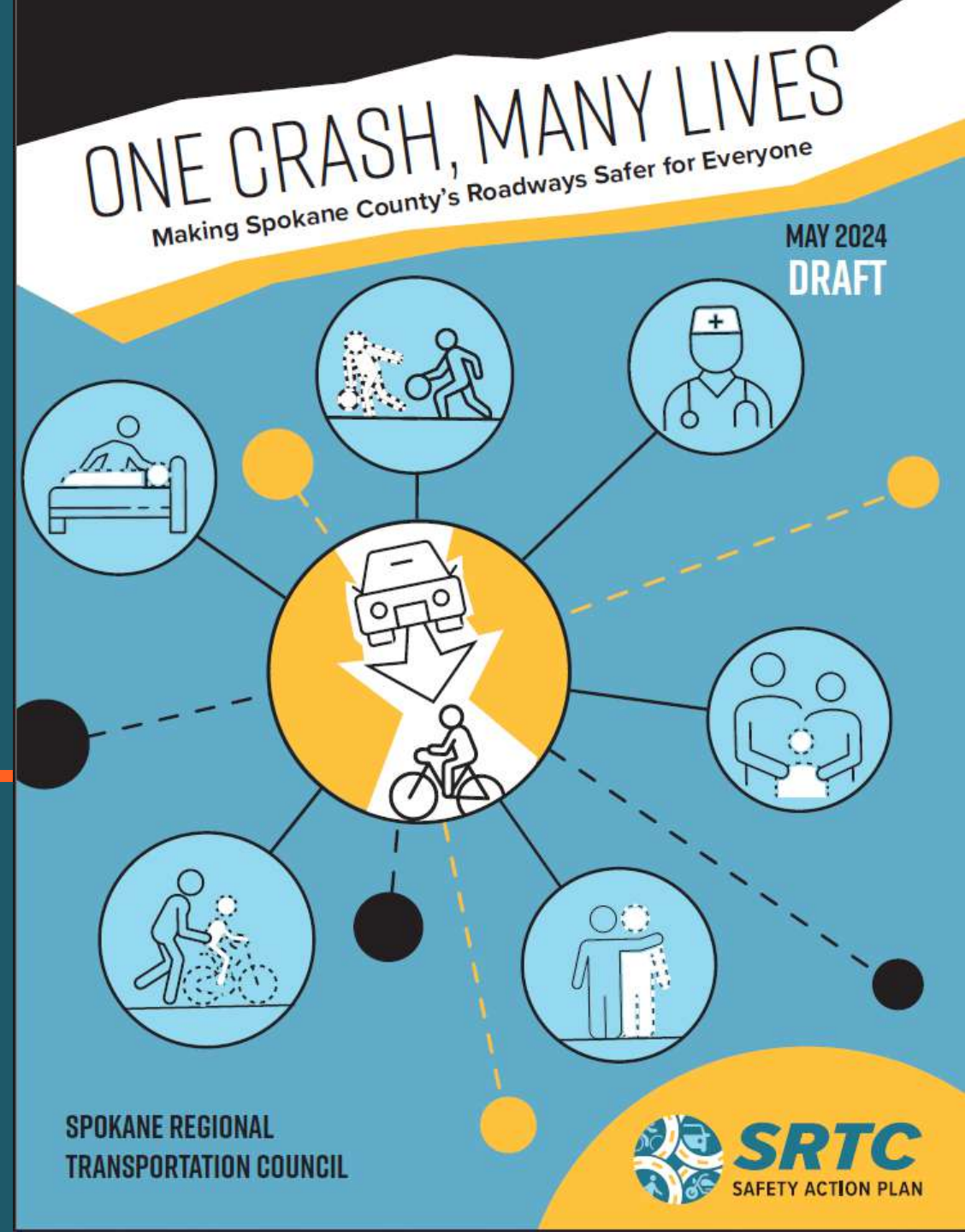


# Regional Safety Action Plan

SRTC Committees  
Agenda Item 6 | Page 9

June 26, 2024



# Extraordinary Effort! Thank You!

- Multiple Meetings
- Document review
- Follow up calls
- Email coordination

★ Steering Committee Members

## Agency Stakeholders

- ★ Adam Jackson, City of Spokane Valley\*  
City of Deer Park  
Town of Fairfield
- ★ John Griffin, WTSC Vision Zero Task Force  
Micki Harnois, Town of Rockford
- ★ Samantha Hennessy, Spokane Regional Health District\*  
Kalispel Tribe of Indians  
Lisa Key, City of Liberty Lake  
Town of Latah  
Brett Lucas, City of Cheney
- ★ Inga Note, City of Spokane\*  
Kevin Picanco, City of Spokane
- ★ Tom Sahlberg, SRTC Tac Member\*  
Kyle Schiewe, City of Millwood  
Town of Spangle  
Spokane Tribe of Indians  
Heather Trautman, City of Airway Heights
- ★ Nate Thompson, Spokane County\*  
Washington State Patrol  
Washington State Department of Transportation  
Washington State Transportation Commission  
Town of Waverly  
Sonny Weathers, City of Medical Lake
- ★ Lukas Yanni, Spokane Transit Authority\*



# What's in the Plan

Introduction .....	8
What We Heard from the Community.....	14
What's Happening in Our Region .....	21
Emphasis Areas .....	30
Strategies and Action .....	36
Implementation .....	42
Emerging Tech .....	44
Evaluating our Progress.....	46
Member Profiles .....	48

## Appendices (under separate cover)

- Appendix A: Public Involvement Summary
- Appendix B: Equity Analysis
- Appendix C: Crash Analysis/HIN Methodology
- Appendix D: Plan and Peer Agency Review
- Appendix E: Strategy Background
- Appendix F: Countermeasure Toolkit
- ★ Appendix G: Project Prospectus Sheets

★ HIN project concepts to help with future funding requests. Not intended to be adopted as part of plan.

# RESOLUTION

of the BOARD OF DIRECTORS of the  
SPOKANE REGIONAL  
TRANSPORTATION COUNCIL  
R-24-##

## Regional commitment to the goal of zero roadway fatalities and serious injuries

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC is established through an Interlocal Agreement of the members that forms a Board of Directors to serve as the governing body of SRTC with a responsibility to make policy decisions for the organization; and

WHEREAS, SRTC was awarded a federal Safe Streets and Roads for All (SS4A) planning grant to fund a Regional Safety Action Plan (RSAP) to identify measures for reducing fatal and serious crashes for all modes – vehicles, motorcycles, pedestrians, and bicyclists.

WHEREAS, to comply with the SS4A program requirements, the RSAP must include a public commitment to the eventual goal of zero roadway fatalities and serious injuries from a high ranking official and/or elected body in the jurisdiction, including a timeline/target for achieving that goal.

WHEREAS, progress toward the national safety goals is monitored as part of the annual Safety Performance Measurement reporting process.

WHEREAS, Washington State Department of Transportation (WSDOT) Target Zero goal states that traffic fatalities and serious injuries on Washington's roadways (including roads beyond the National Highway System) will be reduced to zero by the year 2030.

WHEREAS, the likely time frame from RSAP adoption to project programming, design, funding, and construction will exceed 6 years in most cases.

WHEREAS, under the SS4A grant program, establishing multiple target dates to achieve zero fatal and serious injury crashes is allowable.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board: agrees to plan and program projects to achieve a 50 percent reduction in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists; achieve zero fatal and serious injury crashes within the SRTC planning area by 2042; reassess data and targets at least every four to five years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

# SRTC REGIONAL LEADERSHIP COMMITMENT AND GOAL



Achieve **50% reduction** in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists.



Achieve **zero fatal and serious injury crashes** within the SRTC planning area by 2042.



**Reassess data and targets** at least every 4 to 5 years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

---

# Public and Agency Feedback Summary

- Overall, well done
- Easy to read and understand
- Really like:
  - “How our decisions affect others” - a great header for behavioral issues
  - Use of the infographics to highlight different users, crash types, and key summary information
- Great use of stories and visuals



# Response to Comments by Theme

## High Injury/High Priority Network Fine Tuning

- Identifies roadways and intersections with the highest number of serious and fatal injuries (FSI) 2018 –2022.
- Used Highway Safety Manual Equivalent Property Damage Only (EPDO) Network Screening Tool
  - 100 points for FSI crashes
  - 1 point to all other crashes
- Modified based on agency input.
- For Unincorporated Spokane County – Removed WSDOT facilities and created WSDOT Profile

**Consistent with Safe System Approach's principle of eliminating fatal and serious injuries for all road users.**

- Shows historic trends and patterns
- Solutions can be applied to roadways with similar characteristics

# Response to Comments by Theme

## Strategies and Actions



Pedestrian and  
Bicycle Safety



Speed  
Management



Run Off the Road/Lane  
Departure Crashes



Angle  
Crashes



Education:  
Changing Behaviors

- **New Strategies**
  - Analyze micromobility crash data to understand the habits of riders and plan for infrastructure enhancements.
  - Continue to support access to and the improvement of driver's education for young drivers.
- **Post Crash Care**
  - Emergency notification systems
  - Emergency vehicle preemption
- **Updated Emerging Technology**
  - Autonomous Vehicles
  - Near Miss Video Data Analytics

# Response to Comments by Theme

## Implementation Section

- Clarified
  - Plan identifies **a menu of strategies**
  - Implemented over time based on funding availability
  - Strategies **are not one size fits all**
- Identified agencies should update local plans and Capital Improvement Plans to include safety projects on HIN and roadways with similar characteristics
- Added potential funding programs

# Response to Comments by Theme

## Humanizing the Data

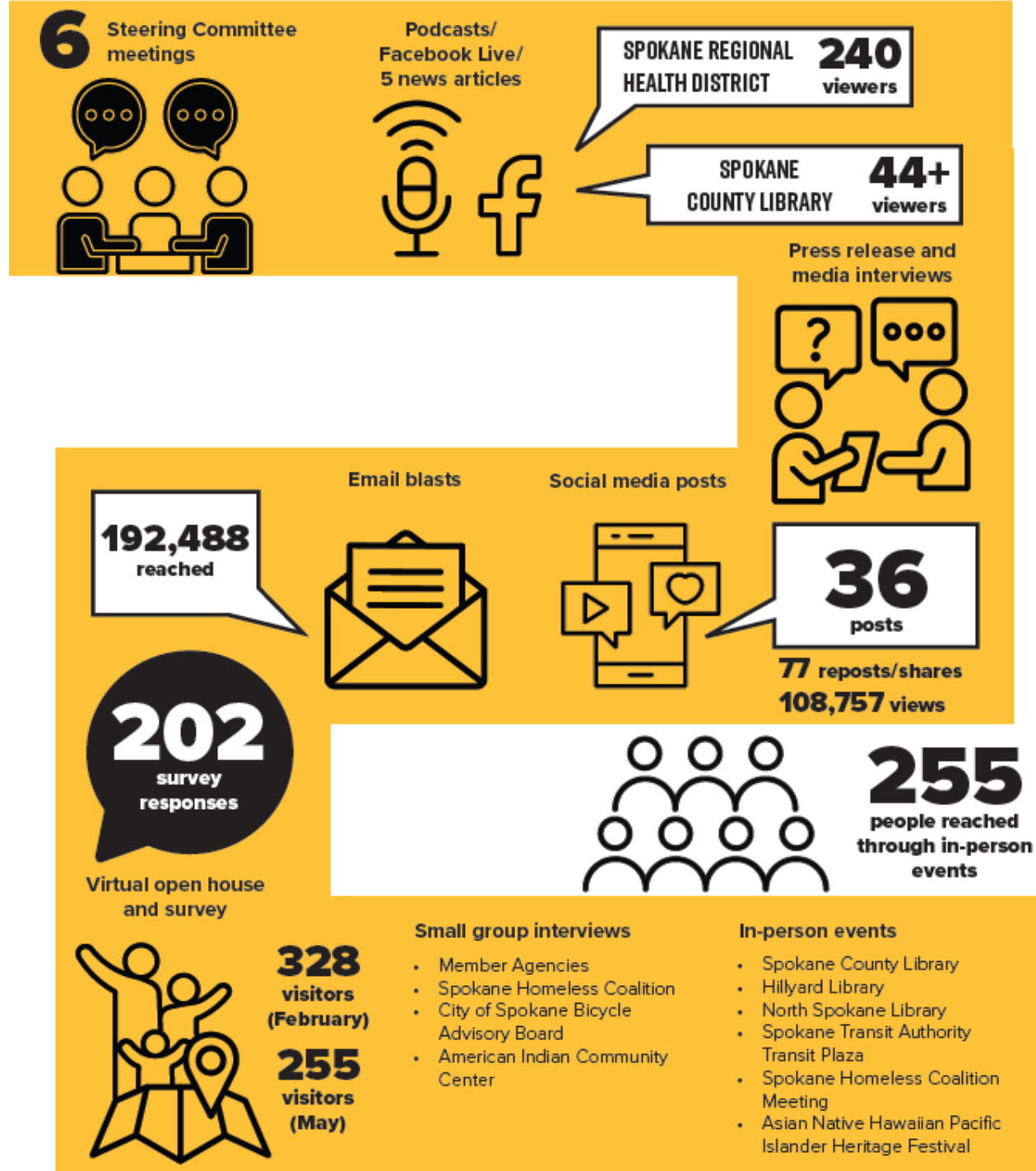


- Reviewed language from FHWA, USDOT, and WSDOT for consistency
- Removed words such as “alarming statistic, this changes now, dangerous,” etc.

“I SAW A CRASH NEAR FREYA. THE CAR WAS UPSIDE DOWN AND SO CRUSHED THAT I COULDN'T TELL WHAT KIND IT WAS. **SOMEONE DIED IN THAT CRASH.**”

Public outreach participant

# A unifying framework to guide transportation safety in the region with the goal of getting everyone home safely



# Requested Action

---

**Recommend SRTC Board adoption of the Regional Safety Action Plan**

# Questions?

---

Mike Ulrich, AICP

Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384

# DATA Project

---

**Spokane Regional Transportation Council  
Committee Meetings**

**June 24, 2024**

# Tasks

---

**Task 1: Household Travel Survey**

**Task 2: Passive Data**

**Task 3: Traffic Counts**

**Task 4: Model Updates**

**Task 5: Land Use Allocation Tool**

**Task 6: Online Data Hub**

# Travel Demand Model

---

- **Validated at regional scale according to industry standard, per scope**
- **Model users requested revisions and additional localization features**
- **Staff developed an Option that would account for those requests**

# Final Comments

---

- **On Federal-Aid network:**
  - 62 links
  - 4 nodes
- **Some requested revisions off Fed-Aid network**

# Option A

---

- **Scope:**
  - **Execute requested revisions from model users group**
- **Schedule:**
  - **Dependent on member agency review**
  - **Members review and provide data to consultant**
  - **Consultant to execute coding edits**
- **Budget:**
  - **~\$80,000**

**Whitepaper detailing intersection control methodology and impacts to model outputs**

# Option B

---

- **Scope:**
  - **Complete review of Fed-Aid network (NTE 100 network features) and execute revisions**
- **Schedule:**
  - **Dependent on member agency review**
  - **Members review and provide data to consultant**
  - **Consultant to execute coding edits**
- **Budget:**
  - **~\$85,000\* *dependent on level of member agency review/data submittal***

# Requested Action

---

**Recommend that the SRTC Board acknowledge that the DATA Project has been delivered according to the scope, release the travel demand model for use by member agencies, and close the contract**

**AND**

**authorize staff to issue task order to the general planning consultant to execute Option A**



## SPOKANE

INTERNATIONAL AIRPORT



# Spokane Airports Overview Prepared For

***SRTC*** SPOKANE REGIONAL  
TRANSPORTATION  
COUNCIL



Spokane International Airport  
GEG — GENERATING ECONOMIC GROWTH

# Spokane International Airport- Nonstop Destinations



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



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



- Las Vegas
- Orange County
- Phoenix-Mesa



- Charlotte
- Dallas Fort Worth
- Phoenix



- Denver
- San Francisco



- Minneapolis



Spokane International Airport  
SpokaneAirports.net

Now Offering Nonstop Service to  
**20 DESTINATIONS** Throughout the U.S.



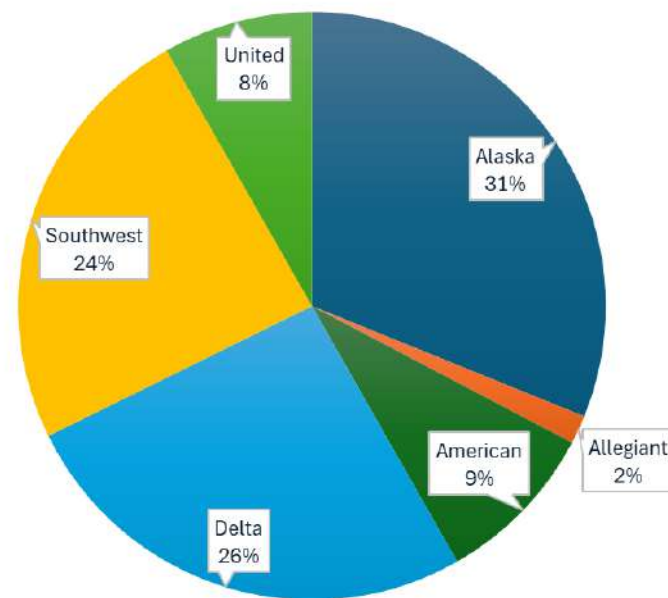
## Passenger Traffic

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.**

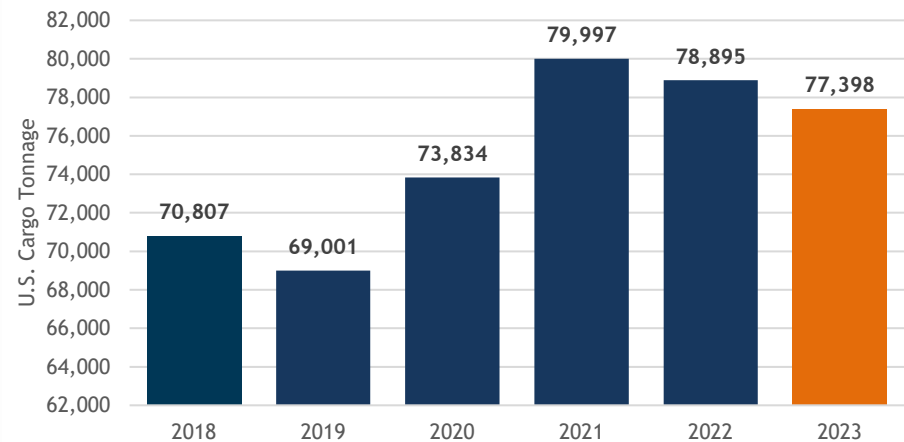
In 2023, both **American Airlines** and **Southwest Airlines** announced intent to expand nonstop operations through GEG, launching seasonal service to Charlotte Douglas International Airport and Dallas Love Field, respectively, in June 2024.

## 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



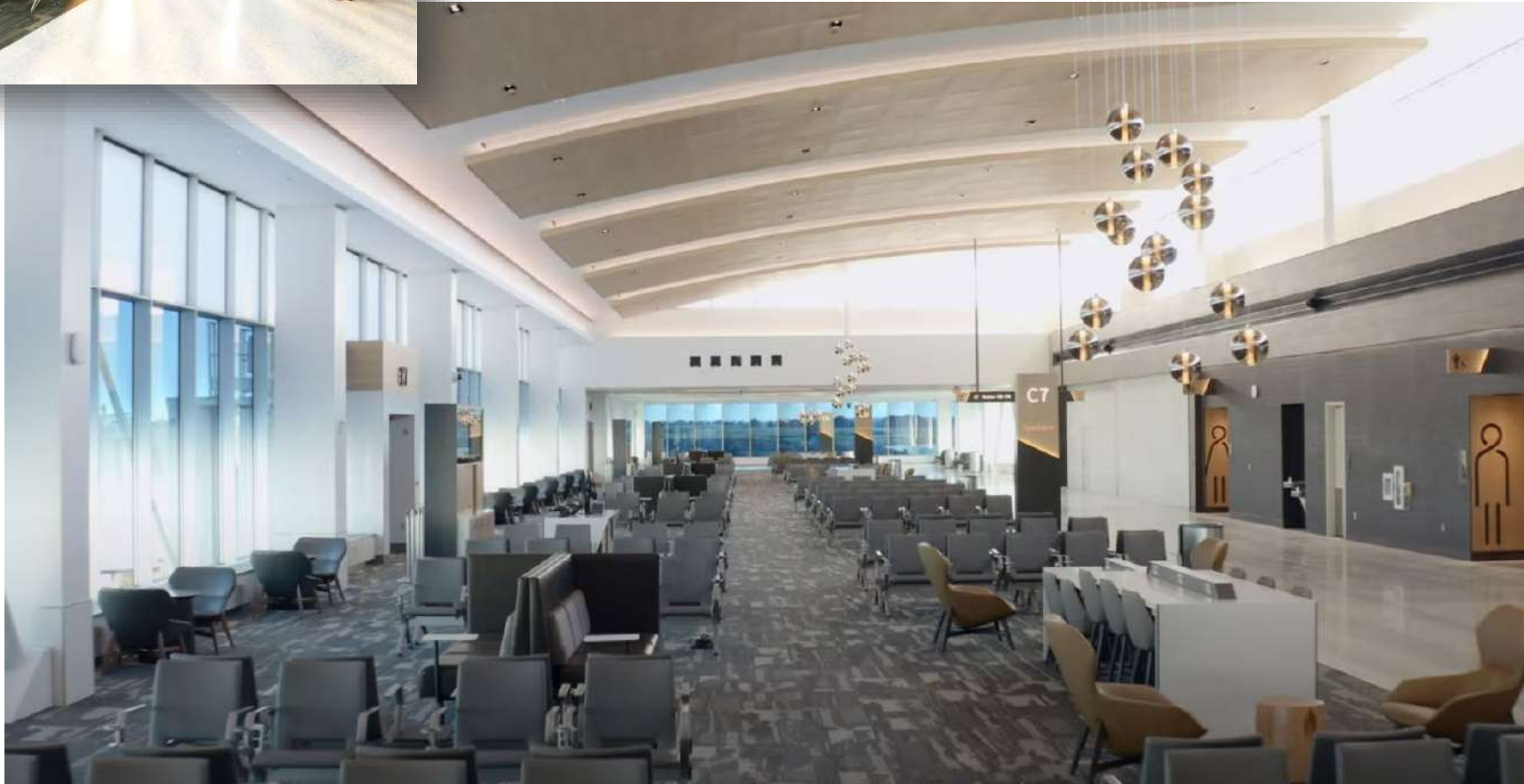
### 2023 Cargo Traffic Highlights

- **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

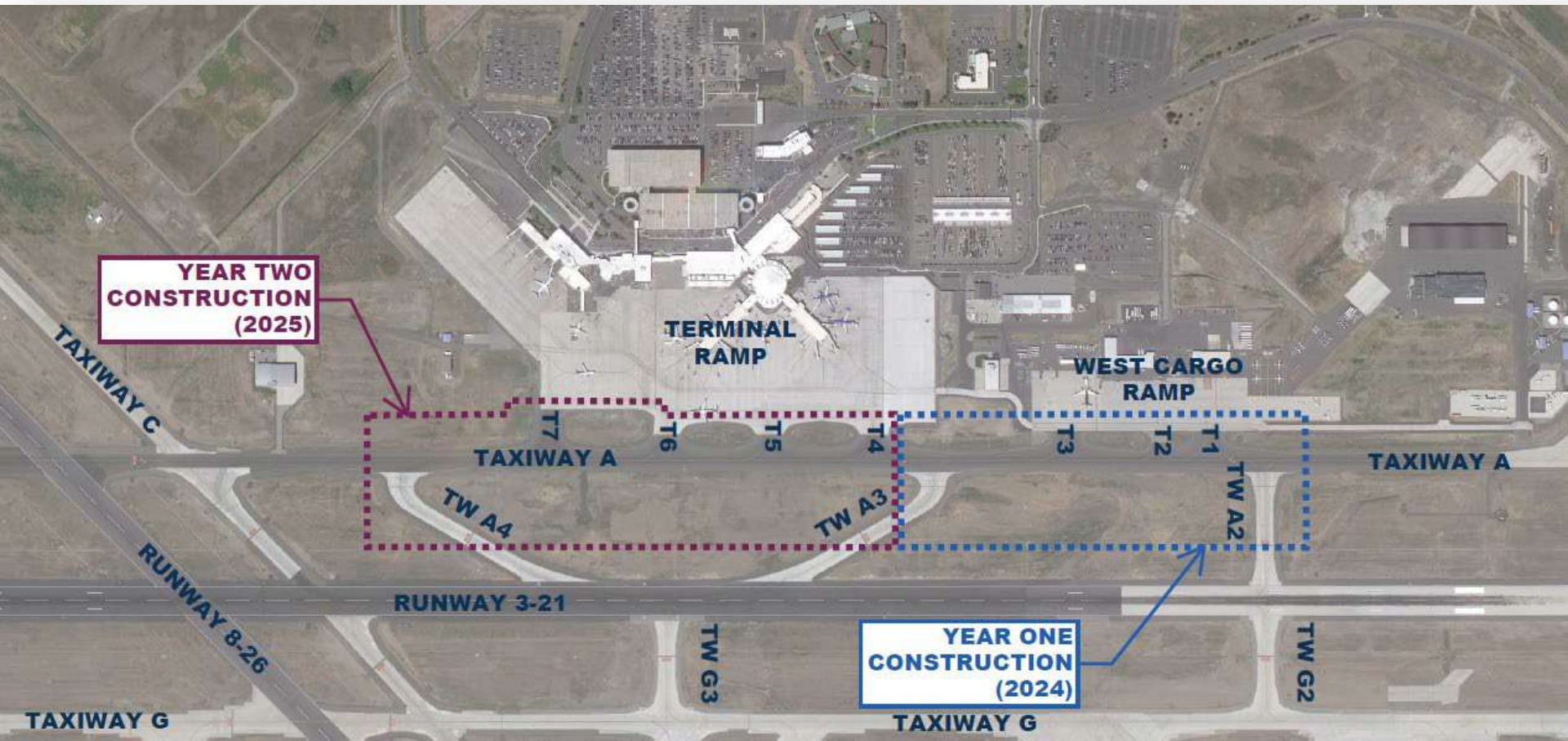


# Concourse C Terminal Renovation & Expansion





# Taxiway A Reconstruction and Airfield Improvements



## Concourse C Parking Lot Expansion, Phase 2

FUTURE MCFARLANE ROAD EXTENSION

EXPANDED CONCURSE C PARKING LOT  
(PROPOSED WORK)

EXPANDED CONCURSE C PARKING LOT  
(PREVIOUS PHASE)

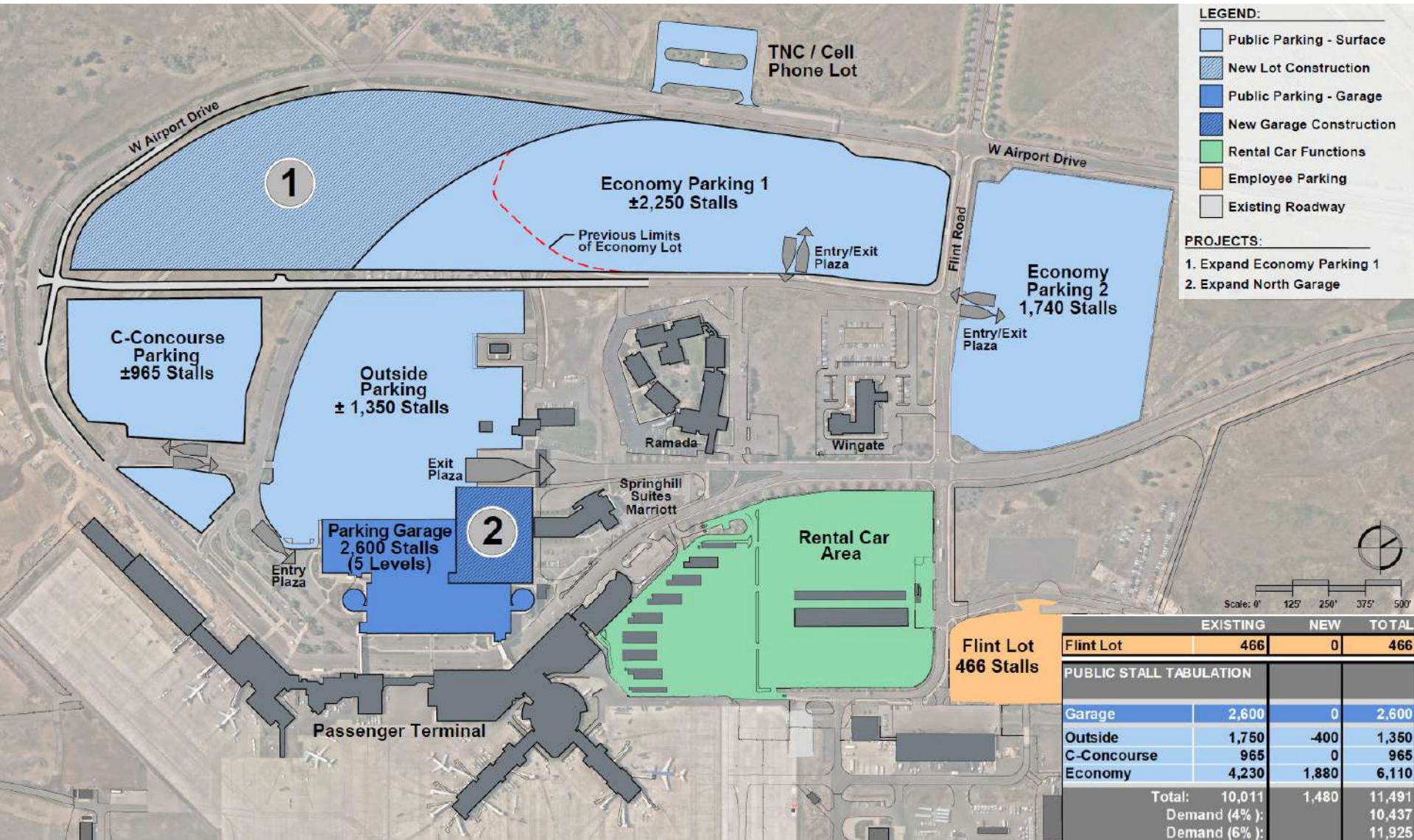


# Airport Parking Facility Master Plan - Draft



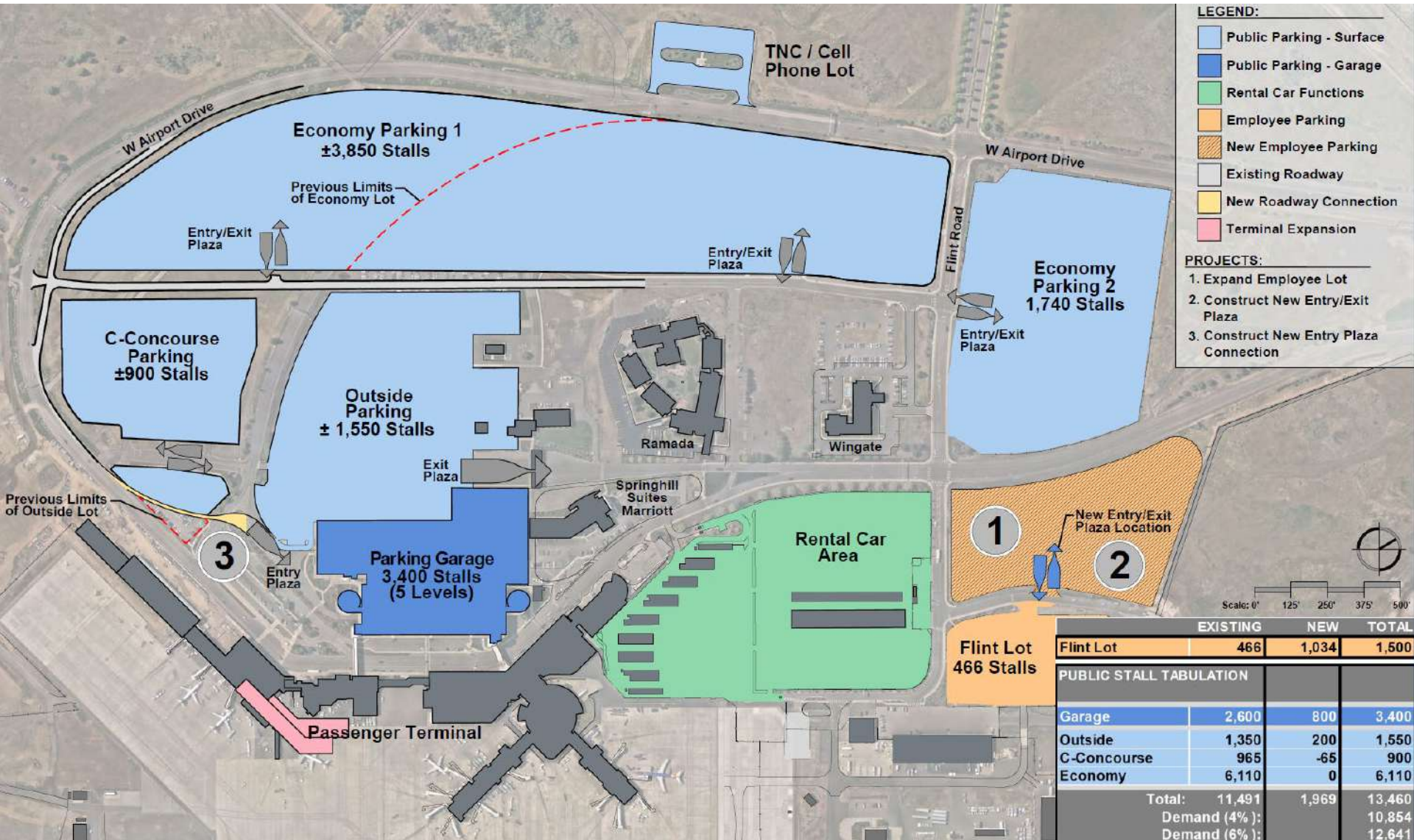
# SPOKANE

INTERNATIONAL AIRPORT

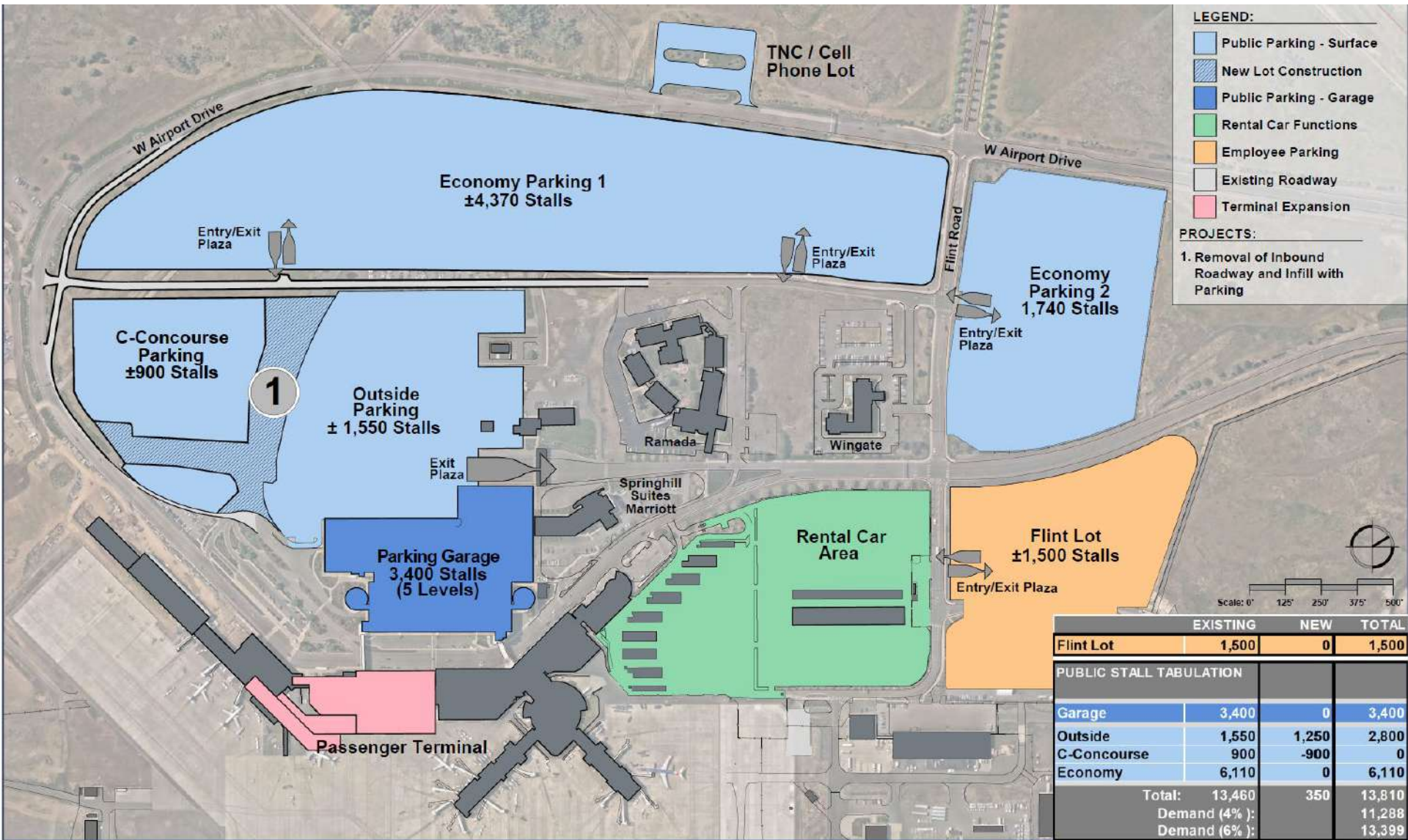


	EXISTING	NEW	TOTAL
Flint Lot	466	0	466
<b>PUBLIC STALL TABULATION</b>			
Garage	2,600	0	2,600
Outside	1,750	-400	1,350
C-Concourse	965	0	965
Economy	4,230	1,880	6,110
Total:	10,011	1,480	11,491
Demand (4%) :			10,437
Demand (6%) :			11,925

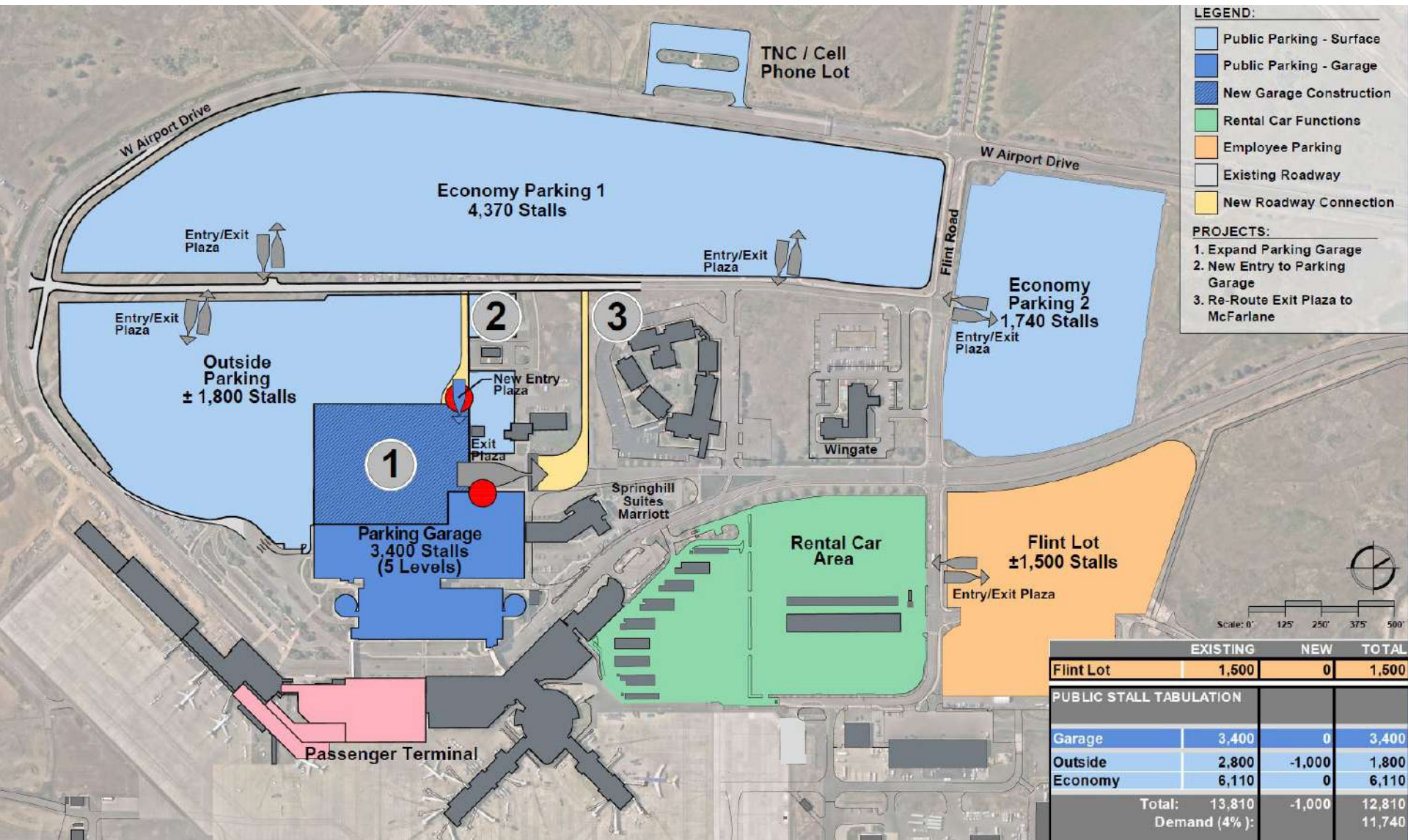
# Airport Parking Facility Master Plan - Draft



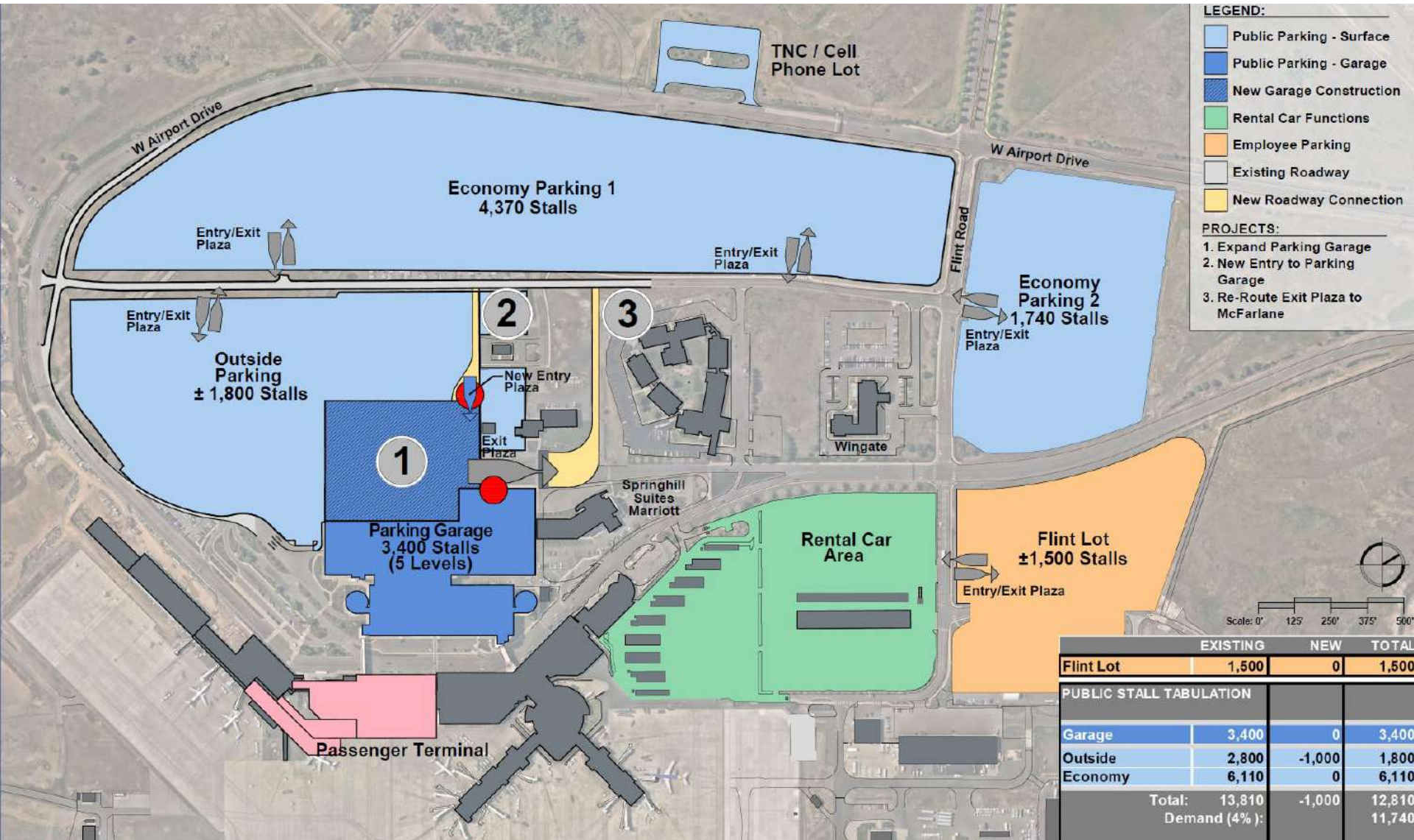
# Airport Parking Facility Master Plan - Draft



# Airport Parking Facility Master Plan - Draft



# Airport Parking Facility Master Plan - Draft



	EXISTING	NEW	TOTAL
Flint Lot	1,500	0	1,500
<b>PUBLIC STALL TABULATION</b>			
Garage	3,400	0	3,400
Outside	2,800	-1,000	1,800
Economy	6,110	0	6,110
Total:	13,810	-1,000	12,810
Demand (4%):			11,740

## Airport Layout Plan

### EXISTING FACILITY LEGEND

1. Terminal	1. Airframe Washing Parking Lot
2. Air Carrier Apron	2. South Maintenance Apron
3. Terminal Parking Garage	3. Aerobuild / Maintenance Hangar
4. Aircraft Rescue and Fire Fighting	4. Aerobuild / Maintenance Hangar
5. Air Cargo	5. Aerobuild / Maintenance Hangar
6. West Cargo Apron	6. Air Traffic Control Tower
7. Operations Building	7. FAA ASB-9 Radar
8. Fuel Farm	8. AT Parkers Farm
9. Cargo Storage	9. Tugboat Building
10. Snow Removal Equipment Building	10. Snowmobile Storage
11. Aerobuild / Maintenance Hangar	11. USFS Regional Distribution Center
12. FBO	12. Parking Operations Building and Storage
13. Aerobuild / Maintenance Hangar	13. Mill
14. US Customs	

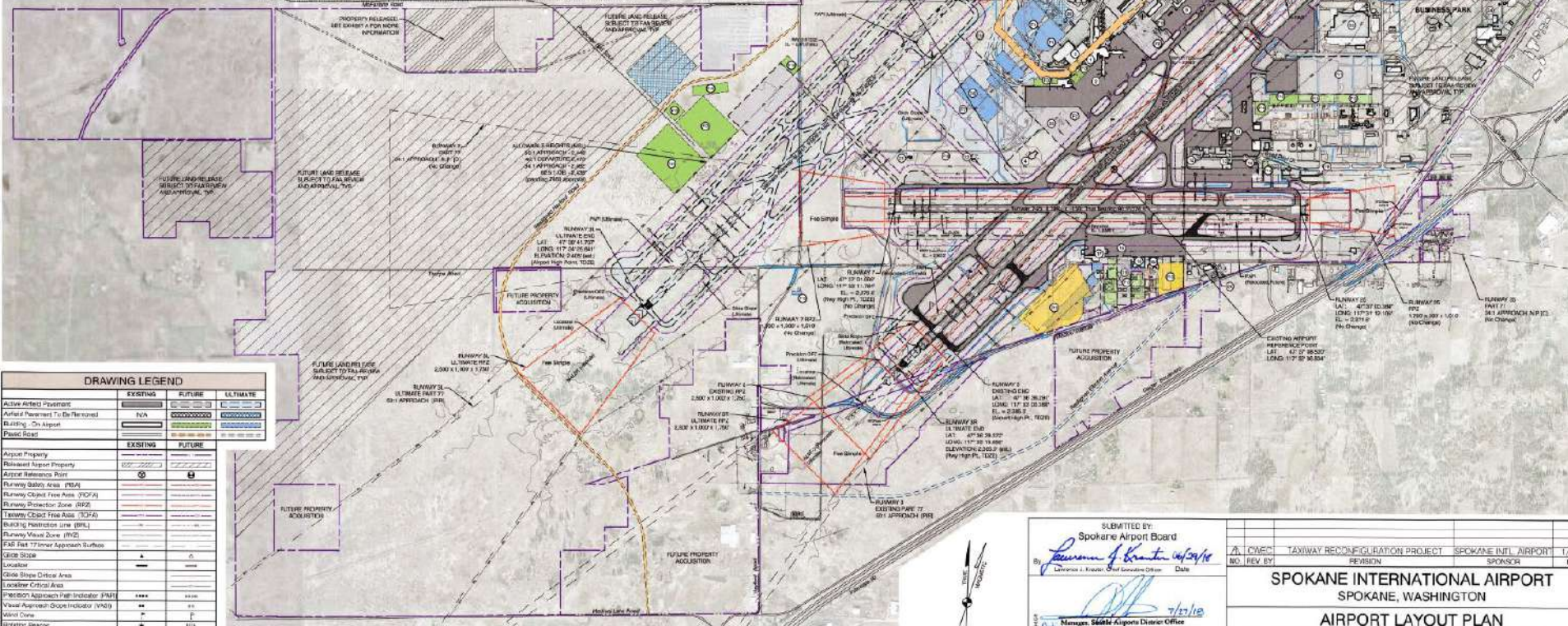
### FUTURE FACILITY LEGEND

1. Existing Apron	1. Cargo Apron
2. Extended Apron	2. Extended US Customs
3. Extended Passenger Terminal	3. Future Aerobuild Facilities
4. Passenger Terminal Parking	4. Hangar 100 x 200
5. Passenger Terminal Parking	5. Recycled Electrical Mill
6. Passenger Terminal Ultimate	6. Recycled 200 Airframe Farm
7. Air Carrier Apron Ultimate	7. Convenience Store / Gas Station
8. T Hangar	8. Air Traffic Control Tower
9. Fuel Farm Upgrade	9. Recycled Conventional Facility
10. Conventional Facilities	

### AIRPORT DATA

	EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level)	2,385.2' ①	No Change	2,385.2'
AIRPORT REFERENCE POINT	LATITUDE: 47° 37' 36.520" N	No Change	47° 37' 36.520" N
	LONGITUDE: 117° 32' 04.834" W	No Change	117° 32' 04.834" W
MEAN MAX. TEMP. (Normal Month)	64.1° F (JAN)	No Change	No Change
AIRPORT REFERENCE CODE	0	No Change	0
CRITICAL ALTITUDE	Boeing 737-300	No Change	Boeing 777
AIRPORT AND TERMINAL NAVIGATIONAL AID	Beacon, I.S. Pulse	No Change	No Change
GPS APPROACH ESTABLISHED	Yes	No Change	No Change
AIRPORT ACRES	See Synopsis	6,743 acres	5,718 acres
	Acquisition	N/A	No Change
	Acquisition	N/A	No Change

\*For Notations, See Data Sheet



### DRAWING LEGEND

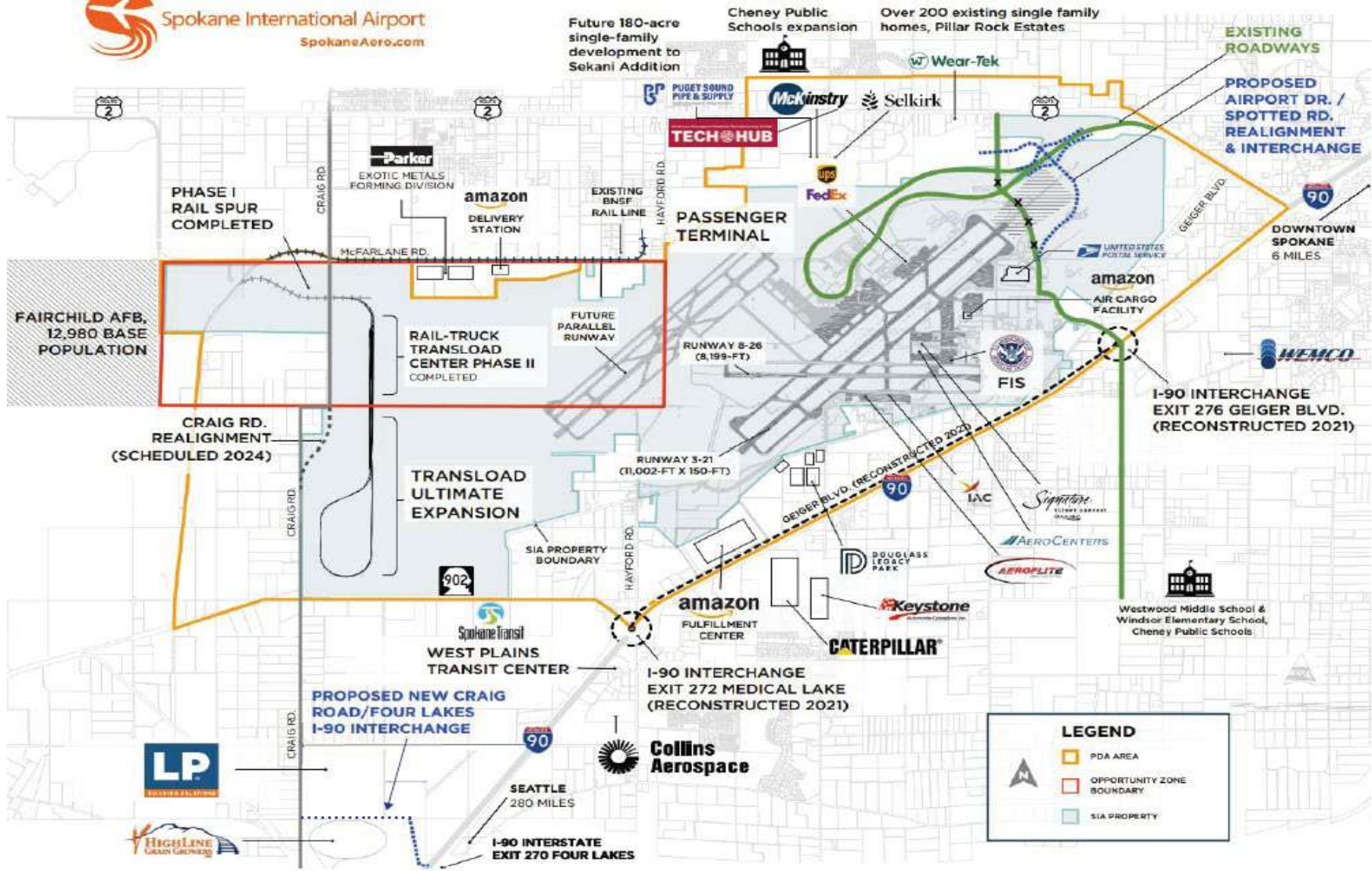
EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement	Active Airfield Pavement	Active Airfield Pavement
Airfield Pavement To Be Removed	N/A	N/A
Building - On Airport	Building - On Airport	Building - On Airport
Proposed Road	Proposed Road	Proposed Road
Airport Property	Airport Property	Airport Property
Relevant Airport Property	Relevant Airport Property	Relevant Airport Property
Airport Reference Area	Airport Reference Area	Airport Reference Area
Runway Safety Area (RSA)	Runway Safety Area (RSA)	Runway Safety Area (RSA)
Runway Object Free Area (OFA)	Runway Object Free Area (OFA)	Runway Object Free Area (OFA)
Runway Protection Zone (RPZ)	Runway Protection Zone (RPZ)	Runway Protection Zone (RPZ)
Taxiway Object Free Area (TOFA)	Taxiway Object Free Area (TOFA)	Taxiway Object Free Area (TOFA)
Building Protection Zone (BPZ)	Building Protection Zone (BPZ)	Building Protection Zone (BPZ)
Runway Visual Zone (RVZ)	Runway Visual Zone (RVZ)	Runway Visual Zone (RVZ)
FAR Part 77 Inner Approach Surface	FAR Part 77 Inner Approach Surface	FAR Part 77 Inner Approach Surface
Grade Slope	Grade Slope	Grade Slope
Grade Slope Critical Area	Grade Slope Critical Area	Grade Slope Critical Area
Location Critical Area	Location Critical Area	Location Critical Area
Prohibited Approach Path Indicator (PAI)	Prohibited Approach Path Indicator (PAI)	Prohibited Approach Path Indicator (PAI)
Visual Approach Slope Indicator (VASI)	Visual Approach Slope Indicator (VASI)	Visual Approach Slope Indicator (VASI)
Wind Cone	Wind Cone	Wind Cone
Rotating Beacon	Rotating Beacon	Rotating Beacon

SUBMITTED BY  
Spokane Airport Board  
By: Lawrence J. Krueger, Chairman  
Date: 7/27/18  
Manager, Spokane Airport District Office

NO. REV. BY	TAXIWAY RECONFIGURATION PROJECT	SPokane INTL AIRPORT	1/2
REVISION	REVISION	SPONSOR	DI
SPokane INTERNATIONAL AIRPORT SPokane, WASHINGTON			
AIRPORT LAYOUT PLAN			



Spokane International Airport  
SpokaneAero.com



# 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 6**



*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

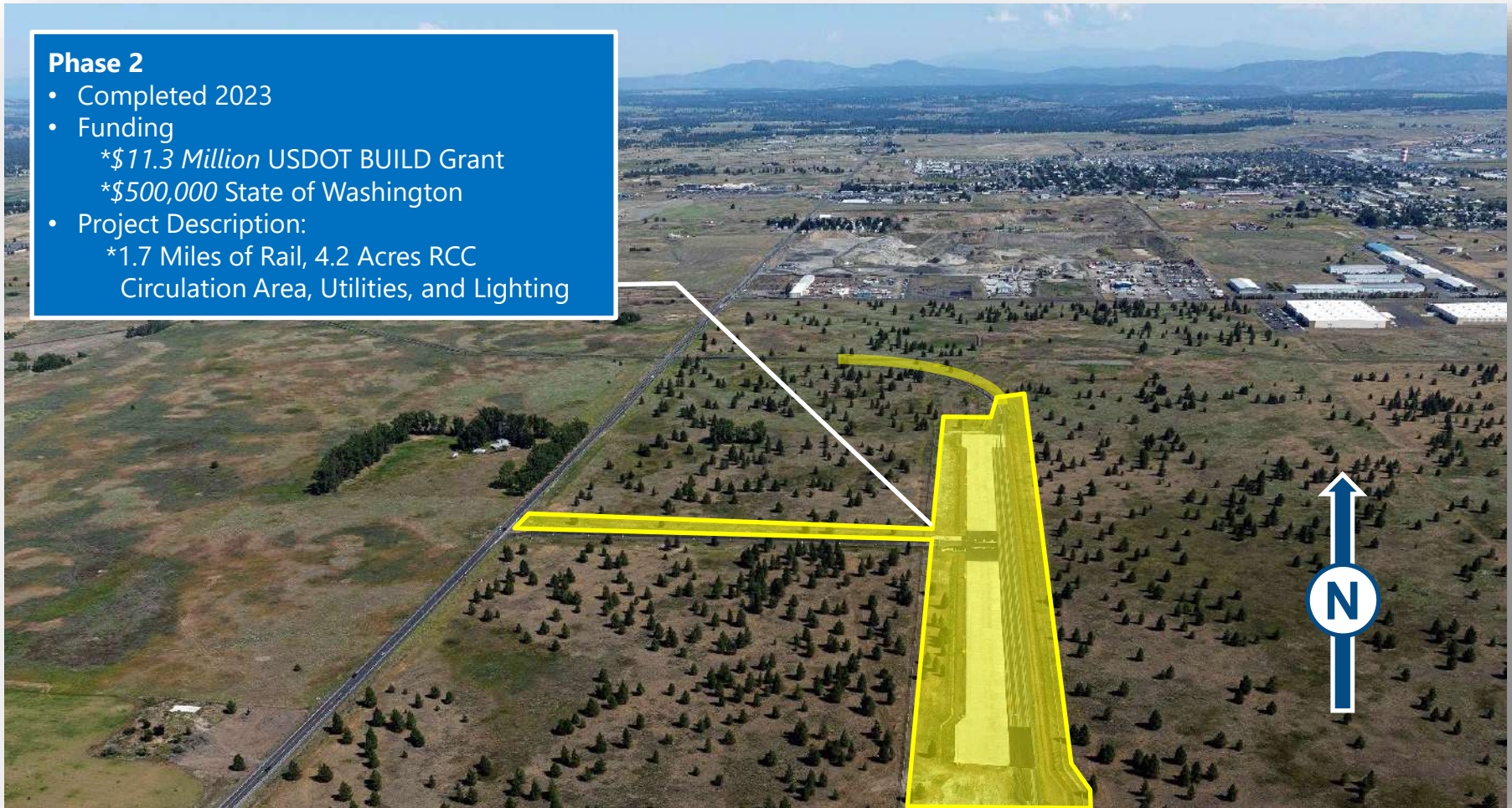
- Completed 2019
- Funding
  - \*\$2 Million State of Washington
- Project Description
  - \*1 Mile Rail Spur Connected to the Geiger Spur.



## Rail-Truck Transload Facility

### Phase 2

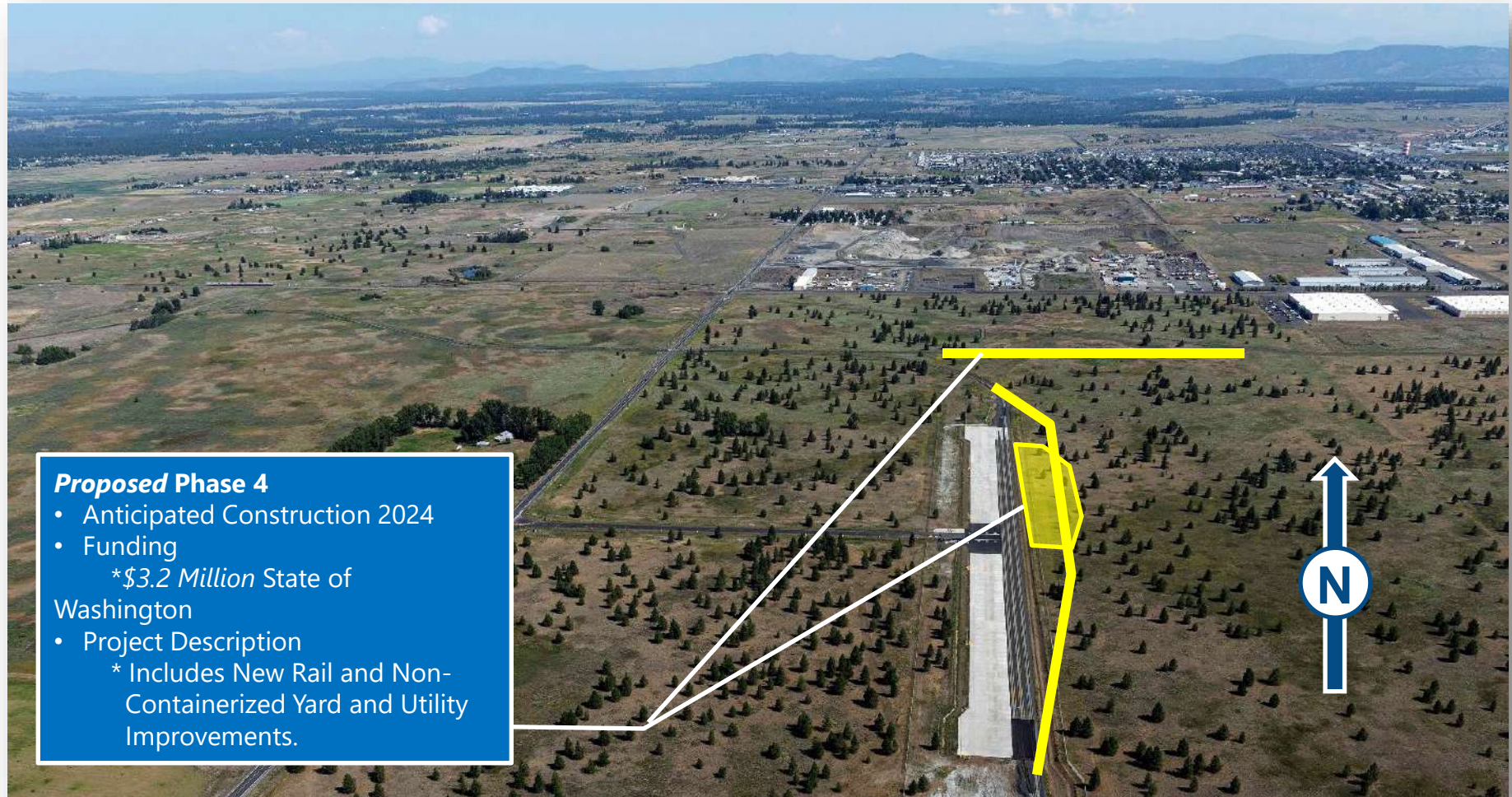
- Completed 2023
- Funding
  - \*\$11.3 Million USDOT BUILD Grant
  - \*\$500,000 State of Washington
- Project Description:
  - \*1.7 Miles of Rail, 4.2 Acres RCC Circulation Area, Utilities, and Lighting



## Rail-Truck Transload Facility



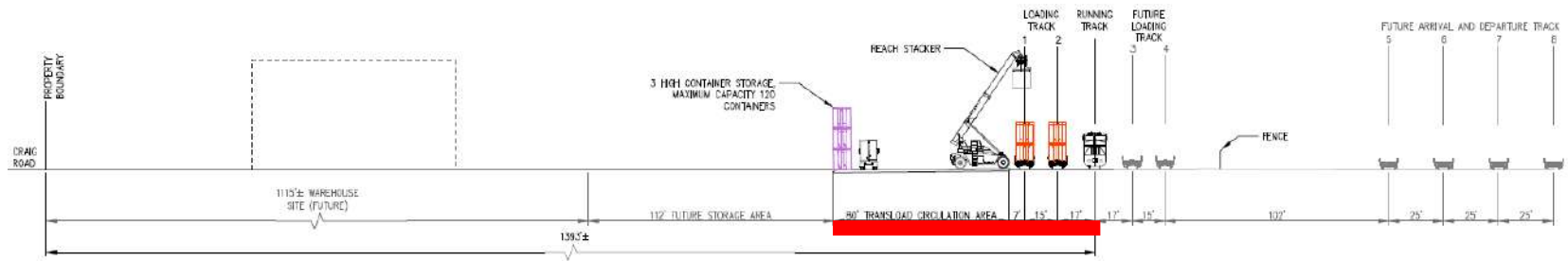
## Rail-Truck Transload Facility



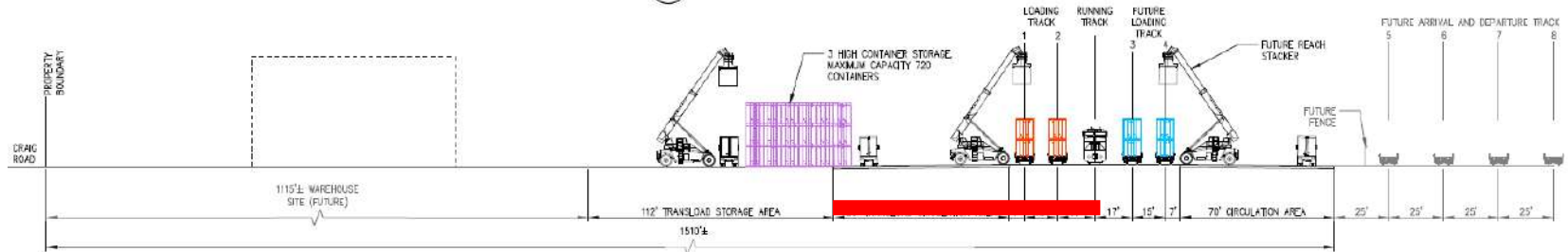
### **Proposed Phase 4**

- Anticipated Construction 2024
- Funding
  - \*\$3.2 Million State of Washington
- Project Description
  - \* Includes New Rail and Non-Containerized Yard and Utility Improvements.

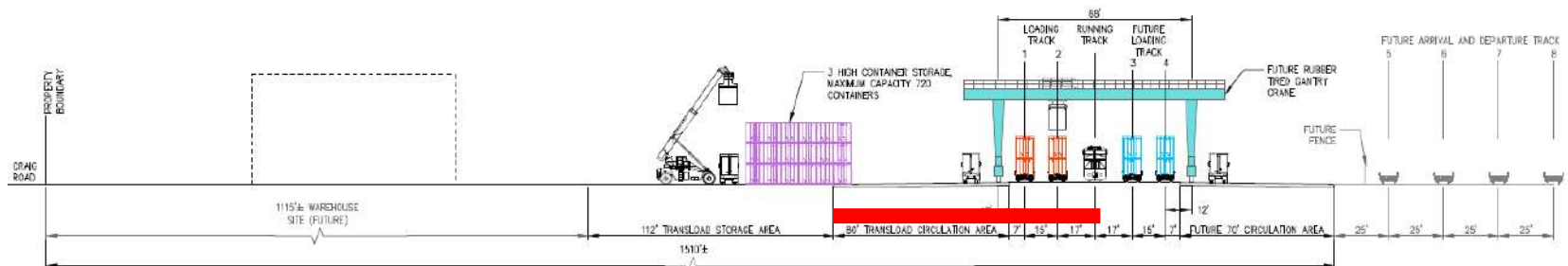
# Rail-Truck Transload Facility



**1**  
3 NTS  
**SITE SECTION - PHASE 2**



**2**  
3 NTS  
**SITE SECTION - FUTURE REACH STACKER OPERATION**



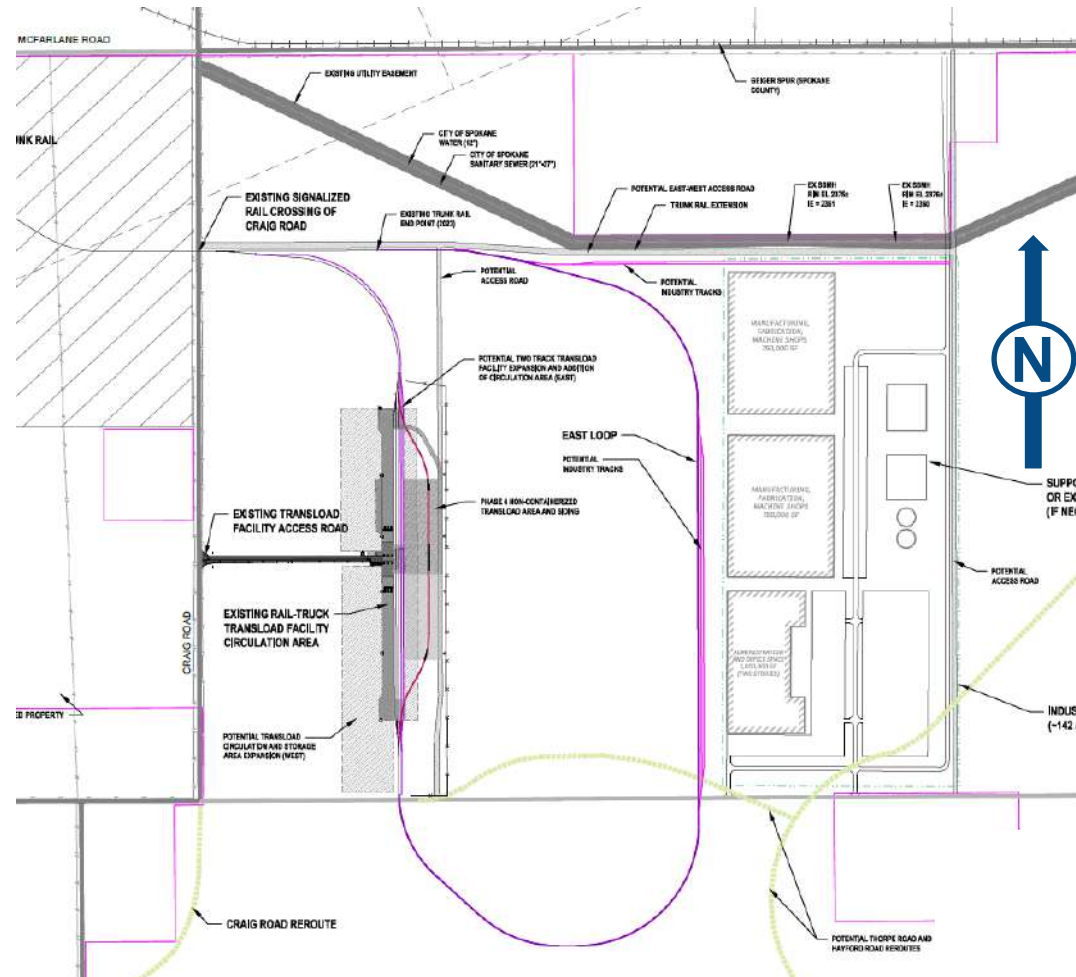
**3**  
3 NTS  
**SITE SECTION - FUTURE GANTRY CRANE OPERATION**

## 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

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



## Fancher Gateway Improvements





# SPOKANE

INTERNATIONAL AIRPORT

Thank you!



Spokane International Airport  
GEG — GENERATING ECONOMIC GROWTH

# Smart Mobility and Resiliency – Goals & Objectives

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TTC

Agenda Item 9 | Page 12

Jason Lien

June 26, 2024

# Smart Mobility & Resiliency Projects

---



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



**Identify technologies &  
resiliency  
vulnerabilities**



**Recommend projects,  
programs, and strategies**

# Smart Mobility

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**Use of technology and data to improve the multimodal transportation system**

# Smart Mobility Goal

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**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

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- 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

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

# System Resiliency Goal

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



# System Resiliency Approach

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- 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

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- July Board meeting, August committees
- Stakeholder Advisory Group #2 tomorrow
- State of the System
- Best Practices
- Draft recommendations at the end of this year

# Thank You

---

Jason Lien

[jlien@srtc.org](mailto:jlien@srtc.org)

509.343.6370

# Smart Mobility Technologies

---

- Infrastructure
  - Intelligent Transportation Systems (ITS)
  - Communications / Sensors
  - Broadband / Fiber / 5G
- Vehicles / Logistics
  - Connected/Autonomous
  - Clean fuels
  - Freight delivery
  - Micromobility
- Information Technology
  - Apps / traveler info
  - Data / AI





***SRTC***

# **Draft**

# **2025 Unified List of Regional Transportation Priorities**

---

**Transportation Technical Committee**  
**Agenda Item 10 | Page 13**

**June 26, 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)											

## 4 Week Project Submittal Period (complete)

- ## 3 Week SRTC Project Review (complete)

- ## Draft List

- ## Final List

- **State Version: Aug. (TTC/TAC), Sept. (SRTC Board)**
- **Federal Version: Oct. (TTC/TAC), Nov. (SRTC Board)**

**SRTC**

# 2025 Project Submittals Summary

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**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

**2** projects included in the 2024 list were not submitted for the 2025 list

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

# 2025 Project Submittals Summary (continued)

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**7** agencies submitted projects

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

**\$702.6** million in unfunded need

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

# SRTC Review & Draft List Development

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**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 <i>NEW</i>	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 <i>NEW</i>	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) <i>NEW</i>	STA	Initiation	\$ 9,325,000	\$ 7,460,000	\$ -	\$ 7,460,000		140
7	Market St Reconstruction <i>NEW</i>	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

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- **Consistency with previous year's list**
- **Overall project scores**
- **Maintain 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

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- **Return to the TAC and TTC in August to request their recommendation of the draft 2025 Unified List**

# SRTC Website Project Update


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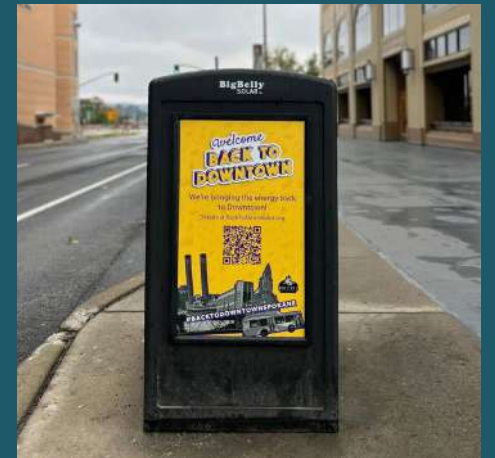
SRTC Transportation Technical Committee  
Agenda Item 11 | Page 18

June 26, 2024

# Project Overview

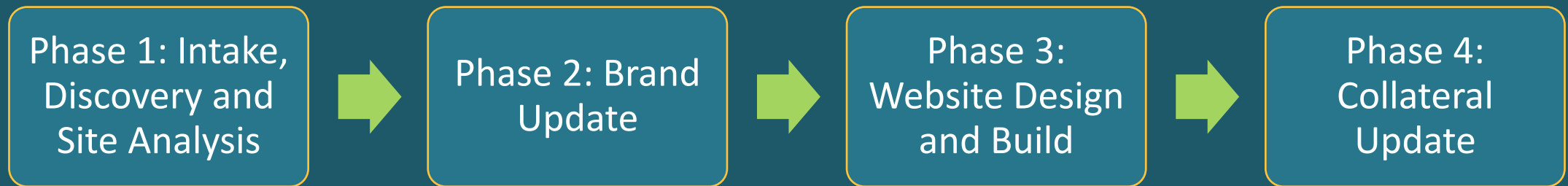
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- Part of the effort to strengthen the SRTC Outreach Program
- Selected Consultant:  **The Woodshop**
- Unified Planning Work Program (UPWP) Activity
- Anticipated Project Completion: February 2025



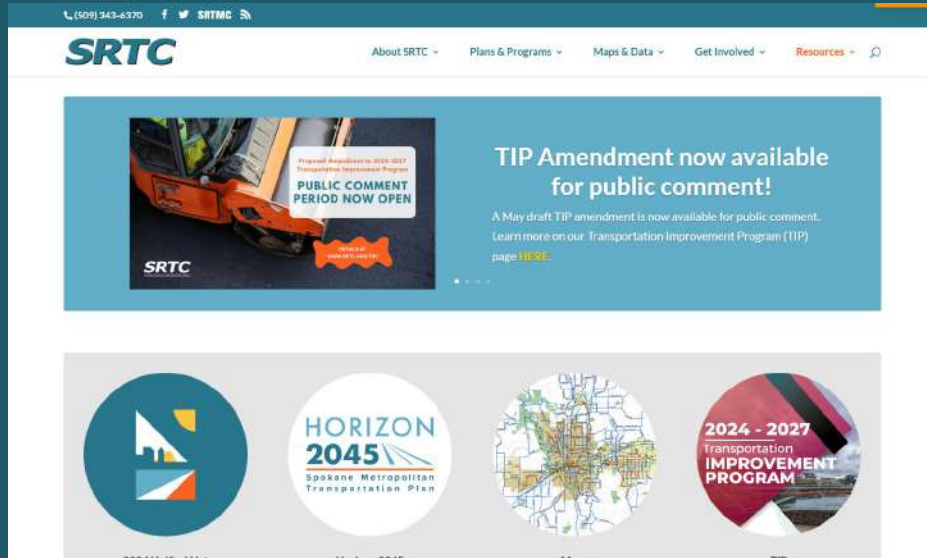
# Website Redesign & Update Project

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# Phase 1: Intake, Discovery and Site Analysis

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



*1 – 3 Weeks*

# Phase 2: Brand Update

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



**SRTC**

*8 – 10 Weeks*

# Phase 3: Website Design and Build

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

*10 – 12 Weeks*

# Phase 4: Collateral Update

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



*4 – 6 Weeks*

# Upcoming Next Steps

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- Complete Phase 1 Interviews
- Approval of the SRTC Brand & Logo
  - Committees: August
  - SRTC Board of Directors: September

*Questions or Comments?*

Savannah Hayward | [Shayward@srtc.org](mailto:Shayward@srtc.org)