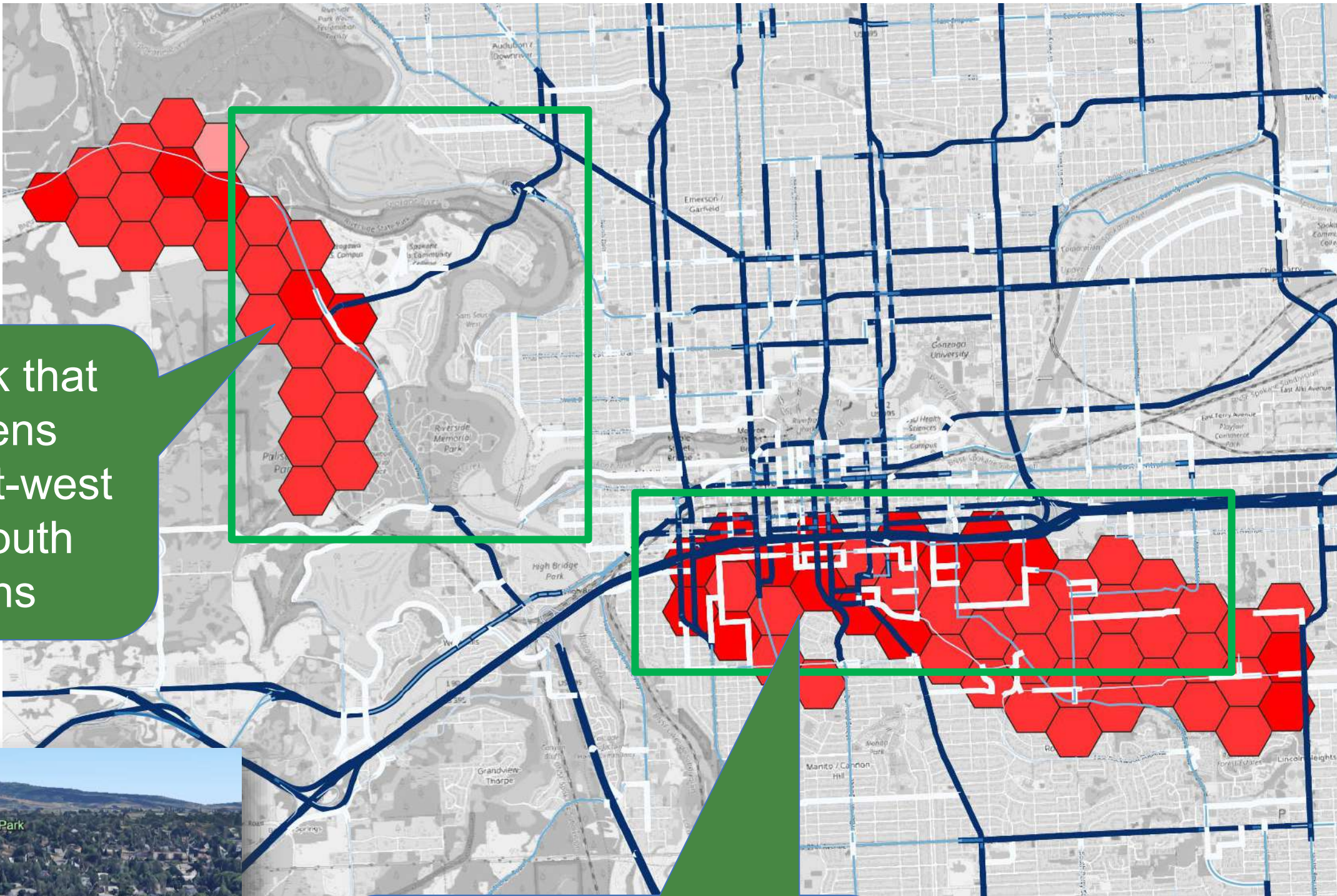
Landslide Risks

Red: the higher the risk

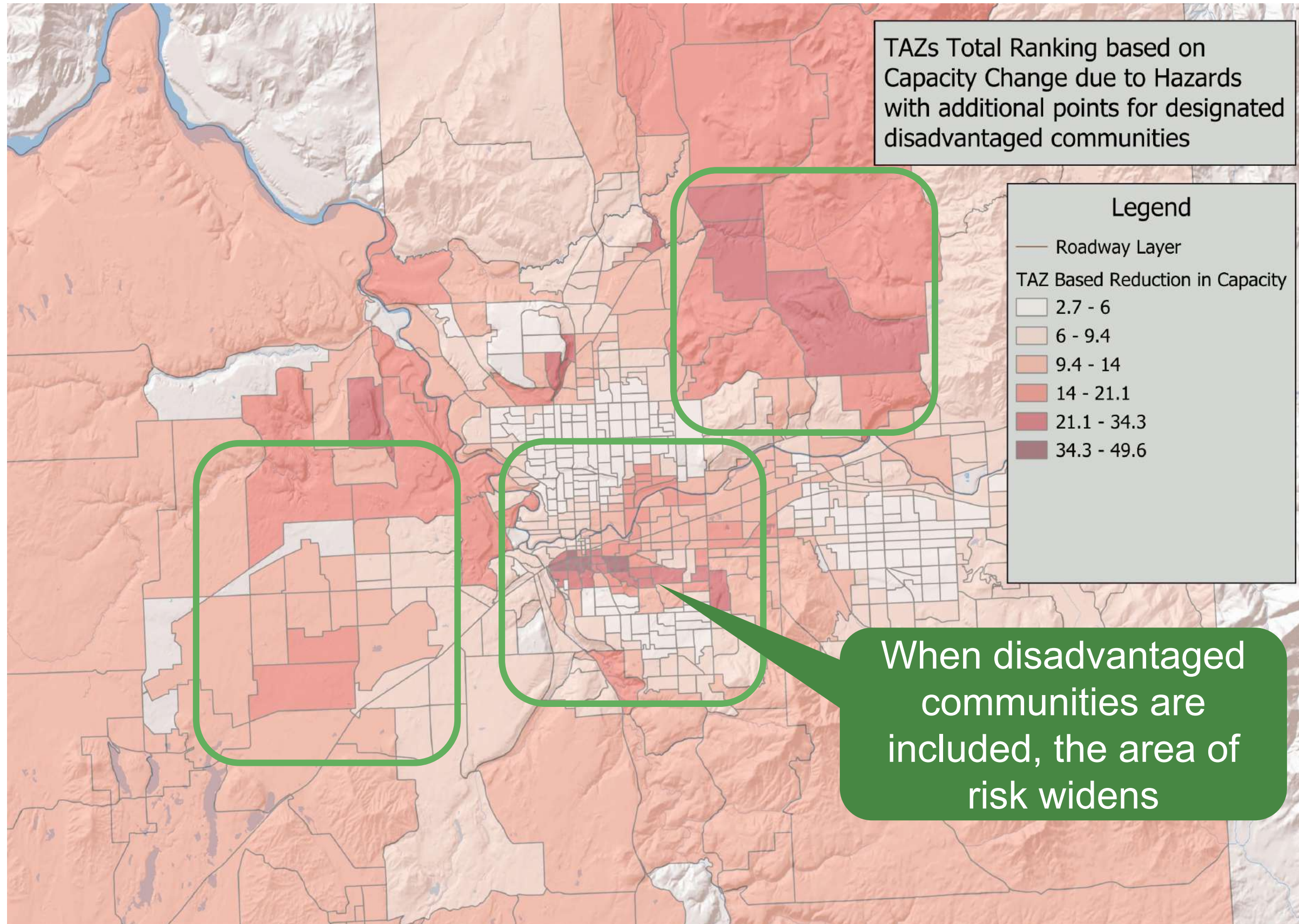
Darker Blue: Greater vehicle capacity

Landslide risk that also threatens important east-west and north-south connections

Landslide risks to key assets and points of interest along the valley



Elevated risk associated with Disadvantaged Communities



These communities may be less able to return to normal and may face additional challenges during hazards.

Conclusions and Strategies

- Most hazards are widespread and unpredictable
- Region can sustain regional mobility during most hazards

Focus on:

- Upgrading and expanding intelligent transportation system
- Asset management and resiliency improvements for:
 - North/south bridges over the Spokane River and the I-90 Latah Bridge
 - I-90 Viaduct
 - Hwy 290 and the Sherman Street bridge at I-90 connection
 - US 2 west overcrossing at US 2 and I-90
- Revise design standards to address climate factors
- Improve mobility options
- Optimize maintenance practices to lessen hazard impacts

Top 5 Critical Roadways Spokane County
I-90
US 2
US 395
US 195
SR 27

Strategies/Actions

Planning/Policy Solutions

- Develop regional data-gathering and sharing processes
- Incorporate resilience into Project Prioritization Criteria
- Consider forming an Extreme Weather Resilience Working Group
- Promote alternative fuel vehicles and infrastructure
- Support education/outreach campaigns
- Regularly monitor and evaluate progress
- Support legislation for investment in transportation resiliency
- Conduct benefit-cost analyses to invest in transportation resiliency as compared to cost of response

Strategies/Actions

- Incorporate land use strategies for resiliency into local comprehensive plans
- Advocate for preventative measures such as:
 - Regulatory restrictions on development in high-risk areas (e.g. wildfire overlay district)
 - Low-Impact Development Standards
 - Zoning for mixed use development to reduce vehicle miles traveled
- Mitigative measures such as:
 - Land conservation
 - Green infrastructure to off-set heat islands

What's next?

- Committee Recommendations – November 20
- Board Action – December 12



Federal Unified List- Draft Policy Statements & Project Adjustments

**SRTC Board of Directors
Agenda Item 9 | Page 22**

November 14, 2024

Reauthorization of the Federal Transportation Bill

- Transportation bills are fundamental to MPO responsibilities
- Current IIJA Bill expires Sept 30, 2026
- Coordinating with AMPO, NARC and Western States MPOs

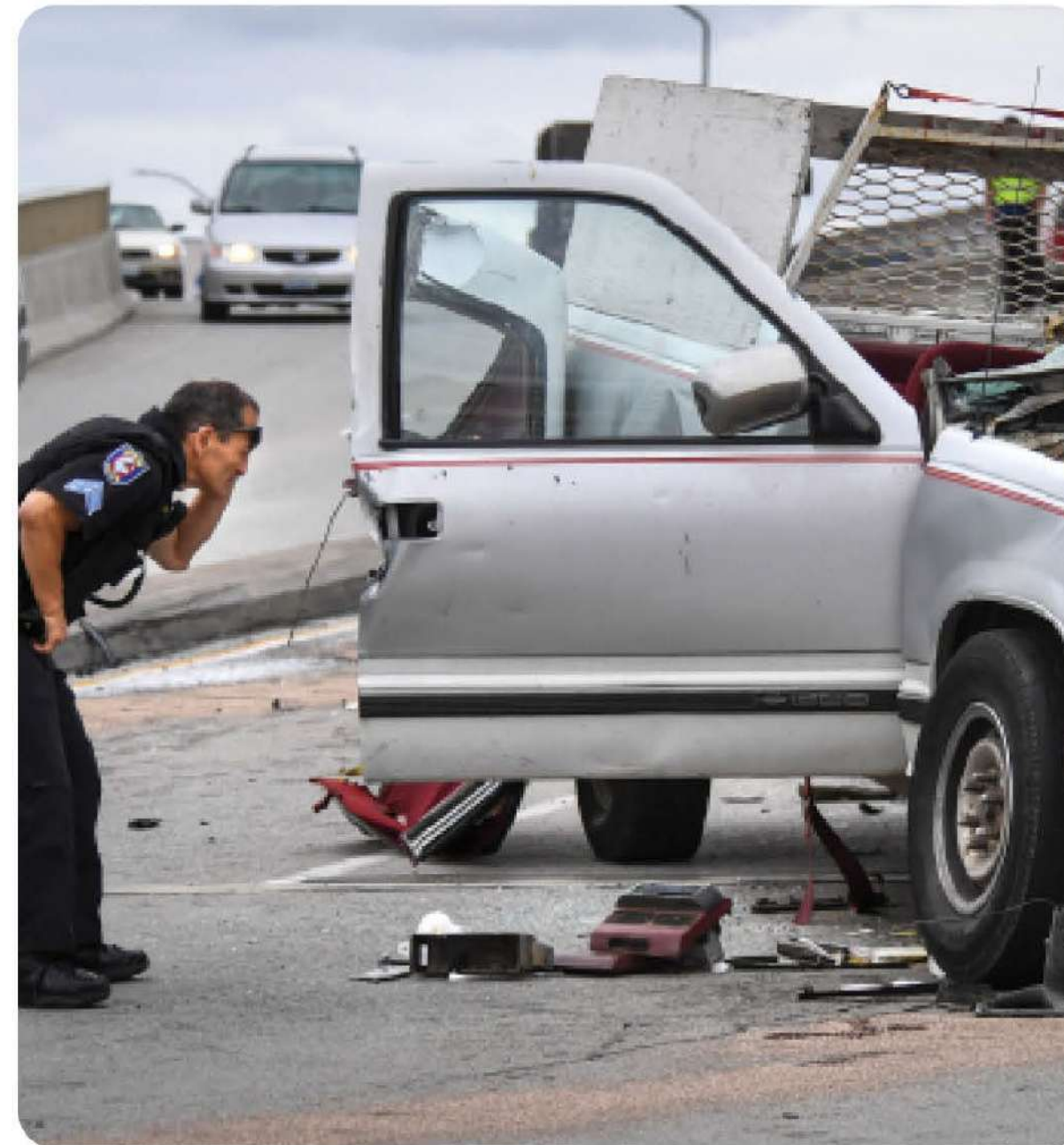


Legislative Priority Statements (Federal)

Continue funding critical programs that provide needed resources to improve transportation safety

Nearly 95 percent of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were **40,990** lives lost on U.S. roads in **2023**—**down slightly from 42,939 in 2021** which was the largest number of fatalities since 2005 (Source: [USDOT](#)). The Bipartisan Infrastructure Law (BIL) bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning “action” grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.



Note: Changes from 2024 Legislative Priority Statements shown in **RED**.

Legislative Priority Statements (Federal)



Continue funding transportation system maintenance and preservation

Every day people, communities, and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a [\\$1 trillion backlog](#) in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads. SRTC is appreciative of the BIL in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current BIL.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.

Legislative Priority Statements (Federal)

Modernize the federal funding formula to ensure funding equitably supports population centers

The BIL provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90 percent was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72 percent of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30 percent (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19 percent.



Legislative Priority Statements (Federal)

Expand Direct Recipient Status for Certain Federal Funding Programs

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

Legislative Priority Statements (Federal)

Shift from Discretionary to Formula-based Funding for Certain Programs

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

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

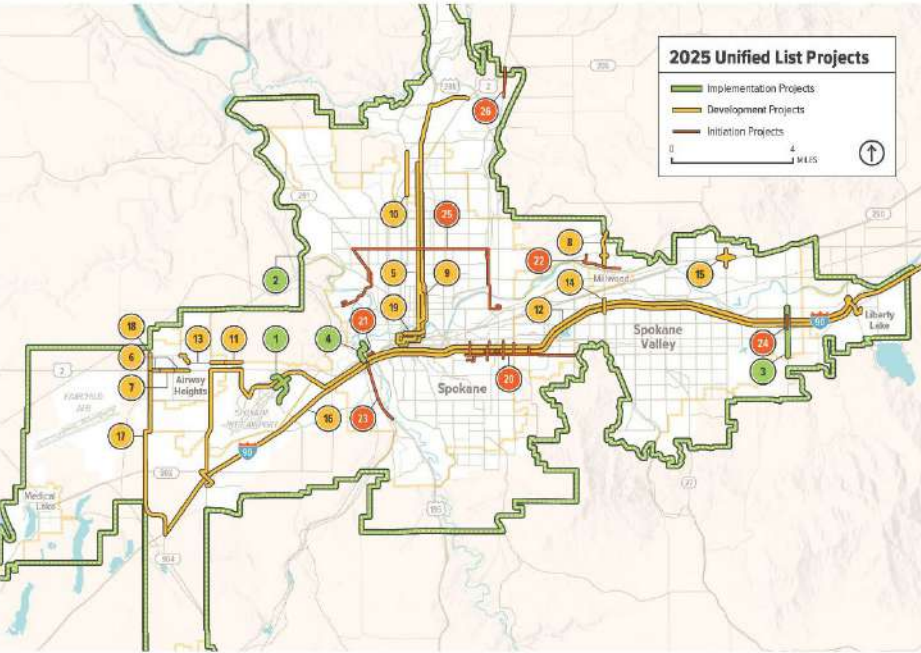
- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.



2025 Unified List (Federal Version)

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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 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 OF REGIONAL TRANSPORTATION PRIORITIES

Summary By Project Status

PROJECT STATUS CATEGORY	#	" COST	FUNDING REQUEST	% OF "COST REQUESTED
IMPLEMENTATION	4	\$133.5 Million	\$22.9 Million	17%
DEVELOPMENT	15	\$547.8 Million	\$225.0 Million	41%
INITIATION	7	\$178.6 Million	\$132.7 Million	74%
TOTAL	26	\$860.0 Million	\$380.5 Million	44%

Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	"COST	FUNDING REQUEST
1	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$37.2 Million	No Federal Request
2	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$35.8 Million	\$5.3 Million
Note: Project upgrades buses throughout the Public Transportation Benefit Area (PTBA) and is represented on the map by the PTBA boundary.					
3	South Barker Rd Corridor	Spokane Valley	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$41 Million	\$3 Million
4	Fish Lake Trail Connection Phases 1-3	Spokane	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19.5 Million	\$14.6 Million

Development Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	"COST	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25.8 Million	\$25.8 Million
6	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$20.1 Million	\$18.2 Million
7	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$26.1 Million	\$22.2 Million
8	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave Intersection.	\$28.7 Million	\$28.4 Million
9	Division Bus Rapid Transit (BRT)	STA	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$20.2 Million	No Federal Request
10	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$11 Million	\$10.4 Million
11	12th Ave — Spokane Phase	Spokane	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4.9 Million	\$4.9 Million

Development Projects (Continued)

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	"COST	FUNDING REQUEST
12	I-90/Valley High Performance Transit (HPT)	STA	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$39.3 Million	\$5.3 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III — Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4.8 Million	\$4.3 Million
14	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28.2 Million	\$3 Million
15	Sullivan/Trent Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$46.8 Million	\$5 Million
16	I-90 TSMO Improvements	WSDOT	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$24 Million	\$20.8 Million
17	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	\$66.9 Million	\$59.4 Million
18	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	\$11.2 Million	\$10 Million
19	Spokane Falls Blvd	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8.1 Million	\$7.4 Million

Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	"COST	FUNDING REQUEST
20	LEIA - Liberty to Edgemoor Improvements for Accessibility	STA	Focused construction of sidewalks, bike facilities, crosswalks, lighting, traffic signals, and transit stops in the East Central community to offset myriad negative impacts created by the 1950s construction of I-90.	\$26.5 Million	\$26.1 Million
21	Latah Bridge Rehabilitation	Spokane	Replace and widen bridge deck, railing, sidewalks, and rehabilitate structural elements. Project improves pedestrian and transit facilities (shared-use path, bike lanes, space for future light rail transit line).	\$65.1 Million	\$65.1 Million
22	Centennial Trail / Argonne Gap Project	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr Intersection.	\$8.5 Million	\$8.2 Million
23	US 195 Corridor Projects	Spokane	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18.4 Million	\$18.4 Million
24	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40 Million	\$4 Million
25	Wellesley High Performance Transit (HPT)	STA	Revise Route 33 Wellesley to HPT Route 3. The project includes passenger and operational enhancements, along with improved connectivity and accessibility to facilitate ease of transfer to other routes.	\$9.3 Million	No Federal Request
26	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	\$10.9 Million	\$10.9 Million



Next Steps

- Return to SRTC Board in December for approval
- Schedule meetings with Congressional Members and/or Staff



WSDOT Consolidated Grant Ranking Process

November 14, 2024

Board of Directors

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2025-2027 WSDOT Consolidated Grants

- Support for human services public transportation
 - Capital or Operating
- Consolidated application for state and federal funding sources
- Application deadline was 9/17/24

Rankings



- TTC and TAC Volunteers score the applications
- Scores determine ABC rankings

Next Steps

- Bring suggested rankings before the TTC/TAC on 11/20
- TTC/TAC recommendation for Board action in December

Contact

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CY 2025 Transportation Improvement Program (TIP) Guidebook

SRTC Board – For Information and Discussion
Ryan Stewart, Principal Transportation Planner

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11/14/24

TIP Guidebook

- Outlines goals & objectives of the TIP
- Identifies policies & procedures
- Important timelines
- Updated annually

SRTC

SPOKANE REGIONAL TRANSPORTATION COUNCIL

**2025
GUIDEBOOK**

**Transportation
Improvement
Program**

421 W Riverside Ave Suite 500
Spokane, WA 99201
509.343.6370 | www.srtc.org

2025 Updates

- Added Call for Projects info
- Revised schedule for Call for Projects
- Clarified change in total programmed amount for administrative modification
- Updated amendments and administrative modification schedules

Call for Projects (2027-2029)

Approx. \$36 million available for 2027-2029

Funding:

- Surface Transportation Block Grant (STBG) program
- STBG – Set Aside program (formerly Transportation Alternatives)
- Congestion Mitigation Air Quality (CMAQ) program
- Carbon Reduction Program (CRP)

Principles of Investment

- **Discussion Points**
 - Allocation for preservation projects
 - Allocation for small towns/small cities
 - Allocation for planning and operations
 - SRTC planning
 - SRTMC
 - Application limits per agency
- Board Info. - Jan. 2025
- Board Action - Feb. 2025
- TTC & TAC Info. - Dec. 2024 & Jan. 2025

Call for Projects

2025	Schedule
February	Call for projects release
March	Project Eligibility Worksheet and Complete Streets Checklist due
April	Deadline for submitting Application Package(s)
May	TAC & TTC review preliminary results
June	Board review preliminary results
June	TAC & TTC recommend to Board prioritized list of projects for award and contingency list
July	Board approve list of projects for awards and contingency list

Call for Projects – Revision

Past:

- Main Call for Projects – every 3 years
- Preservation Only Call for Projects – every 2 years

Revised:

- Main Call for Projects – every 3 years
- Preservation Only Call for Projects – **every 3 years**
- **Combined in same year**

Administrative Modification

Minor revision to a TLP project

- Changes to a project's total programmed amount less than **or equal to** 30%.

Schedule updates

Amendment & Admin. Mod.

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

2025-2028 Transportation Improvement Program (TIP) Amendment Schedule

Dates in Calendar Year 2025 (except where noted)

January Amendment	
Amendment Request Due Date	11/29/24
SRTC Staff Review & Air Quality	12/02 – 12/06/24
Public Comment Period (10 day)	12/09 – 12/18/24
TTC & TAC Recommendation	12/18/24
SRTC Board Approval	1/09/25
WSDOT STIP Amendment Due Date	1/17/25
FHWA/FTA STIP Approval	~2/21/25

February Amendment	
Amendment Request Due Date	1/3/25
SRTC Staff Review & Air Quality	1/6 – 1/10/25
Public Comment Period (10 day)	1/13 – 1/22/25
TTC & TAC Recommendation	1/22/25
SRTC Board Approval	2/13/25
WSDOT STIP Amendment Due Date	2/21/25
FHWA/FTA STIP Approval	~3/14/25

March Amendment	
Amendment Request Due Date	2/7/25
SRTC Staff Review & Air Quality	2/10 – 2/14/25
Public Comment Period (10 day)	2/17 – 2/26/25
TTC & TAC Recommendation	2/26/25
SRTC Board Approval	3/13/25
WSDOT STIP Amendment Due Date	3/21/25
FHWA/FTA STIP Approval	~4/18/25

April Amendment	
Amendment Request Due Date	3/7/25
SRTC Staff Review & Air Quality	3/10 – 3/14/25
Public Comment Period (10 day)	3/17 – 3/26/25
TTC & TAC Recommendation	3/26/25
SRTC Board Approval	4/10/25
WSDOT STIP Amendment Due Date	4/18/25
FHWA/FTA STIP Approval	~5/16/25

May Amendment	
Amendment Request Due Date	4/4/25
SRTC Staff Review & Air Quality	4/7 – 4/11/25
Public Comment Period (10 day)	4/14 – 4/23/25
TTC & TAC Recommendation	4/23/25
SRTC Board Approval	5/8/25
WSDOT STIP Amendment Due Date	5/16/25
FHWA/FTA STIP Approval	~6/21/25

June Amendment	
Amendment Request Due Date	5/2/25
SRTC Staff Review & Air Quality	5/5 – 5/9/25
Public Comment Period (10 day)	5/12 – 5/21/25
TTC & TAC Recommendation	5/28/25
SRTC Board Approval	6/12/25
WSDOT STIP Amendment Due Date	6/20/25
FHWA/FTA STIP Approval	~7/18/25

July Amendment	
Amendment Request Due Date	6/7/25
SRTC Staff Review & Air Quality	6/10 – 6/14/25
Public Comment Period (10 day)	6/17 – 6/26/25
TTC & TAC Recommendation	6/26/25
SRTC Board Approval	7/11/25
WSDOT STIP Amendment Due Date	7/19/25
FHWA/FTA STIP Approval	~8/16/25

August Amendment*	
Amendment Request Due Date	No Amendment
SRTC Staff Review & Air Quality	No Amendment
Public Comment Period (10 day)	No Amendment
TTC & TAC Recommendation	No Amendment
SRTC Board Approval	No Amendment
WSDOT STIP Amendment Due Date	No Amendment
FHWA/FTA STIP Approval	No Amendment

September Amendment	
Amendment Request Due Date	8/1/25
SRTC Staff Review & Air Quality	8/4 – 8/8/25
Public Comment Period (10 day)	8/11 – 8/20/25
TTC & TAC Recommendation	8/27/25
SRTC Board Approval	9/11/25
WSDOT STIP Amendment Due Date	9/19/25
FHWA/FTA STIP Approval	~10/17/25

October Amendment	
Amendment Request Due Date	9/5/25
SRTC Staff Review & Air Quality	9/8 – 9/12/25
Public Comment Period (10 day)	9/15 – 9/24/25
TTC & TAC Recommendation	9/24/25
SRTC Board Approval**	10/9/25
WSDOT STIP Amendment Due Date	10/17/25
FHWA/FTA STIP Approval	~11/21/25

*Per Policy 3.6, SRTC will process time sensitive amendments and retroactively ask for Board approval in September.

**SRTC Board approving 2026-2029 TIP at this meeting.
No amendments will be processed by WSDOT in November or December; the amendment process for the 2025 TIP is closed after the October cycle.

Next Steps

- **Nov 20 – TAC & TTC Recommendation**
- Dec 12 – SRTC Board Approval



Questions?

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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