

2027-2029 SRTC Call for Projects Application



PROJECT TITLE: _____

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): _____

REQUESTED SRTC REGIONAL FUNDS: \$ _____

GENERAL PROJECT INFORMATION

Agency or Organization _____

Phone Number _____

Contact Person _____

Email Address _____

Project Information

Project Location

Urbanized Area Urban Small Rural

Federal Functional Classification

Project Description

Project scope (include termini and length)

Existing and proposed conditions

Project purpose and outcomes

The project sponsor must indicate that the project will be maintained for the life of the project, once completed.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

Project Schedule

Project Schedule (enter dates as MM/YYYY)	
Project Milestone	Estimated Date
Project added to Statewide Transportation Improvement Program	
Begin PE (PE authorized by WSDOT/FHWA)	
Environmental documents approved (required for every project)	
Right of way completed (certification, if required)	
Contract advertised	
Contract awarded	
Construction start date	
Open to traffic	
Other or N/A, please explain	

Project Delivery Tools

- The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

- Shapefile and Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form
- Attachments associated with Q3b (if applicable)

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.
Note: matching funds must be available at the time of fund obligation.

Please indicate if there are any circumstances that could delay the obligation of funds.

1. ECONOMIC VITALITY – 50 POINTS

Employment and Destination Accessibility

1a (30). To be scored internally by SRTC staff. Regional and local activity centers are illustrated in Figure 2.19 in Horizon 2045.

Project Score	Category	Criteria and Requirements
30	Provides a critical connection within or directly connecting to a regional activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
15	Serves a regionally significant transportation center (e.g. - park and rides, airport, etc.).	Improving access to terminals (air, transit, or multimodal).
10	Provides a critical connection to a local activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.

1b (5). Please describe if the project serves other critical regional public facilities other than those noted in Question 1a (e.g. – state park, hospital, etc.) (High-Medium-Low) (If points are not awarded in 1a, please describe)

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization (include local planning documentation as well as targeted investment details, if applicable). (High-Medium-Low)

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity/transportation centers or regional public facilities (Questions 1a,1b,1c), or freight use (Question 1e)? Please explain. (High-Medium-Low)

Truck Freight Network (Internal Use Only)

1e (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?
To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

T1 - 10 points

T2 – 6 points

T3 – 4 points

Otherwise included in WSDOT's TFEC - 2 points

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

2a (15). How is this project consistent with your agency's Comprehensive Plan and is it included in your 6-year Capital Improvement Program? (please provide the excerpt(s) or citation(s))

Agency Coordination

2b (20). Does this project support an agency other than your own or does it support an adopted network from another agency, including public/private partnerships? If yes, describe.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 points max)**

- Public meetings/Workshops/Open houses
- Online feedback opportunity (surveys, mapping tools)
- Planning study
- Review by agency committees (Plan Commission, project advisory committee)
- Environmental review
- Legislative actions (adoption/endorsement by board or council)
- Other (please explain, max 3 points)

3. STEWARDSHIP – 50 POINTS

Environmental Mitigations

3a (10). Does the project improve the natural environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 points max)**

- Green infrastructure (e.g. rain gardens, swales, pervious pavement)
- Increases urban tree canopy
- Air quality benefit and/or includes electric charging/electrification strategies
- Reduces noise pollution
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting
- Other (please explain) (Max 2 points)

Ability to Advance

3b (15 points max). Status of the project (please provide supporting documentation):

Design Status (check one):

- Design initiated--funds committed and design started (submit supporting documentation/link) – 2 points
- Design 30% Complete - (draft plan set and estimate)--4 points
- Design and specifications are bid-ready (90%) – 8 points
- None

Environmental Status (check one):

- Environmental review started (cultural/historical survey, hazardous materials review, Phase 1 ESA, etc.) – 2 points
- Environmental documentation (NEPA) is complete or exempt – 4 points
- None

Right-of-way Status (check one):

- Right-of-way maps prepared – 1 point Construction easements or corner takes – 2 points
- Right-of-way acquisition is complete or not needed – 3 points None

Funding

3c (10). Has the project received partial federal funding through SRTC or other funding partners in the past?

Project funding received through SRTC (10)

- Yes No

Please indicate funding type(s), dates received, and amounts.

OR

Small Towns ONLY (Under 5,000 population) – Project funding received through other funding agencies (e.g. TIB, Safe Routes to School) **(5)**

Yes No

Please indicate funding type(s), dates received, and amounts.

3d (10). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:

- 10%-19.9% over required local/state/match – 5 points
- 20% or greater over required local/state match – 10 points

Roadway Usage

3e (5). What is the current ADT and source of ADT?

Urban Street 0-4,999 (1) 5,000-9,999 (2) 10,000-14,999 (3) 15,000-19,999 (4) >19,999 (5) or
Rural Street 0-499 (1) 500-999 (2) 1,000-1,499 (3) 1,500-1,999 (4) >1,999 (5)

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

The questions in Section 4 reflect the SRTC Board's commitment to supporting the state's Transportation Performance Management (TPM) targets. More information on TPM is available in SRTC's System Performance Report: <https://www.srtc.org/wp-content/uploads/2022/01/Horizon-2045-Appendix-D-System-Performance-Report.pdf>

Regional Priority Networks

4a (15). How does the project improve performance or conditions on the NHS? Additional pavement and bridge condition information will be asked in the STBG supplemental application.

Please describe:

4b (5). Does the project improve operations and/or conditions related to the Horizon 2045 regional freight priority network? Please provide supporting information.

Yes No

If yes, please describe:

4c (5). Does the project improve transit access and/or amenities on STA's High-Performance Transit Network?

Yes No

If yes, please describe:

Congestion

4d (15). Does the project address congestion in any of the following areas?

- Tier 1 CMP Corridor – 15 points
- Tier 2 CMP Corridor or other Roadway Bottleneck (as defined in the CMP report) – 5 points
- N/A

If a CMP Corridor or defined Roadway Bottleneck project, please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4e (10). Does this project utilize any of the strategies from the CMP Toolkit of Strategies? (Please skip this question if Q4d is N/A)

Select one of the following options if the project is located on a Tier 1 CMP Corridor and includes CMP Toolkit strategies that are listed in the CMP Strategies Matrix for that corridor:

- Travel Demand Management Strategies – 10 points
- Operational Improvement Strategies – 8 points
- Capacity Improvement Strategies – 4 points

Select one of the following options if the project is located on a Tier 1 or Tier 2 CMP Corridor, or another Roadway Bottleneck as defined in the CMP report, and it includes CMP Toolkit strategies not listed in the CMP Strategies Matrix for that corridor:

- Travel Demand Management Strategies – 4 points
- Operational Improvement Strategies – 2 points
- Capacity Improvement Strategies – 1 point

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a: Crash History – Up to 35 points

SRTC will provide the crash history for each project to the applicant after the eligibility worksheet has been submitted and before the application deadline. That crash history will include data from 2019–2023. If a project sponsor would like more recent crash history considered, that can be submitted by the applicant and will be considered accordingly.

Projects must implement a 4- or 5-star¹ countermeasure that is listed in the CMF Clearinghouse and be linked to applicable crash history.

- If no 4- or 5-star countermeasures are available, applicants may cite a 3-star countermeasure.
- If the project does not implement a countermeasure listed in the CMF Clearinghouse, applicants may cite any complete street elements that the project implements for up to 10 points.²

¹ The star quality rating indicates the quality or confidence in the results of the study producing the CMF.

² These points will be multiplied by the weighted crash history factor to calculate a project's score if it meets this criterion.

- 1) Is the project located on a collector/arterial/highway that has three or more lanes and posted speeds of 30 mph or higher, and is also in a commercial/mixed-use zone? If yes, skip to (c). If no, skip to (b).
- 2) Is the project on a collector, arterial, or highway in open space/agricultural zone that has posted speeds of 45 mph or higher? If yes, skip to (c). If no, not eligible for points.
- 3) Does the project implement complete street elements, or countermeasures as defined in Q5a, throughout the project that are context sensitive and consistent with best practices?

5d: Safe System Program – 30 points

SRTC is including points for Safe System programs to emphasize the importance of designing a transportation network that anticipates human error and reduces crash severity. This approach prioritizes proactive strategies, such as speed management programs or educational campaigns, to create safer, more forgiving roadways for all users. By supporting these initiatives, SRTC aims to build a transportation system that prevents crashes and saves lives.

Examples:

Safer People

- A systemic education campaign focused on pedestrian safety, targeting school zones and transit corridors.

Safer Roads

- A systemic implementation of traffic calming measures, such as raised crosswalks, curb extensions, and speed cushions, to reduce vehicle speeds and enhance pedestrian and cyclist safety.

6. QUALITY OF LIFE AND MOBILITY – 50 POINTS

6a (10). Is the project on the SRTC Regional Bike Priority Network and will it lower Level of Traffic Stress (LTS) through improved bike facilities?

- Project adds new facilities that provide greater access for bicyclists and lowers LTS to a 1 or 2 compared to existing conditions (10) Explain:
- Project improves pavement condition for existing bike lane or path (7)
- Project improves pavement condition where no dedicated bike facilities currently exist nor will through the project (3)
- Project is not on the SRTC Regional Bike Priority Network (0)

6b (5). Does your agency have an adopted Complete Streets Policy? Yes No

If yes, please provide date adopted and the ordinance number (5)

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

Bicycle and Pedestrian Improvements

6c (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – **10 points max**)

- Add new sidewalks (6)
 - Both sides of street (1)
 - Exceeds 5-foot min. width (1)
 - Completes gap (1)
 - Ext. of sidewalk network (1)
 - Vegetated / protected buffer (1)
- Upgrade to existing sidewalk (6)
 - Greater width (2)
 - Add vegetated / protected buffer (2)
 - Removes barriers (1)
 - Repairs heaves (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Pedestrian-scaled lighting (3)
- Widen roadway shoulders in rural context (6-foot min. width)(5)
- Other (please explain) (2)
- Crossing Enhancement (e.g. marked crosswalk, bump outs, curb extension, median refuge) (3)
- Signalized crossing (e.g. HAWK beacon, Countdown signal, RRFB, etc.) (3)
- Education (2)
- Wayfinding (2)
- Enforcement (speed feedback signs) (2)
- Data Collection (2)
- ADA enhancements beyond required (please explain) (2)

6d (10). Will the project enhance bicycle transportation? (Check all that apply – **10 points max**)

- Add new striped bike lanes (6)
 - Minimum 5-foot width (2)
 - Includes painted buffer (1)
 - Includes raised buffer (2)
 - Completes gap (2)
 - Ext. of bike lane network (2)
- Upgrade to existing striped bike lanes (6)
 - Greater width (2)
 - Add painted buffer (1)
 - Add raised buffer (2)
 - Surface repair (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Bike Boulevard/Neighborhood Greenway improvements (4)
- Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)
- Other (please explain) (2)
- Bike Parking (2)
- Bike Lockers (2)
- Pavement Markings (2)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)

6e (5). The project is located within an area of significant existing population.

Scored internally by SRTC staff by population density based on US Census blocks at project vicinity:

- High – 5 points
- Medium – 3 points
- Low – 1 point

Transit Improvements

6f (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if there are multiples of any of the transit elements – **10 points max**)

- | | |
|--|--|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input type="checkbox"/> Bus stop lighting/infrastructure (2) | <input type="checkbox"/> Real time information sign (2) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> Signal priority for transit vehicles (2) |
| <input type="checkbox"/> Concrete pad/foundation for bus stop or bench (2) | <input type="checkbox"/> School bus operational improvement (2) |
| <input type="checkbox"/> Bus bay/pull-out (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Boarding bulb stop (2) | |
| <input type="checkbox"/> Park & Ride (4) | |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) | |
| <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) | |
| <input type="checkbox"/> Improved rider access/connectivity to transit (please explain) (3) | |
| <input type="checkbox"/> Other (please explain) (2) | Note here if there are multiples of any of the transit elements above: |

7. EQUITY – 50 POINTS

To respond to question 7b, you may use SRTC’s Areas of Potential Disadvantage⁹, Washington’s Environmental Health Disparities Map¹⁰, or the USDOT ETC Explorer Tool¹¹ to assess vulnerability. You can access SNAP retailer data through USDA: <https://www.fns.usda.gov/snap/retailer-locator>

7a. (10) Does the project improve active transportation accessibility for vulnerable road users of all ages and abilities (walking, biking, transit, safe routes to school, etc.)? Please describe.

⁹ SRTC – The tract is designated by SRTC as an Area of Potential Disadvantage (APD).

The geography has been designated as an area of potential disadvantage based on aggregated positive variance from the regionwide averages for the six key indicators: minority, disability, low income, limited English proficiency, age dependency, and lack of vehicle access.

¹⁰ WA State EHD Map – The tract has an overall environmental health disparities score of 7 or above.

To view data for our area, open the map and select Environmental Health Disparities V 2.0 within the topic selector. For any given topic or component, the aggregated score is a comparative value, not an absolute one. For example, if a community has a rank of 8 for the diesel emissions indicator, it means about 10 percent of communities are similarly impacted by diesel emissions, approximately 70 percent of communities are less impacted, and 20 percent of communities are more impacted. Environmental health disparity, as represented in the tool, incorporates socioeconomic vulnerability and sensitive populations as well as environmental impacts and exposures.

¹¹ ETC Explorer – The tract is identified as disadvantaged and highlighted on the map (it is above the 65th percentile threshold identified by USDOT analysis).

To view data for our local area, within the ETC Explorer’s National Results tab, agencies can select Spokane County or select SRTC within the MPO selector. To ensure that all agencies are viewing the same numbers, please use the national results tab and not the state results tab. USDOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all US census tracts. Disadvantaged tracts are indicated on the map by a translucent purple highlight. The aggregated measure of disadvantage incorporates transportation insecurity, social vulnerability, health vulnerability, environmental burden, and climate and disaster risk burden.

7b. (20) Does the project improve access between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and:

- An SRTC-designated local and regional activity center [20 points]
- School(s) [14 points]
- Health care facility/facilities [14 points]
- Grocery store(s) or market(s) that accepts SNAP benefits [8 points]

If yes to any of the above, please provide a brief explanation.

POINTS ARE ONLY AVAILABLE FOR THE FOLLOWING QUESTION IF THE SPONSOR INDICATED WITHIN COOPERATION AND LEADERSHIP THAT PUBLIC ENGAGEMENT AND OUTREACH TOOK PLACE (AND RECEIVED POINTS) AND IF THEY ARE ABLE TO DOCUMENT/DESCRIBE THE OUTREACH PERFORMED.

7c. (10) Has engagement been conducted, with communities of potential disadvantage? If yes, please describe the outreach process and/or engagement that was conducted and provide links or documentation. The project may be part of a larger plan that underwent a public engagement process; however documentation of the public engagement is required to score points.

IF A PROJECT ANSWERED YES AND RECEIVED POINTS FOR QUESTIONS IN THE SAFETY SECTION, IT MAY QUALIFY FOR THE FOLLOWING POINTS:

7d. (10) Safety and equity. For infrastructure projects: Infrastructure project should be at least 50% within a vulnerable community (as defined through the resources named above). Yes (at least 50%)

For non-infrastructure projects: Non-infrastructure project should identify how the project will connect with vulnerable populations. Please describe.