2025 Call for Projects Criteria and Principles of Investment

SRTC TAC – Information & Discussion

Ryan Stewart, Principal Transportation Planner

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12/18/24

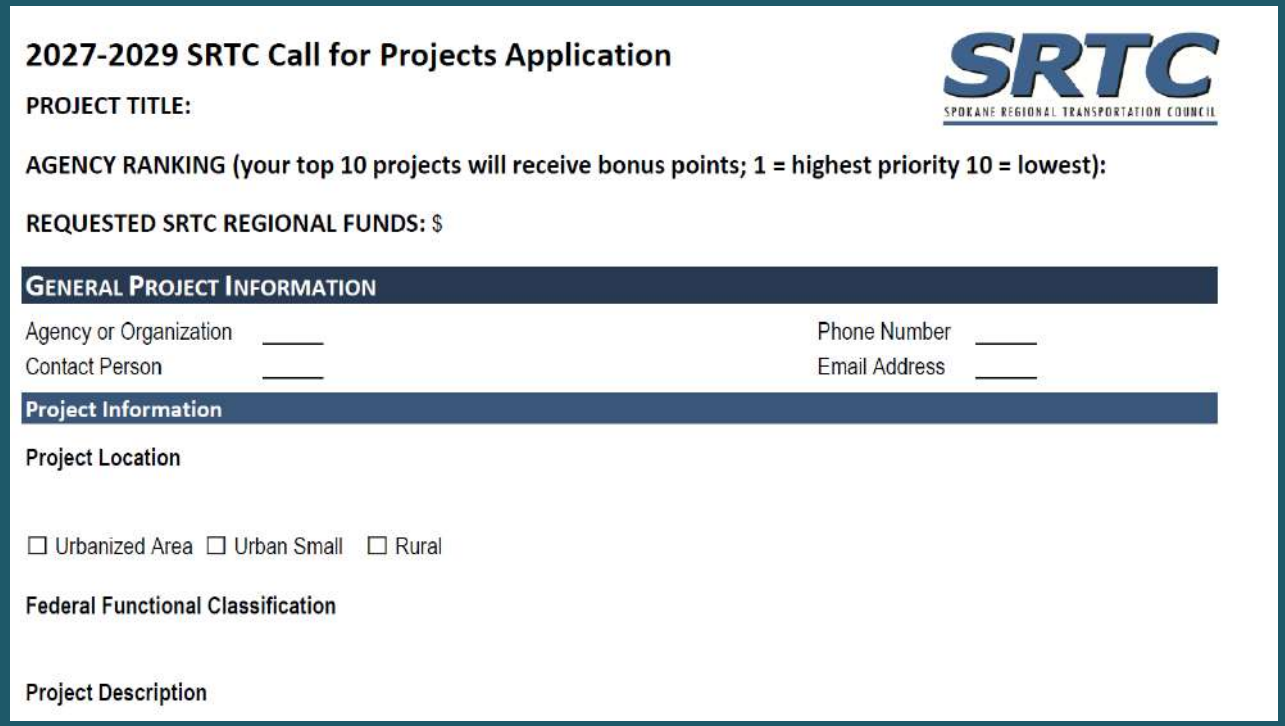
Call for Projects (2027-2029)

Approx. $36 million available for 2027-2029

Funding:

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

Criteria



2027-2029 SRTC Call for Projects Application

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

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

SRTC 2027-2029 Call for Projects - Preservation Application

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

PROJECT TITLE:

AGENCY RANKING (1 = highest priority 4 = lowest):

REQUESTED SRTC REGIONAL FUNDS (STBG)- REQUEST LIMITED TO $1.5 Million OR LESS: $

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

Principles of Investment

- Discussion Points
  - Allocation for preservation projects
  - Allocation for small towns/small cities (<5,000 population)
  - Allocation for planning and operations
    - SRTC planning
    - SRTMC
    - I-90 Study
  - Application limits per agency

Principles of Investment (cont')

Allocation for preservation projects

- Set-aside of 23% of the anticipated total funding, approx. $8.3M
- Limit of $1.35M award per application, $2.7M total per agency
- Limit applications to grind and overlays, chip seals and other sealant projects

Principles of Investment (cont')

Allocation for small towns/small cities (<5,000 population)

- **3.75% set-aside of the anticipated funding, approx. $1.35M**

Principles of Investment (cont')

Allocation for planning and operations

- SRTC planning $1.5M
- SRTMC approx. $2.7-2.8M
- I-90 Study (TBD)

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

Next Steps

- **Dec 18 – TAC/TTC briefing on Call for Projects, Principles of Investment**
- **Jan 9 – SRTC Board Call for Projects application criteria and Principles of Investment discussion**
- **Jan 14 – TIP Working Group**
- **Jan 22 – TAC/TTC recommendation**
- **Feb 13 – Board approve criteria, Principles of Investment**
- **Feb 14 – Call for projects released**

Questions?

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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Regional Activity Centers Update

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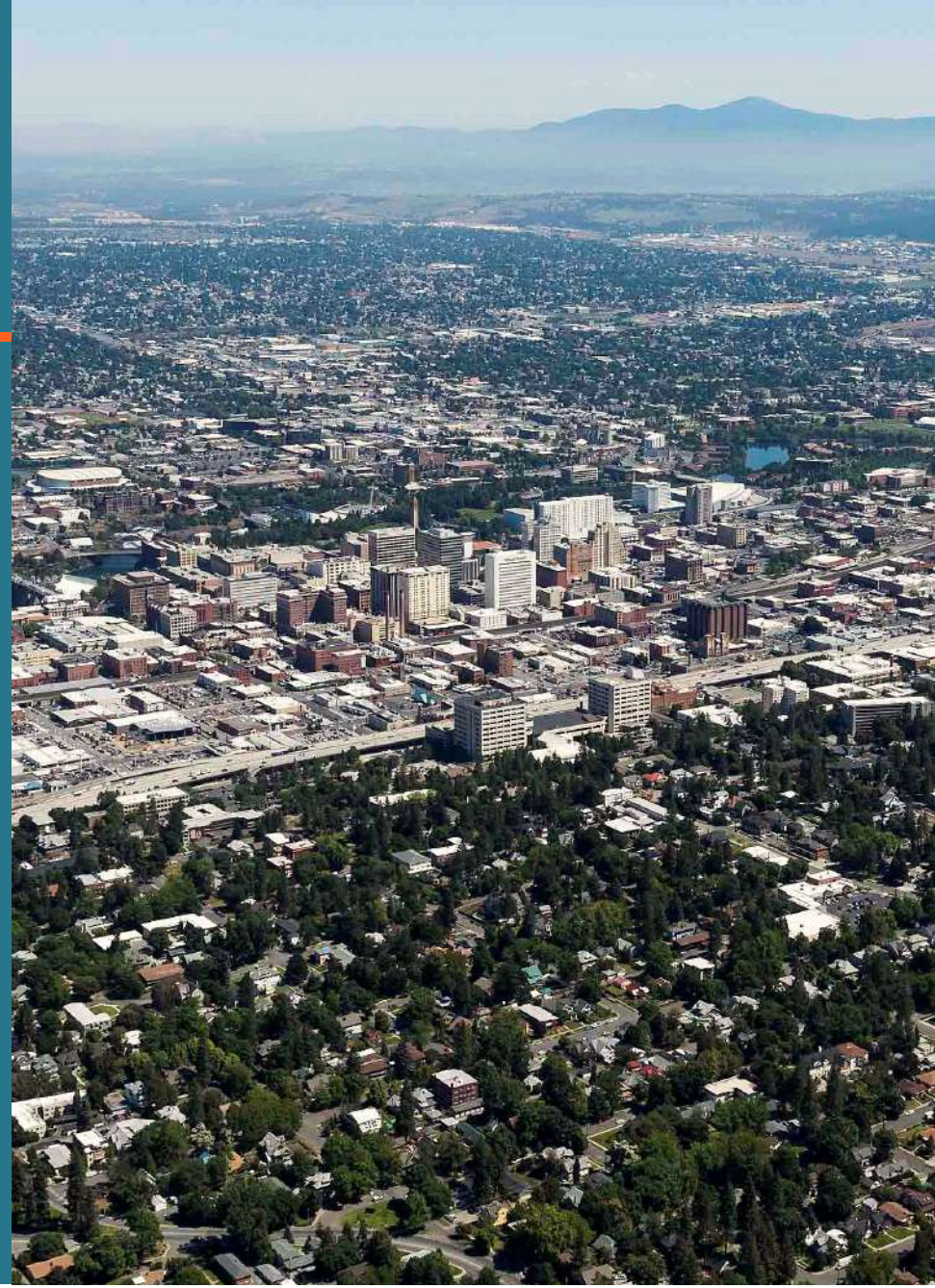
Regional Activity Centers

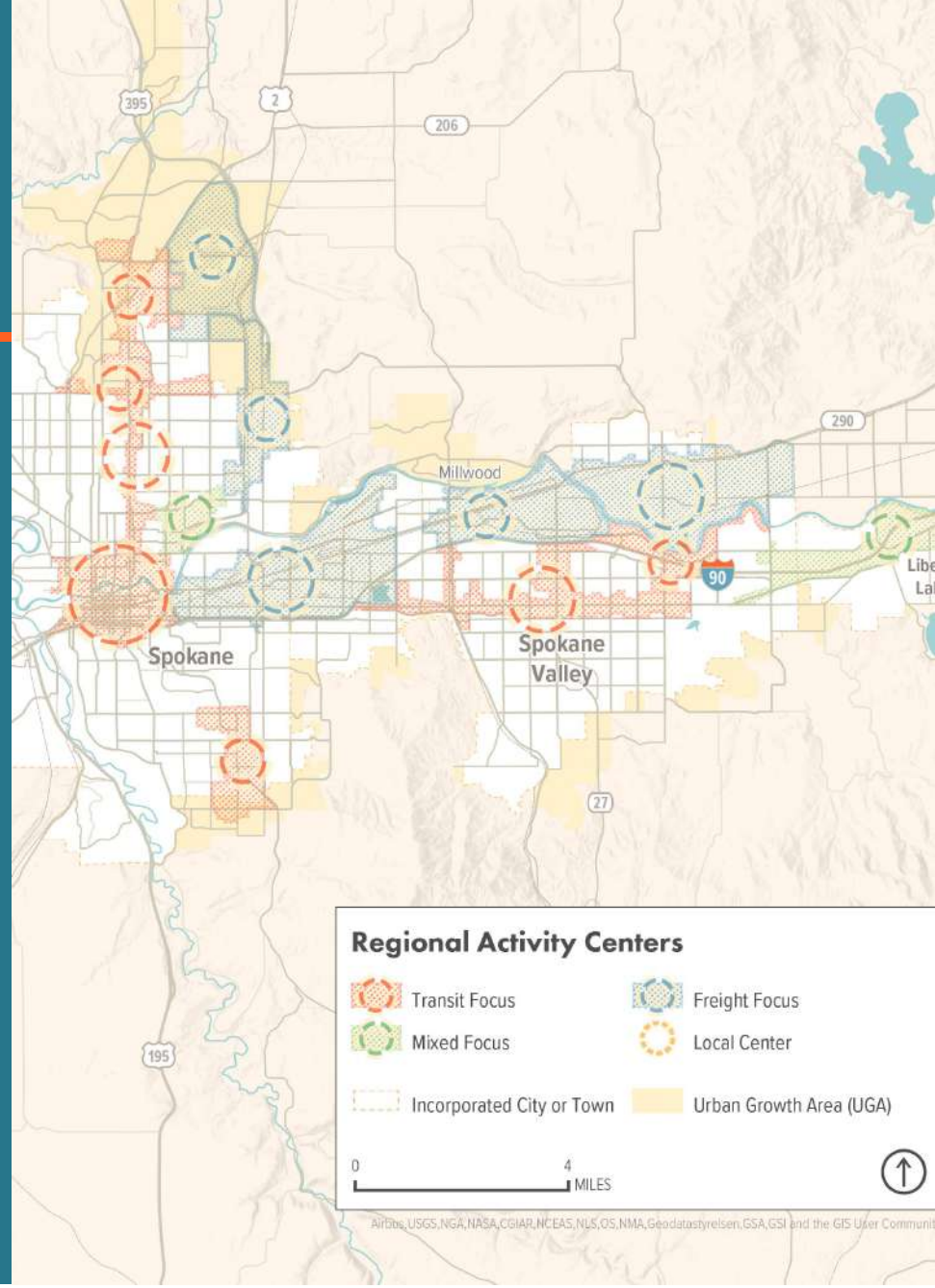
- Areas of regional significance with a high concentration of employment

- Inform many SRTC planning efforts:
  - Call for Projects
  - Unified List
  - Congestion Management Process
  - Metropolitan Transportation Plan



Reasons for the Update

- **Incorporate current data**
  - Last major update in 2013
  - Minor boundary adjustments in 2020
- **Refine our methodology**
  - Consider additional factors
  - Review best practices from other regions
- **Draw more precise boundaries**
  - Based on on-the-ground features (land use, road network, etc.) rather than our TAZ geography



Best Practices Review

- **Example regions included:**
  - Indianapolis MPO
  - PSRC (Seattle)
  - WFRC (Salt Lake City)
  - DVRPC (Philadelphia)

- **Many potential methodology refinements identified, including:**
  - Developing a regional activity index
  - Incorporating additional data points (FARs, transit service, etc.)
  - Defining an activity centers typology based on employment sector composition, land use, and other factors

Methodology

1) **Develop a Regional Activity Index**

   Based on the following population, employment, FARs, traffic volumes, trip ends, and transit trips

2) **Delineate Activity Center Boundaries**

   First identify activity index hot spots, then draw more precise boundaries considering land use, zoning, parcels, and transportation networks

3) **Classify Activity Centers Based on Scale of Activity**

   Use the regional activity index to identify primary, secondary, and tertiary centers

4) **Develop Activity Center Typology**

   Use employment sector composition and land use mix to define activity center types

Regional Activity Index

INDICATOR	POINTS	MEASURE	SOURCE
Population Density	30	Persons per Acre	OFM Small Area Estimates Program
Employment Density	30	Employees per Acre	SRTC Regional Employment Data / ESD
Trip Ends Density	15	Trip Ends per Acre	SRTC Travel Model
Floor Area Ratio	10	Average Floor Area Ratio	Spokane County Assessor Data
Traffic Volumes	10	Average AADT	HPMS Data
Transit Trips	5	Boardings + Alightings per Acre	SRTC Travel Model / STA
Total Points Possible	**100**		

Mapping + Identifying Activity Hot Spots

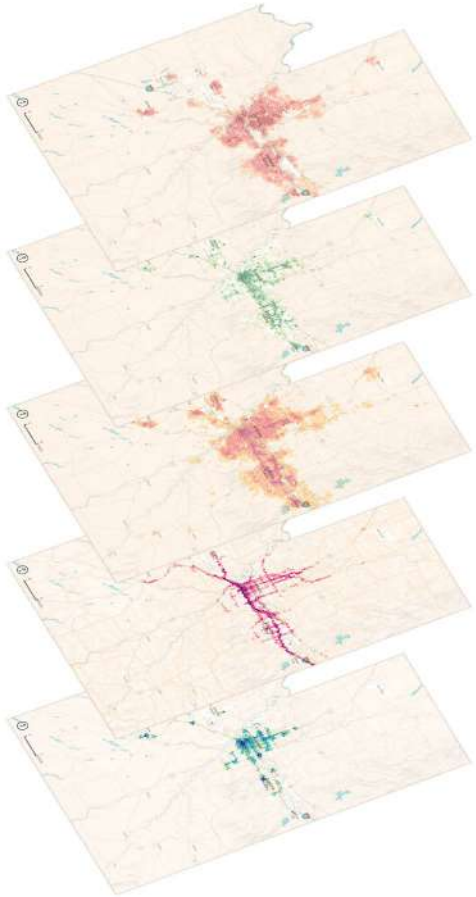
Population

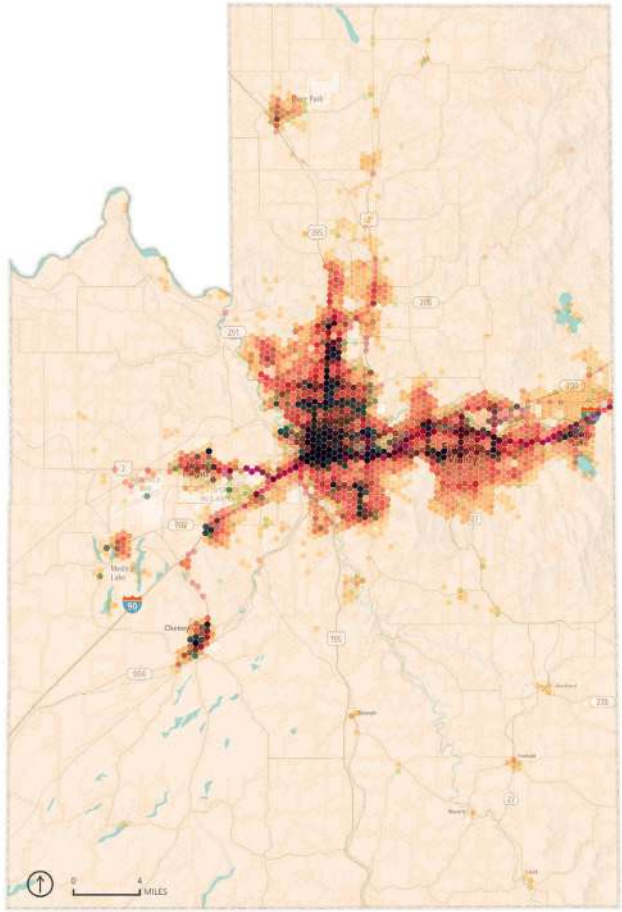
Employment

Floor Area Ratios

Traffic Volumes

Transit Trips





Activity Center Typology *DRAFT*

CENTER TYPE	DESCRIPTION
Central Business District	Downtown Spokane
Regional Mixed-Use Center	Diverse mix of employment and land use
Regional Employment Center	Primarily service, office, and/or medical related employment and land use
Regional Retail Center	Primarily retail related employment and land use
Regional Industrial Center	Primarily industrial/manufacturing related employment and land use, larger lots
Neighborhood Center	Small or medium size centers with mixed land use and higher intersection densities
Rural Center	Relatively high activity areas outside the Spokane UZA

Questions?

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Congestion Management Process: Strategies Toolkit & Matrix

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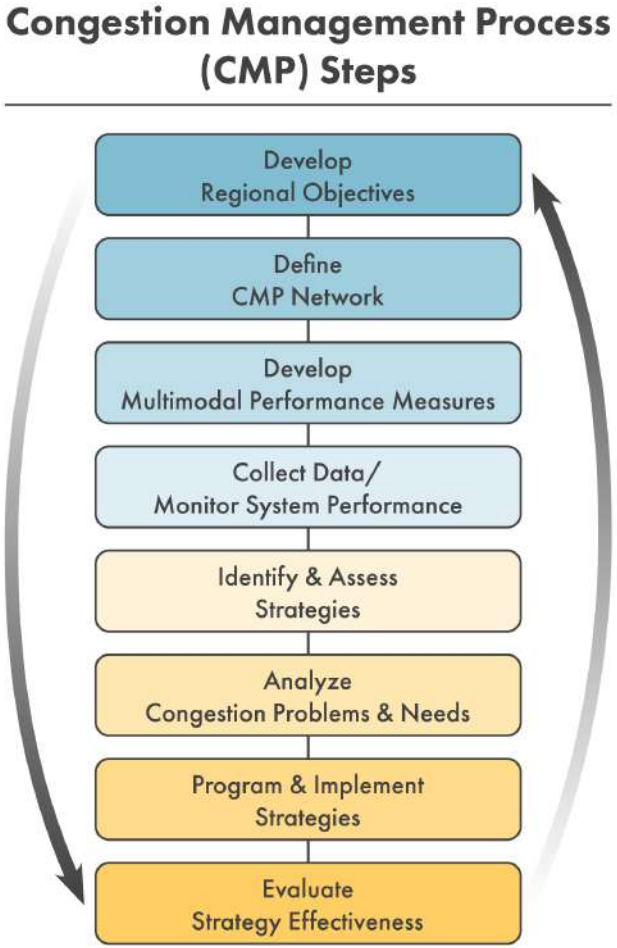
Congestion Management Process (CMP)

Systematic regional approach to managing congestion:

- **Data collection & analysis**
- **Identifying problems & needs**
- **Developing & implementing strategies**
- **Ongoing monitoring & evaluation**

Federally required for all urban areas with a population over 200,000



CMP Strategies

The CMP's strategies are identified in two documents:

1) **The Toolkit of Strategies**
2) **The Strategies Matrix**

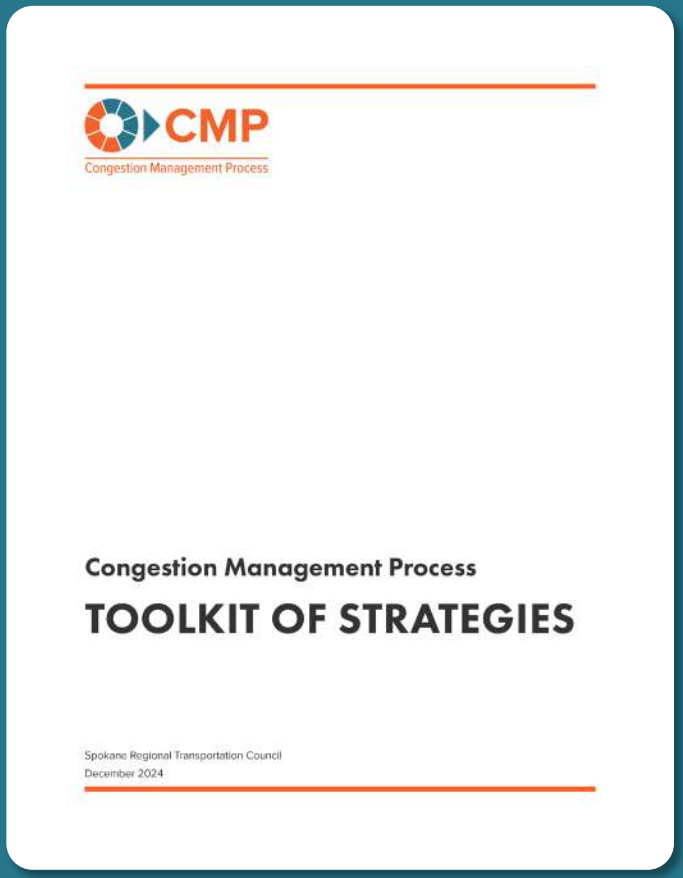
SRTC held a workshop this fall to update the Toolkit and Matrix with the input of staff from local agencies

Toolkit of Strategies

A compilation of strategies to address congestion that could realistically be applied in the Spokane region

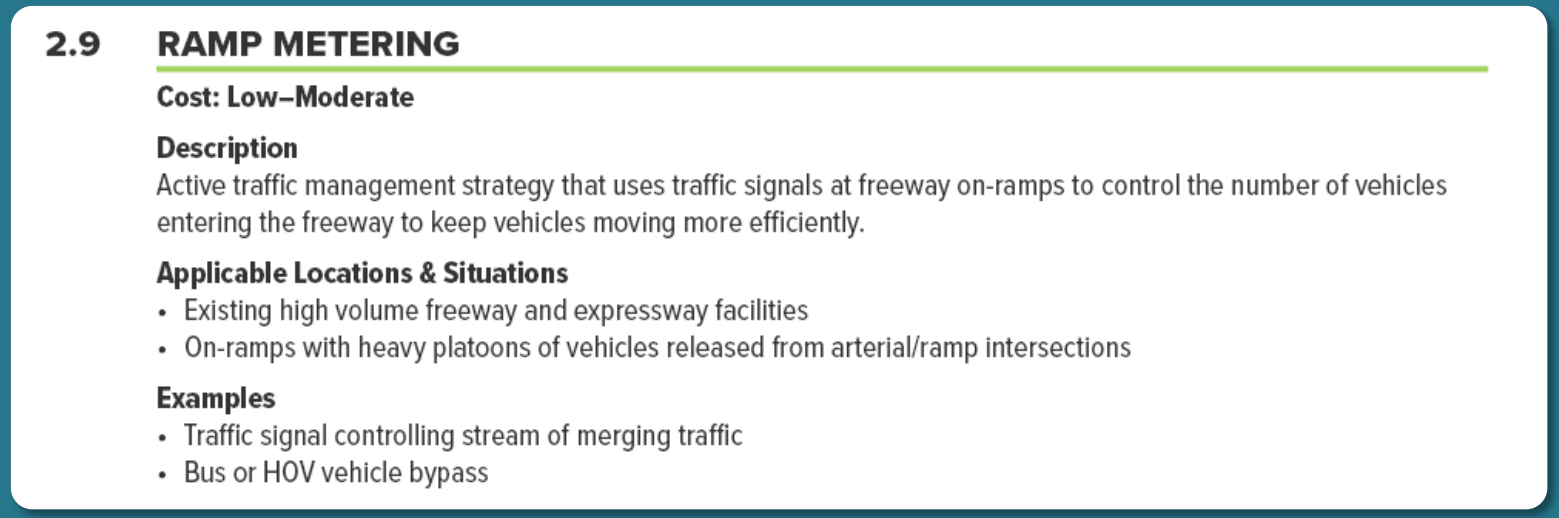
Strategies are organized into five categories:

1. Travel Demand Management (TDM)
2. Operational Improvements
3. Transit Operational Improvements
4. Freight & Goods Movement
5. Roadway Capacity Improvements



Toolkit of Strategies

- **Each individual strategy contains the following information:**
  - **Generalized cost range**
  - **Description**
  - **Applicable Locations**
  - **Examples**



2.9 RAMP METERING

Cost: Low–Moderate

Description

Active traffic management strategy that uses traffic signals at freeway on-ramps to control the number of vehicles entering the freeway to keep vehicles moving more efficiently.

Applicable Locations & Situations

- Existing high volume freeway and expressway facilities
- On-ramps with heavy platoons of vehicles released from arterial/ramp intersections

Examples

- Traffic signal controlling stream of merging traffic
- Bus or HOV vehicle bypass

Strategies Matrix

Identifies specific strategies from the toolkit that are applicable for each Tier 1 CMP Corridor

Ensures a least cost planning approach

Strategies Matrix

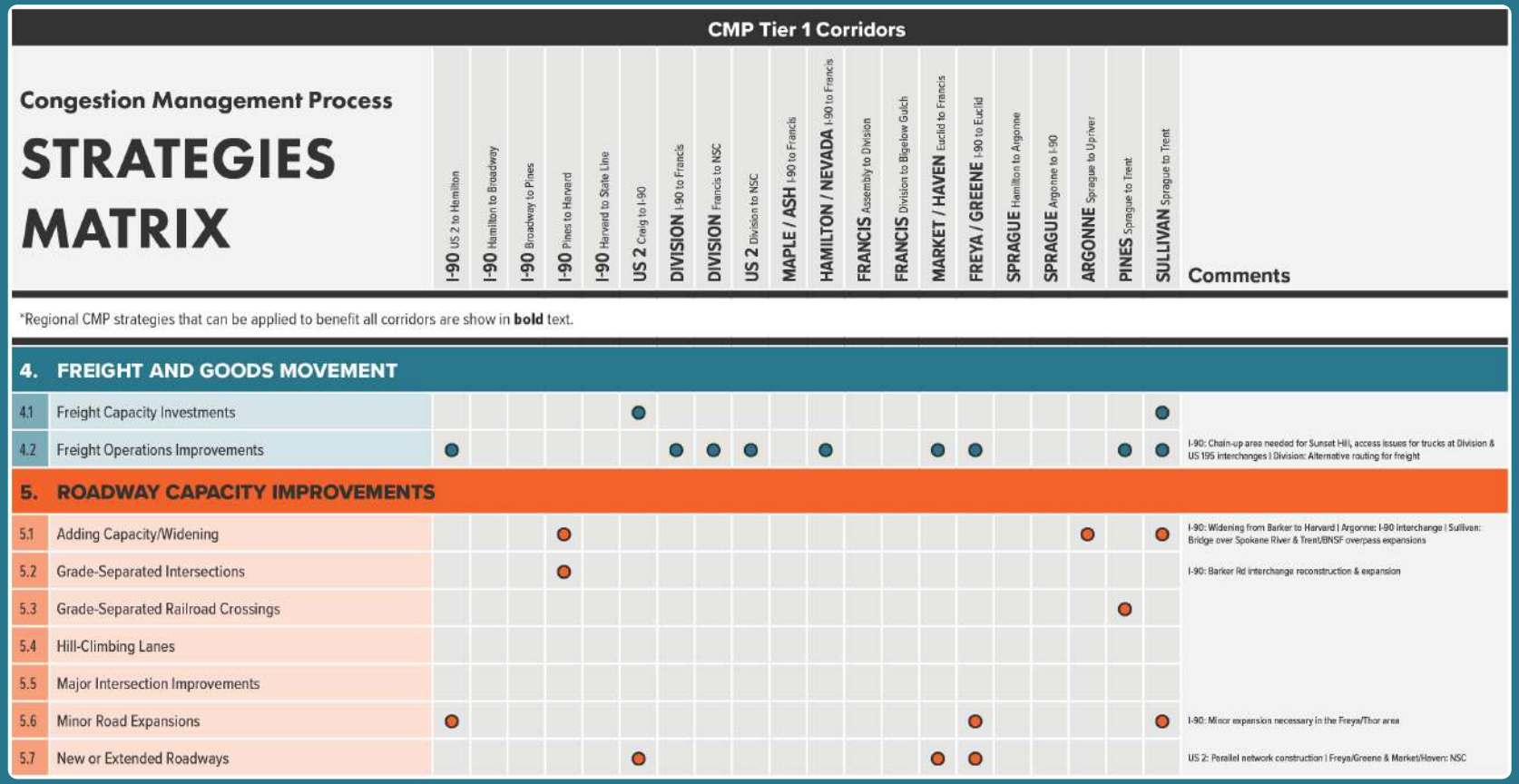
CMP Tier 1 Corridors

Congestion Management Process

STRATEGIES MATRIX

		I-90 US 2 to Hamilton	I-90 Hamilton to Broadway	I-90 Broadway to Pines	I-90 Pines to Harvard	I-90 Harvard to State Line	US 2 Craig to I-90	DIVISION I-90 to Francis	DIVISION Francis to NSC	US 2 Division to NSC	MAPLE / ASH I-90 to Francis	HAMILTON / NEVADA I-90 to Francis	FRANCIS Assembly to Division	FRANCIS Division to Bigelow Gulch	MARKET / HAVEN Euclid to Francis	FREYA / GREENE I-90 to Euclid	SPRAGUE Hamilton to Argonne	SPRAGUE Argonne to I-90	ARGONNE Sprague to Upriver	PINES Sprague to Trent	SULLIVAN Sprague to Trent	Comments
*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.																						
1.	**TRAVEL DEMAND MANAGEMENT (TDM)**																					
1.1	Alternative Travel Mode Outreach Programs (Group)	○	○	○	○	○	○	○		○	○	○	○	○	○		○	○			○	
1.2	Alternative Travel Mode Outreach Programs (Individualized)																					
1.3	**Alternative Work Hours***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.4	Bicycle Improvements	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	I-90: Bicycles prohibited, improvements to adjacent facilities
1.5	Local Delivery Service							○	○													
1.6	Parking Facility Management Informational Signs	○	○	○	○	○													○	○		I-90: At parking garages, park & rides | Pines & Sullivan: park & rides
1.7	Parking Management	○	○	○	○	○										○			○	○		I-90: Downtown Spokane, park & rides | Freya: SCC | Pines & Sullivan: park & rides
1.8	Pedestrian Improvements	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	I-90: Pedestrians prohibited, improvements to adjacent facilities
1.9	**Regional Commuter Benefit Program***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.10	**Public Education Campaigns***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.11	Ridesharing Services & Ride Matching	○	○	○	○	○	○									○					○	
1.12	**Telecommuting***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.13	**Universal Access Transit Pass Program***	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	

Strategies Matrix



Congestion Management Process STRATEGIES MATRIX	CMP Tier 1 Corridors																				
	I-90 US 2 to Hamilton	I-90 Hamilton to Broadway	I-90 Broadway to Pines	I-90 Pines to Harvard	I-90 Harvard to State Line	US 2 Craig to I-90	DIVISION I-90 to Francis	DIVISION Francis to NSC	US 2 Division to NSC	MAPLE / ASH I-90 to Francis	HAMILTON / NEVADA I-90 to Francis	FRANCIS Assembly to Division	FRANCIS Division to Bigelow Gulch	MARKET / HAVEN Euclid to Francis	FREYA / GREENE I-90 to Euclid	SPRAGUE Hamilton to Argonne	SPRAGUE Argonne to I-90	ARGONNE Sprague to Upriver	PINES Sprague to Trent	SULLIVAN Sprague to Trent	Comments
*Regional CMP strategies that can be applied to benefit all corridors are show in **bold** text.																					
4. FREIGHT AND GOODS MOVEMENT																					
4.1 Freight Capacity Investments						●														●	
4.2 Freight Operations Improvements	●						●	●	●		●			●	●				●	●	I-90: Chain-up area needed for Sunset Hill, access issues for trucks at Division & US 195 interchanges | Division: Alternative routing for freight
5. ROADWAY CAPACITY IMPROVEMENTS																					
5.1 Adding Capacity/Widening				●														●		●	I-90: Widening from Barker to Harvard | Argonne: I-90 interchange | Sullivan: Bridge over Spokane River & Trent/BNSF overpass expansions
5.2 Grade-Separated Intersections				●																	I-90: Barker Rd interchange reconstruction & expansion
5.3 Grade-Separated Railroad Crossings																			●		
5.4 Hill-Climbing Lanes																					
5.5 Major Intersection Improvements																					
5.6 Minor Road Expansions	●														●					●	I-90: Minor expansion necessary in the Freya/Thor area
5.7 New or Extended Roadways						●								●	●						US 2: Parallel network construction | Freya/Greene & Market/Haven: NSC

Questions?

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