

# 2025 Call for Projects Criteria and Principles of Investment

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SRTC TTC – Action

Ryan Stewart, Principal Transportation Planner

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01/22/25

# Requested Action

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- **Recommend Board approval of the 2025 Call for Projects criteria and Principles of Investment.**

# 2025 Call for Projects

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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



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



PROJECT TITLE:

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

REQUESTED SRTC REGIONAL FUNDS (STBG)- LIMITED TO \$1.35 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

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## Allocation for preservation projects

- Set-aside of 23% of the anticipated total funding, approx. \$8.2M
- 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.)

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

- **3.75% set-aside of the anticipated funding, \$1.3M**

# Principles of Investment (cont.)

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Off the top requests for planning and operations

- SRTC planning \$1.5M
- SRTMC operations \$2.8M
- I-90 Study \$800K

# Available Funding

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Funding Type	Total Anticipated Available 2027-2029
STBG	\$24,500,000
STBG-SA	\$2,100,000
CMAQ	\$4,900,000
CRP	\$4,200,000
<b>Total</b>	<b>\$35,700,000</b>



# Off the Top Requests

Off-the-top requests for regional planning and operations	Per Year Request	Total Requested
SRTC Planning	\$500,000	\$1,500,000
SRTMC Operations	\$906,420/\$928,030/\$950,220	\$2,784,670
I-90 Study	\$800,000	\$800,000
<b>Requested Total</b>		<b>\$5,084,670</b>

# Funding

Funding Type for Competitive Call for Projects	Anticipated Available 2027-2029 (after off-the-top)
<b>STBG</b>	<b>\$19,415,330</b>
-Preservation	(\$8,211,000)
-Small Towns	(\$1,350,000)
<b>STBG-SA</b>	<b>\$2,100,000</b>
<b>CMAQ</b>	<b>\$4,900,000</b>
<b>CRP</b>	<b>\$4,200,000</b>
<b>Total Available all funding types</b>	<b>\$30,615,330</b>

# Next Steps

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

# Requested Action

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- **Recommend Board approval of the 2025 Call for Projects criteria and Principles of Investment.**





# Questions?

**Ryan Stewart**

Principal Transportation Planner

Spokane Regional Transportation Council

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# Transportation Performance Management: PM1 - Safety

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Committee Meetings

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January 22, 2025

# Requested Action

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**Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.**

# Highway Safety Improvement Program (HSIP)



# Funding Nexus

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- Highway Safety Improvement Program
  - ~\$3B / year nationally for investments in safety projects.
  - WA State : approximately \$30M / year.
  - Historically, 2-3 projects get funded with total annual award of about \$2.5M to region.

**1.Fatalities**

**2.Fatalities per 100M vehicle miles traveled**

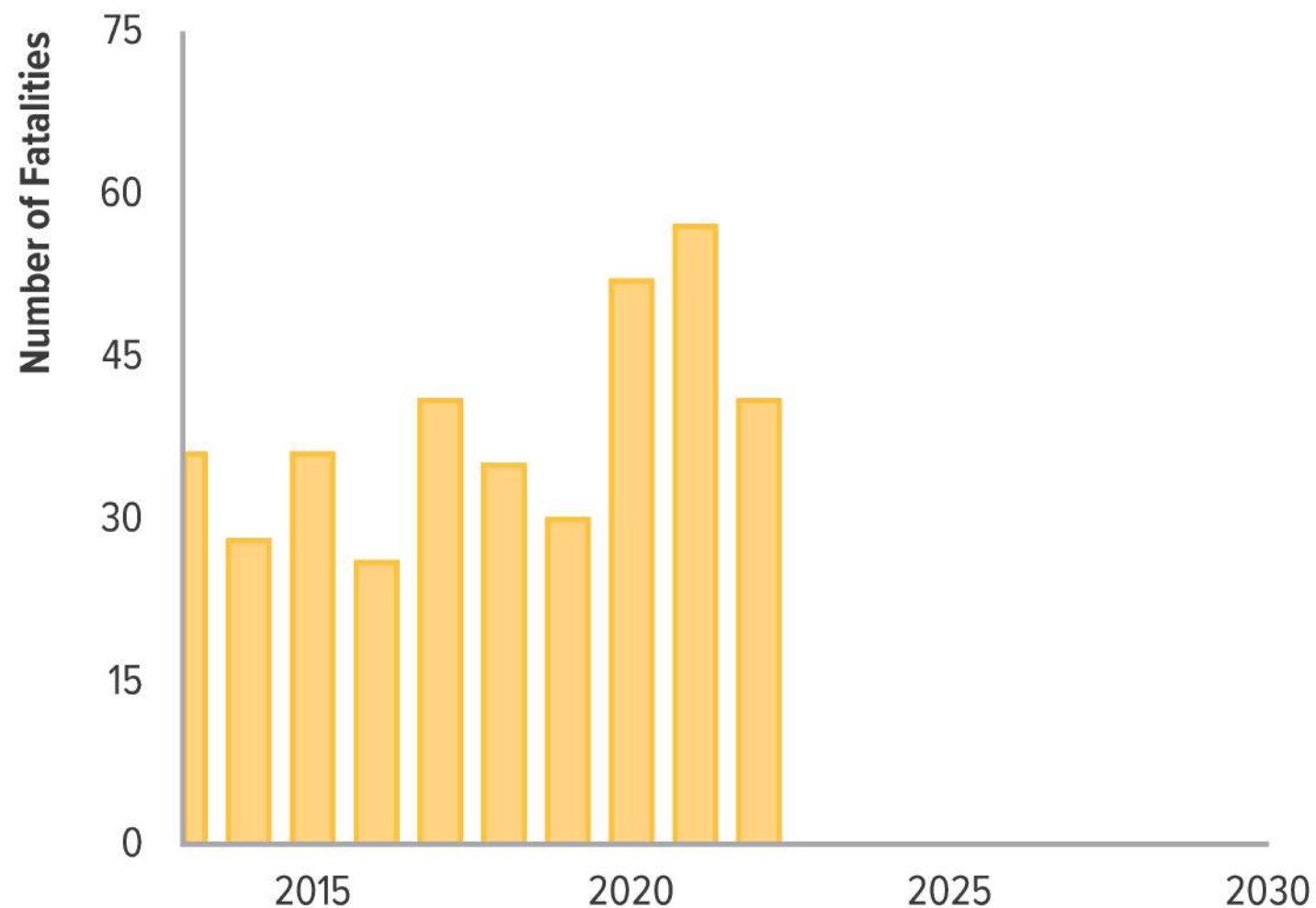
**3.Serious injuries**

**4.Serious injuries per 100M vehicle miles traveled**

**5.Non-motorist fatalities and serious injuries**

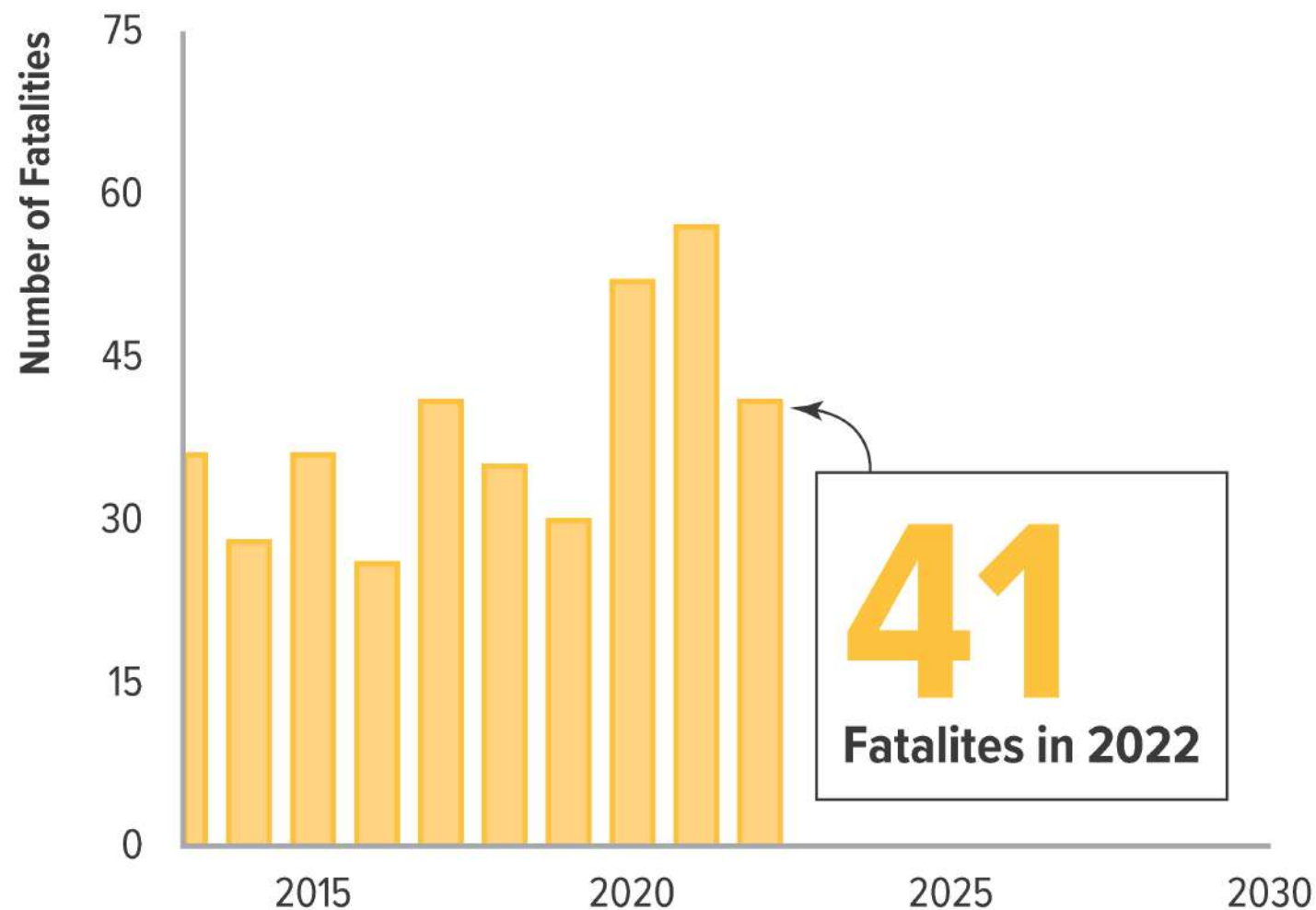
# SRTC Metropolitan Planning Area (Spokane County)

## Measure #1: Fatalities



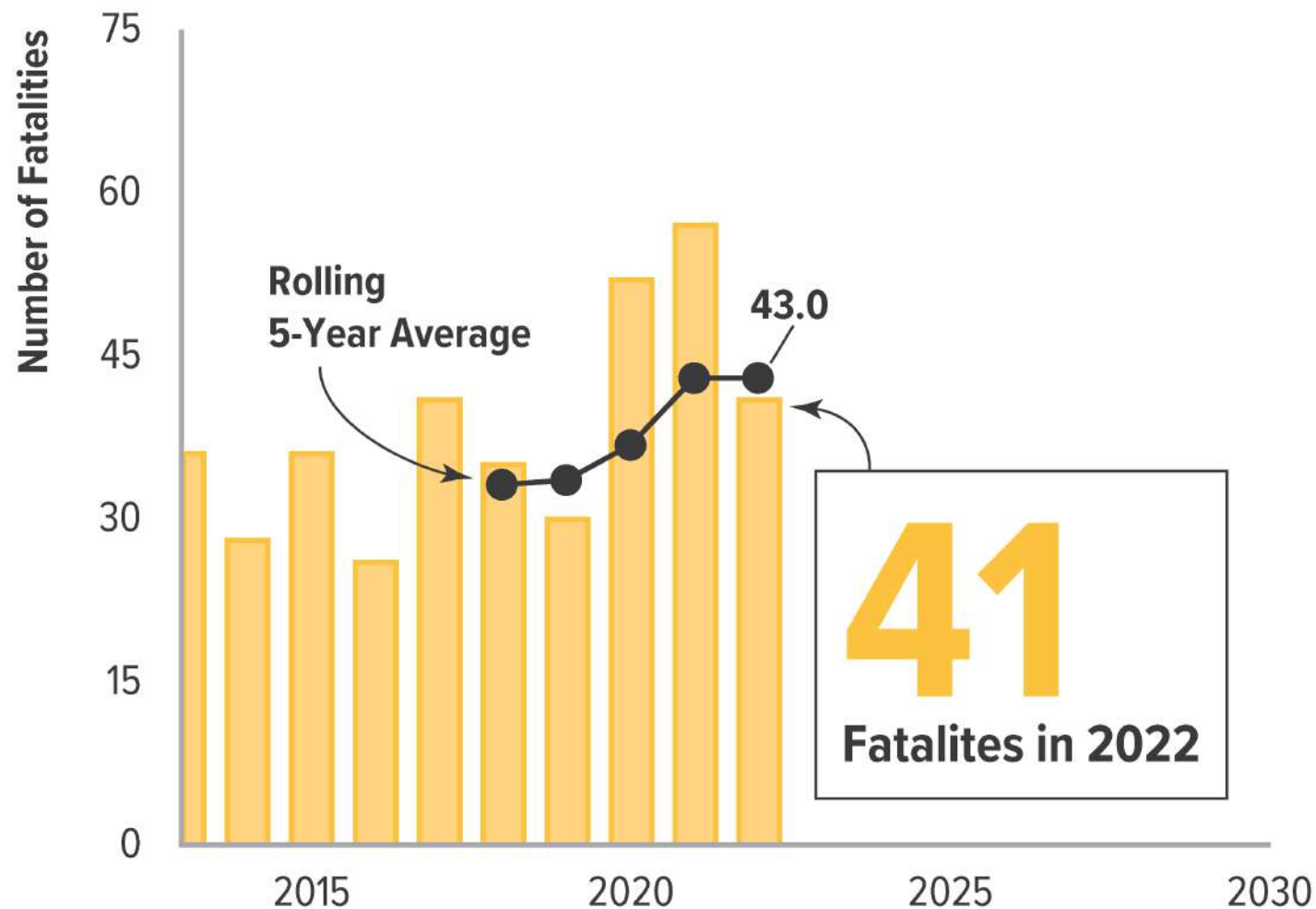
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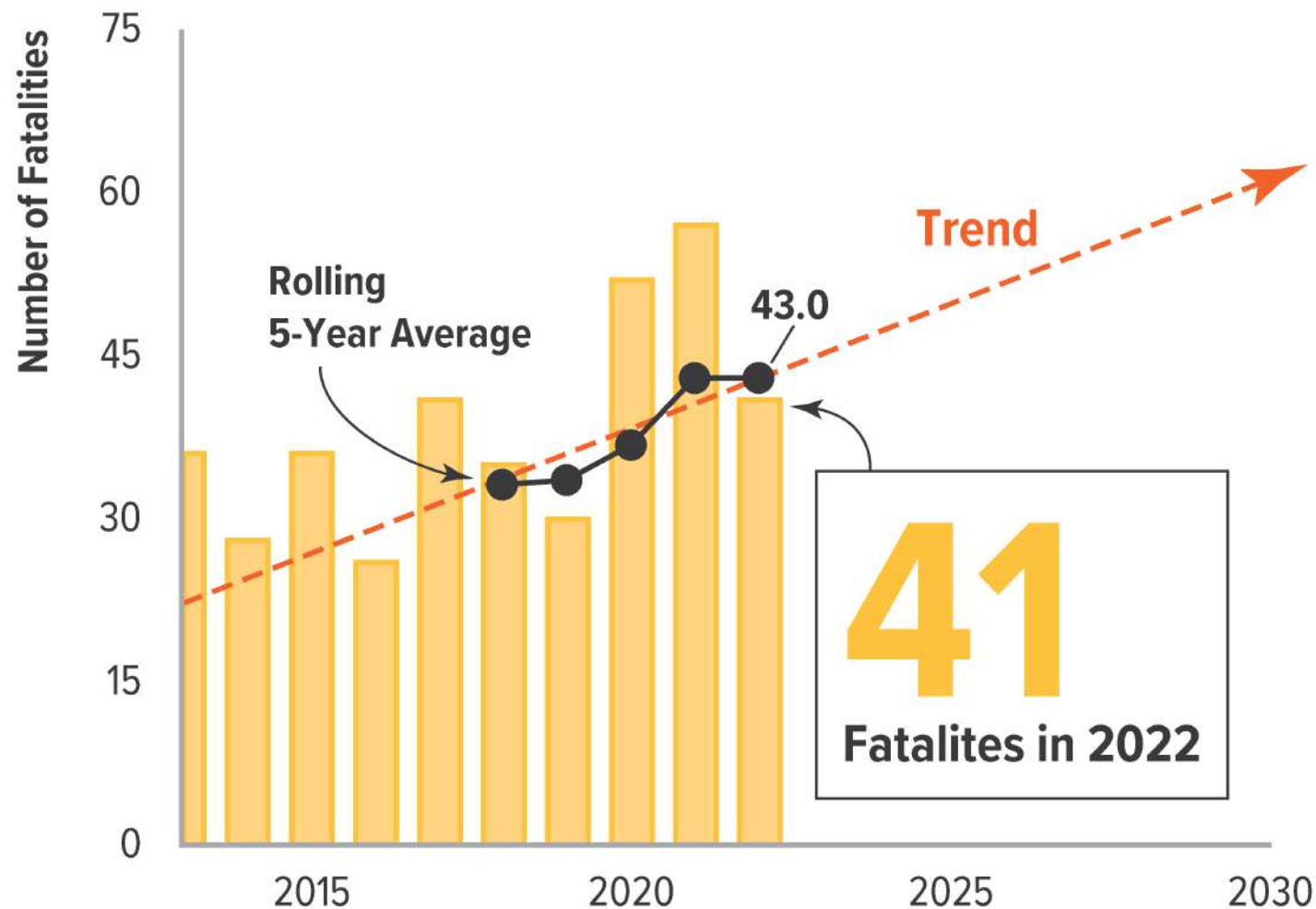
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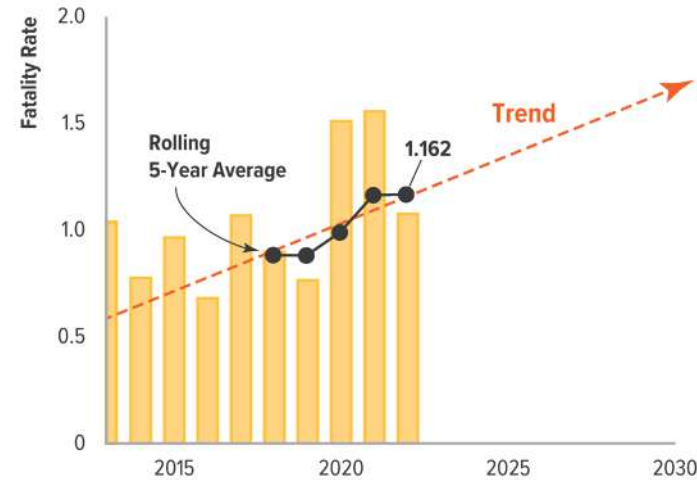


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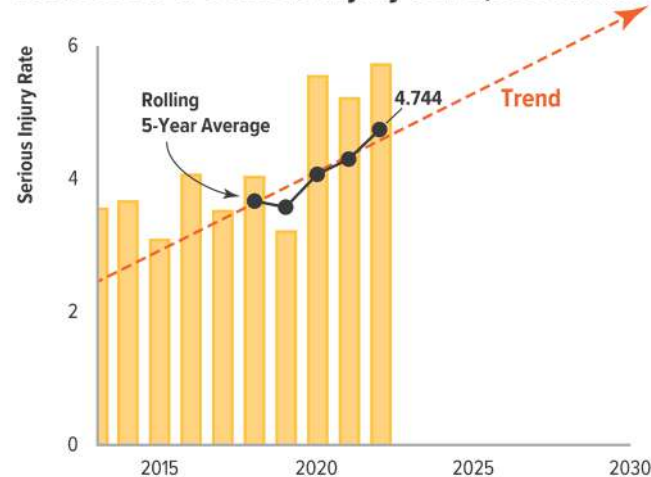
Measure #2: Fatality Rate *per 100 million VMT*



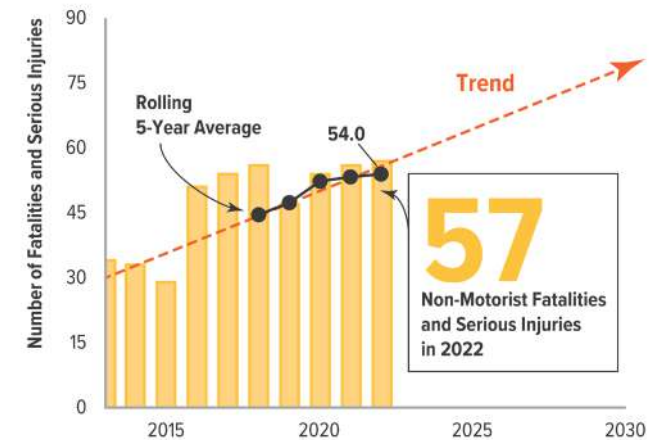
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*



Measure #5: Non-Motorist *Fatalities and Serious Injuries*

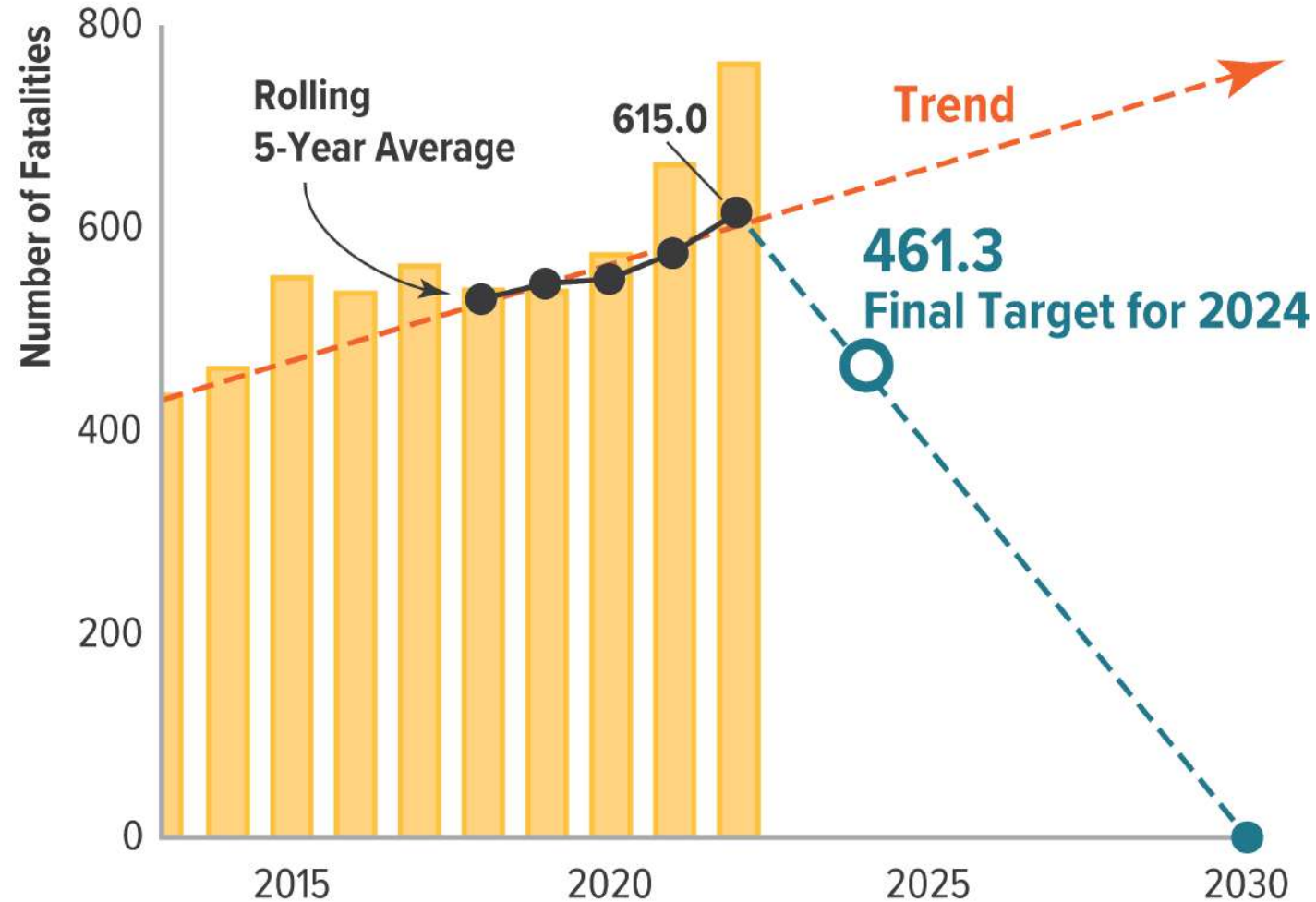


# WSDOT Target Zero



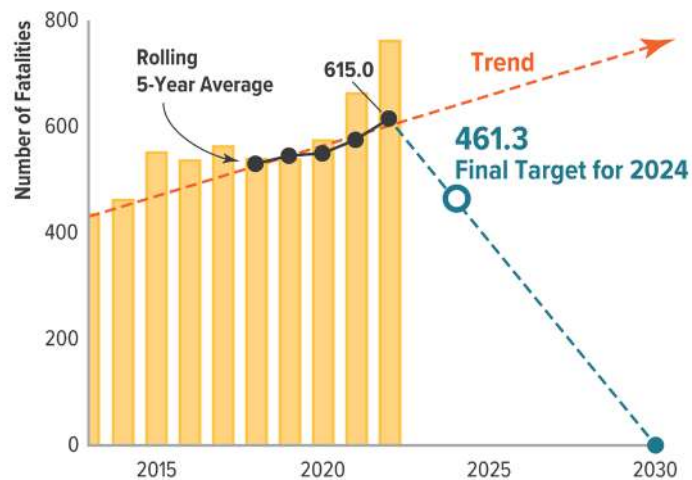
# Washington - Statewide

## Measure #1: Fatalities

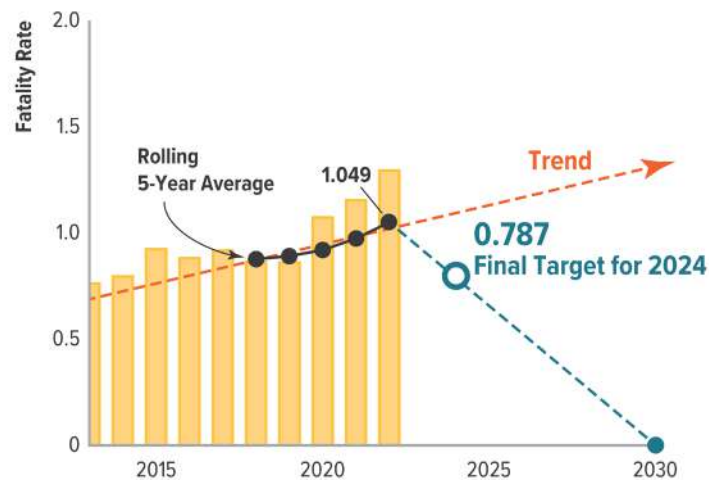


# Washington - Statewide

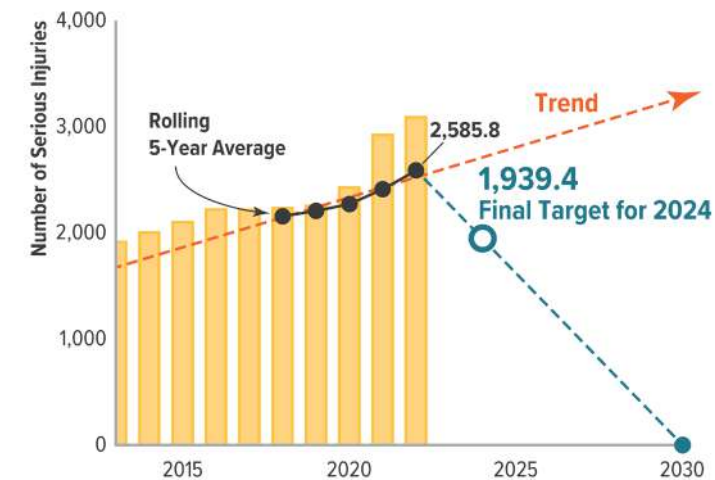
Measure #1: Fatalities



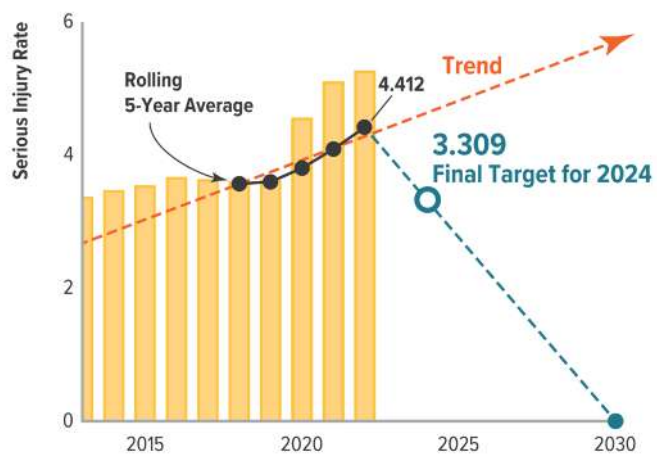
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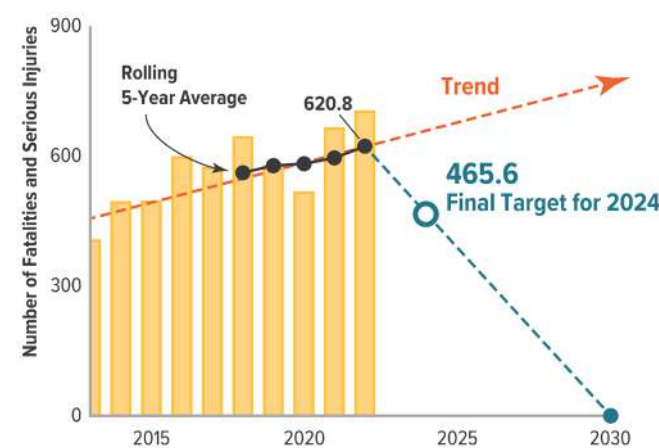
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*



Measure #5: Non-Motorist *Fatalities and Serious Injuries*



*For [the safety] performance measure, the MPOs shall establish a target...*

# Options

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1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target
2. Commit to a quantifiable target for the metropolitan planning area

# Improving Performance

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- Target setting is a federal requirement that is focused on statewide performance
- SRTC's planning area has experienced decreasing safety performance
- The Board has recognized that and directed staff to pursue funding

# Safe Streets and Roads for All (SS4A)

# Regional Safety Action Plan (RSAP)

# Supplemental Planning and Demonstration Grant



# Requested Action

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**Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.**

# Questions?

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Mike Ulrich, AICP

Principal Transportation Planner

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

# Overview of the Role & Activities of the Spokane Regional Transportation Council

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Transportation Technical Committee/Transportation Advisory Committee

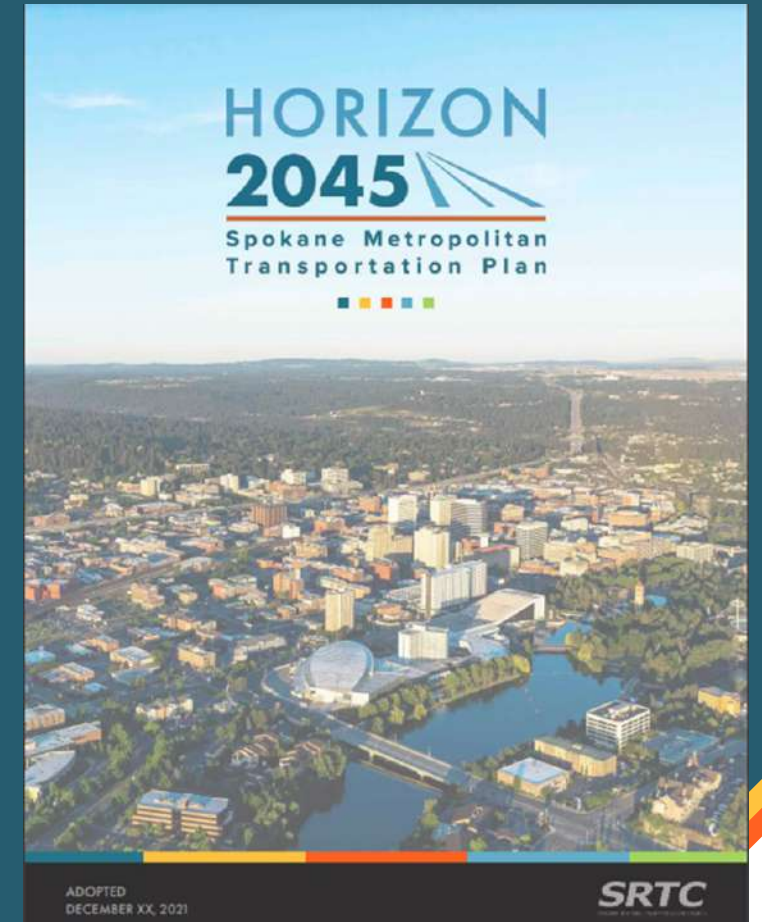
Lois Bollenback

January 22, 2025

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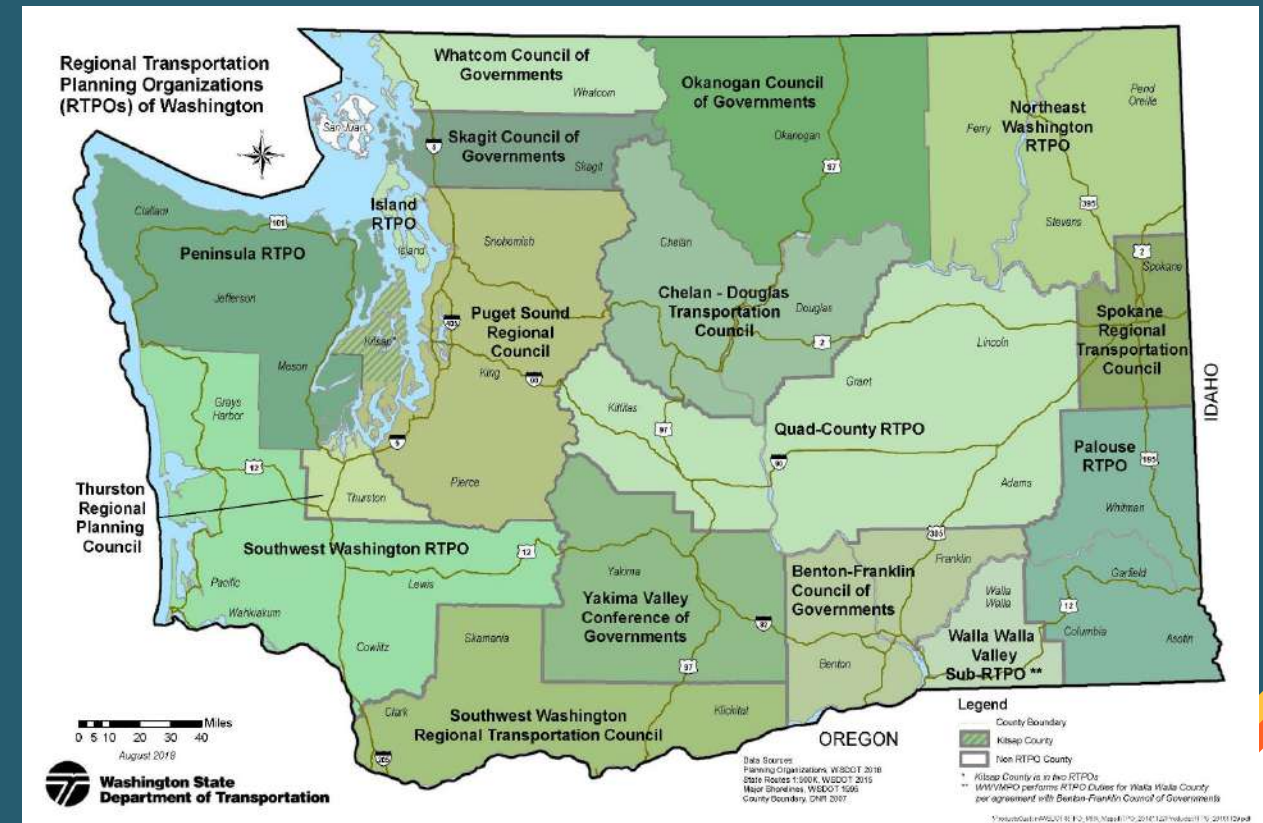
# Role of an MPO in the Community

- **Federal-Aid Highway Act of 1962:**  
mandated the formation of MPOs to plan for regional transportation planning expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning process for their urbanized area.
- **Metropolitan Planning Organization (MPO):**  
an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds (areas with populations of greater than 50,000).



# Role of an RTPO

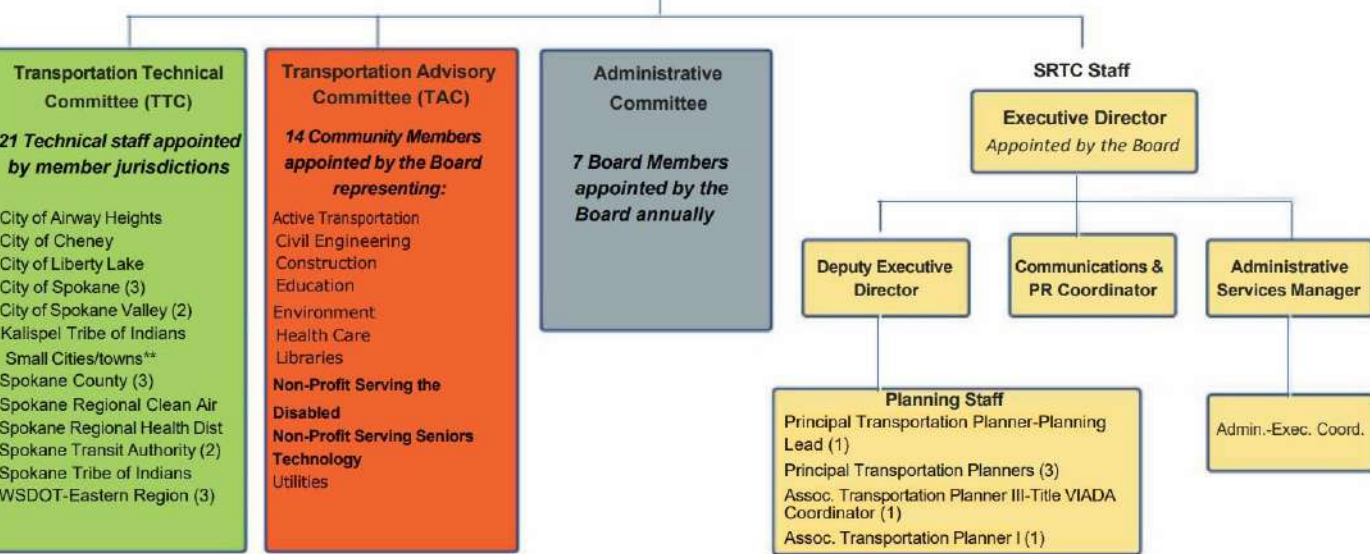
- **Chapter 47.80 RCW:** “while the transportation system in Washington is owned and operated by numerous public jurisdictions, it should function as one interconnected and coordinated system.”
- **Regional Transportation Planning Organization (RTPO):** to facilitate the coordination and cooperation among state and local jurisdictions of transportation planning and comprehensive plans, and to coordinate the achievement of statewide and local transportation goals.





## BOARD OF DIRECTORS

VOTING MEMBERS			EX-OFFICIO MEMBERS
City of Millwood	Small Towns Representative*	TTC Chair	
City of Airway Heights	Spokane County (2)	TAC Chair	
City of Cheney	Spokane Transit Authority	Regional WA State Legislators	
City of Deer Park	Spokane Tribe of Indians		
City of Liberty Lake	WSDOT Eastern Region		
City of Medical Lake	WA State Transportation Commission		
	Rail/Freight Representative		
	Major Employer Representative		



\*Towns of Fairfield, Latah, Rockford, Spangle & Waverly  
 \*\*Towns listed above plus Cities of Deer Park, Medical Lake & Millwood

## Governance Structure of MPO's & RTPO's

- Board of Directors
- Transportation Technical Committee
- Transportation Advisory Committee

# Your Vision - - Our Vision



# Required Activities - - Optional Activities



## Required

Metropolitan Transportation  
Plan (MTP)  
Transportation  
Improvement Program (TIP)  
Unified Planning Work Program  
(UPWP)  
Congestion Management  
Process (CMP)

## Optional

Corridor Plans & Studies  
Research: Demographic / Equity  
Strengthening Community  
Partnerships  
Data collection  
Grant Development  
Safety Awareness



*Project Prioritization & Funding Strategies*

# Guiding Principles





# Required Planning Factors

- 1) Support the **economic vitality**, especially by enabling **global competitiveness**, productivity, and efficiency;
- 2) Increase the **safety & security** of the transportation system for motorized and non-motorized users;
- 3) Increase **accessibility and mobility** of people and freight;
- 4) Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote consistency between state and local planned growth;
- 5) Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;
- 6) Promote efficient system **management and operation**;
- 7) Emphasize the **preservation** of the existing transportation system;
- 8) Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 9) Enhance **travel and tourism**.



# Responding to Community Needs



# Options for SRTC

- Develop Funding Strategies
- Data Collection & Management
- Communication & Outreach
- Leverage Partnerships
- Advance Technology Solutions
- Promote Safety Awareness
- Address Critical Issues (Clean Energy, Resiliency, Congestion, Equity)



# Thank you!

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Lois Bollenback, Executive Director  
Spokane Regional Transportation Council  
[lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370



# SFY 2025-2027 UPWP Development

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Transportation Technical Committee/Transportation Advisory Committee

Lois Bollenback

January 22, 2025

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# Unified Planning Work Program (UPWP) Purpose

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- Identify all transportation planning activities to be conducted in the metropolitan planning area during the two-year period.
- Define the activities and their associated financial resources.
- July 1, 2025 through June 30, 2027 Washington state fiscal years.





# Federal Planning Factors & State Goals

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- Economic vitality
- Safety - - Security
- Accessibility and mobility
- Environment, energy conservation, quality of life, growth and economic development
- Integration and connectivity
- System management and operation
- Preservation
- Resiliency and reliability
- Travel and tourism
- Economic Vitality
- Preservation
- Safety
- Mobility
- Environment
- Stewardship

# Federal & State Emphasis Areas

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- Climate crisis
- Equity and Justice 40
- Complete streets
- Public involvement
- Strategic Highway Network coordination
- Federal land management agency coordination
- Planning and environmental linkages
- Data in transportation planning
- Update Regional Transportation Planning Organizations (RTPO) duties
- Make public documents accessible
- Enhance diversity, equity, and inclusion efforts and provisions of the HEAL Act
- Support Comprehensive Plan Updates
- Support various WSDOT planning activity
- Update Federal Functional Classifications
- Assist in coordinating Transportation Asset Management data



# UPWP Sections

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1. Program Administration and Coordination
2. Public and Stakeholder Participation and Coordination
3. Data Management and Systems Analysis
4. Metropolitan Transportation Plan (MTP) and General Long-Range Transportation Planning
5. Transportation Improvement Program (TIP)
6. Congestion Management Process (CMP)
7. Planning Coordination and Studies
8. Regional Transportation Planning Organization (RTPO) Functions

# What have we been doing?

## Planning Activity

- Resiliency Plan
- Smart Mobility Plan
- Safety Action Plan
- D.A.T.A
- Bike Map Update

## Agency Support

- SRTMC Support
- Division BRT
- Craig Road ARR

## Core Activities

- Base products (MTP/TIP/UPWP/CMP)
- Board & Committee Support
- Administrative Documents

## Community Engagement

- Outreach Events
- Support of Chambers of Commerce & PDA's
- Peer Agencies (RTPO, AMPO, APA)

# What should we be doing?

Please pick the top two areas which you would like to see SRTC devote additional resources to in 2025.

ANSWER CHOICES	RESPONSES	
Collaboration with Peer Agencies and Stakeholders	25.00%	7
Community Outreach and Engagement (including targeted outreach and disadvantaged populations)	35.71%	10
Corridor Planning, Modal Planning, and Studies (Past examples include: Division Connects, active transportation planning, safety, technology, etc.)	42.86%	12
Data Collection and Analysis for Planning and Reporting	7.14%	2
Grant Support and Project Development	28.57%	8
Regional and National Leadership Efforts (partnerships, advocacy, transportation policies, etc.)	10.71%	3
Transportation Education, Awareness, and Training Events (lunch and learns, summits, etc.)	39.29%	11
Other (please specify)	3.57%	1
Total Respondents: 28		

- Core & Required Activities
- Agency Support
- Community Engagement

# Schedule

SFY 24-25 UPWP Task/Milestone	Jan	Feb	Mar	Apr	May	June	July
Content development							
Preliminary draft UPWP submitted to WSDOT			25th				
WSDOT/FHWA/FTA meeting				15th			
Public engagement / notice							
TAC/TTC							
Board							
Approved SFY 26-27 UPWP submitted to WSDOT							
FHWA/FTA Final Approval							
SFY 24-25 UPWP effective							1st

# Questions?

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Lois Bollenback

Executive Director

[lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370

# Commute Trip Reduction (CTR) Plan Update: 2025-2029

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Transportation Technical Committee

Benjamin Kloskey, Associate Transportation Planner I

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01/22/2025

# Overview



- CTR is a statewide planning effort to reduce the amount of drive alone trips on our roadways.
  - **Key goals:**
    - Reduce congestion
    - Reduce emissions
    - Promote alternative commute/work methods such as transit and teleworking
  - **Who participates?**
    - Employers (100+ employees or voluntary participation)
    - Cities and towns with CTR employers
    - Commute Smart Northwest (Spokane County)
    - SRTC

# Commute Trip Reduction: Background

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- Transportation Demand Management (TDM) study
  - Significant air pollution
  - Increased automotive traffic
  - Increased reliance on imported petroleum
- CTR program established
  - Washington State Clean Air Act of 1991
  - WSDOT TDM team and CTR Board created



**Washington State  
Department of Transportation**



# Who is Affected by CTR Law

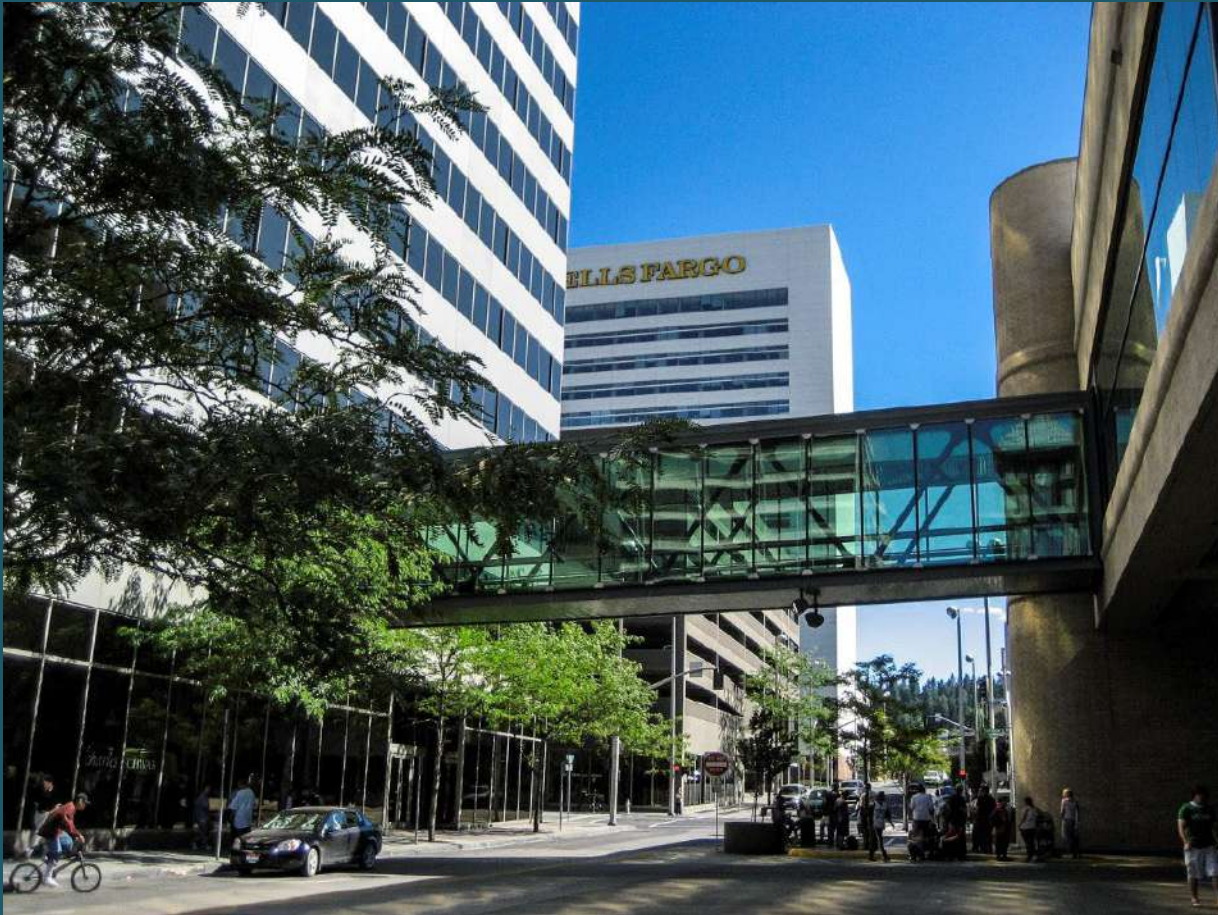
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- **Counties with Urban Growth Areas (UGAs)**
- **Employers with 100+ employees**
  - Who start their day between 6-9am
  - Work at least 35 hours a week
- **Applies to all public and private employers**
- **Applies to all local jurisdictions which have at least 1 required CTR employer**



# 2025 – 2029 CTR Plan Update

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- Jurisdictions in affected areas were required to update their CTR Plan for 2025 – 2029
- Commute Smart NW collaborated with SRTC, STA and affected jurisdictions to develop their CTR Plans
  - The new four-year plan will be in effect from July 1, 2025 to June 30, 2029.

# CTR Plan Content

- Current Situation
  - Baseline Data
    - Performance targets
- Regional Issues
  - Strategies
    - To reach targets
    - Address regional issues
- Community Feedback
  - Survey

## STRATEGIES FOR ACHIEVING TARGETS

**Task 5: Describe the services and strategies your region will use to achieve CTR performance targets.**

- Our region works in partnership with Commute Smart Northwest and Spokane County to incentivize commute alternatives for major employers with 100+ employees, as well as several other organizations and workplaces which participate in the program voluntarily. Commute Smart Northwest offers several incentives for alternative commuting such as monthly prize drawings. Commute Smart Northwest runs a website service which allows employees of participating workplaces to fill out their calendar with how they commuted to work, making them eligible for the [aforementioned prizes](#).



### Commute Trip Reduction Survey

© PAGE TITLE

This survey is being conducted in an effort to understand the transportation modes used by Spokane area workers to get to and from their workplaces. Your response will be used in the region's Commute Trip Reduction strategy and to have a better understanding of transportation barriers and incentives.

Please fill out the information below to the best of your ability. *If you have any questions, please contact us at: [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org)*

# Regional Baselines and Targets

- **Regionwide Baseline Drive Alone Rate: 64.4%**
- **Target Reduction: 6.8%**
  - All local targets rolled up
- **Final Target Drive Alone Rate: 60%**

Jurisdiction	Baseline Drive Alone Rate	Reduction	Target Drive Alone Rate
City of Airway Heights	79.1%	7%	72.1%
City of Cheney	60.3%	7%	70.4%
City of Liberty Lake	59.0%	6%	55.5%
City of Medical Lake	84.6%	9%	76.9%
City of Spokane	62.6%	6%	58.5%
Spokane County	76.7%	8%	70.6%
City of Spokane Valley	53.9%	6%	50.7%



# Community Engagement

- **General public outreach**

- Fliers
- **21 Public events**
- **247 responses** to regionwide survey (English and Spanish)
  - **107 public comments**
- Worksite survey (CommuteSmart NW)
- Virtual Open House 8/21

- **Targeted outreach**

- Overburdened communities
- Historically excluded groups
- Targeted community events

## Commute Trip Reduction Survey

This survey is being conducted in an effort to understand the transportation modes used by Spokane area workers to get to and from their workplaces. Your response will be used in the region's Commute Trip Reduction strategy and to have a better understanding of transportation barriers and incentives.

Please fill out the information below to the best of your ability. *If you have any questions, please contact us at: [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org)*

Commute options are defined as riding the bus/transit, carpooling, vanpooling, bicycling, walking, working from home/teleworking or compressing your work schedule such as 4/10 hour days, 3/12 hour days, or work 9 days in two weeks with the 10th day off.

\* 1. On an average workday, where do you commute from? (Enter the zip code of your primary residence.)

## Tell Us About Your Commute



Your feedback helps inform planning strategies and investments throughout the region! **Commute trip reduction (CTR)** is a state-wide initiative to **address growing concerns surrounding air pollution, petroleum-fuel consumption, and traffic congestion**. A major component of this program is to reduce drive alone trips and encourage the use of public transit and flexible telework schedules, among other options.

### Help us answer questions like...

What is an obstacle to driving your car less? Why did you take the bus to work?

Tell us what you think!

<https://bit.ly/CTR-SRTC>



**SRTC**  
SPOKANE REGIONAL TRANSPORTATION COUNCIL



# Thank you!

**Ben Kloskey**

Commute Trip Reduction Project Support  
Associate Transportation Planner I  
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**Michael Redlinger, AICP**

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**LeAnn Yamamoto**

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# Horizon 2050 Metropolitan Transportation Plan Needs Assessment

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TTC

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Jason Lien

January 22, 2025

# Metropolitan Transportation Plan Update

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- Blueprint of projects, programs, strategies for the regional transportation system
- Consistent with:
  - Guiding Principles & associated policies
  - Federal and State requirements





# Needs Assessment for Horizon 2050

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- **Objective:**
  - Develop a master list of project and programs that are regional in scope
  - Assess through the lens of SRTC's Guiding Principles
- Understand how they align with regional goals / performance objectives

# Needs Assessment

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- **Compile projects and programs for further analysis**
  - Agency studies and plans
  - Local Capital and/or Transportation Improvement Programs
  - Unified List
  - Board and Committee input
  - Public outreach

# Upcoming Action Items

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- **Coordinate with agency staff for 1:1 meetings**
  - Confirm planned projects, timeline, costs
  - Confirm operations, maintenance, preservation needs
  - Review prelim. Needs Assessment matrix
- **Coordination through TIP Working Group members**

# Project Evaluation

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- Criteria evaluation based on SRTC Guiding Principles
  - Unified List criteria with additional screening from RSAP, Smart Mobility / Resiliency Plans
- Used for further prioritization and to inform investment choices in Horizon 2050



# Timeline

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Draft Project Matrix												
Public Outreach												
Master Project List												
Draft MTP												
Adopt MTP												

# Public Outreach

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- Equity Working Group – Jan. 31
- Lunar New Year Celebration – Feb. 1
- EWU / Cheney – Feb. 24
- Catalyst Building – Feb. 25
- Liberty Park Library – March 4
- Airway Heights Community Center – March 6
- El Mercadito – March 29
- Spokane Valley Library – April 1
- Spokane Central Library – April 17
- Bike Swap – April 19
- Liberty Lake Farmers Market – May

# Comments / Questions

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Jason Lien, SRTC

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

509.343.6370

Sean Messner, CivTech

[smessner@civtech.com](mailto:smessner@civtech.com)

509.236.0800

Thank You

# Metropolitan Transportation Plan Update: Regional Priority Networks

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Committee Meetings

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January 22, 2025



# Purpose of Regional Networks

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Establish core facilities  
for planning and policy  
purposes



Consistency with federal  
requirements



Focus SRTC mission



Coordinated planning of  
regional system—  
performance, safety,  
access, stewardship

# Vehicular Network

- The NHS in Spokane County
- All principal arterials, highways and the interstate within Spokane County comprise the vehicular priority network

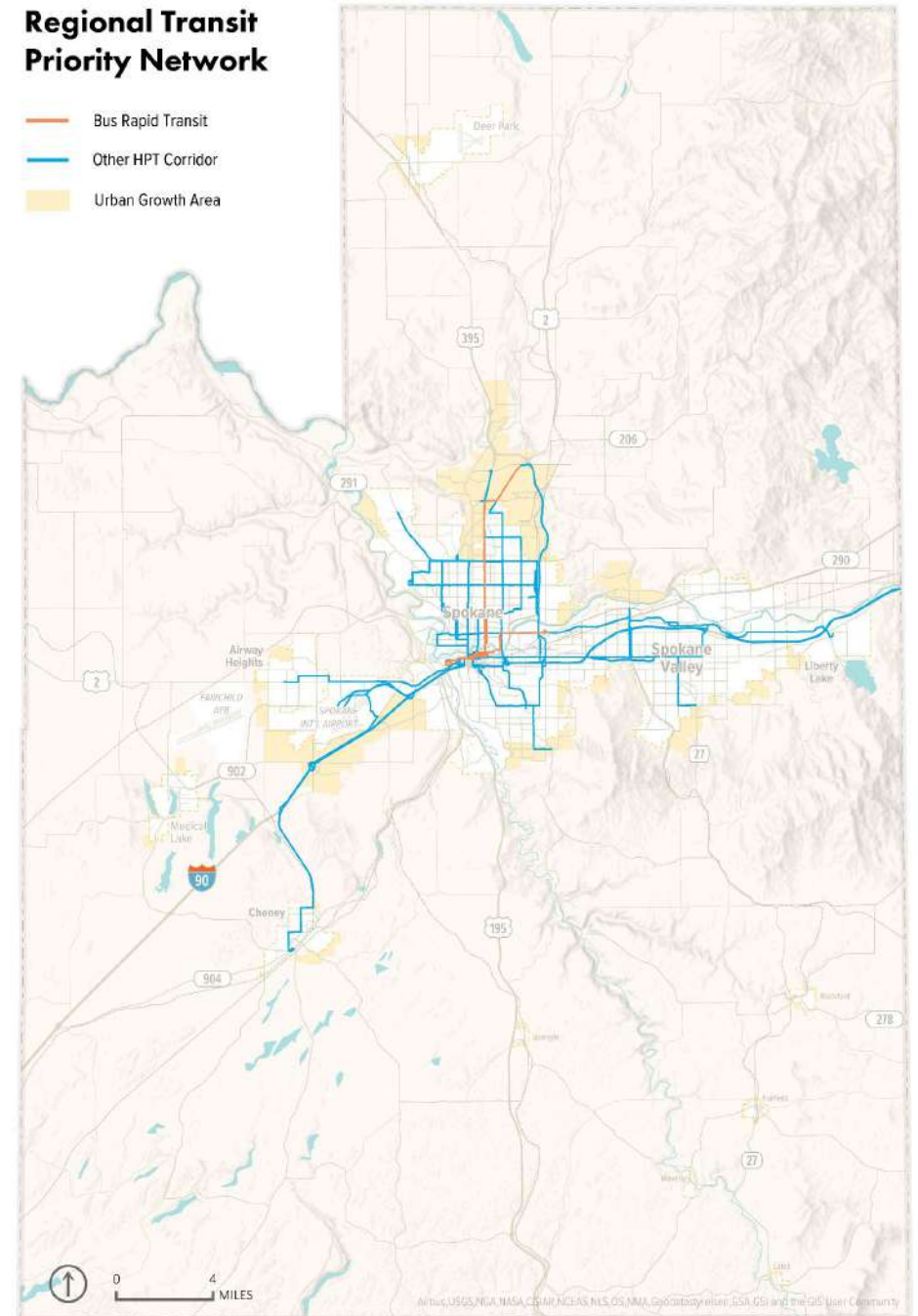


# Transit Network

- Reflects long range planning effort
- Identifies future corridors for High Performance Transit network investments

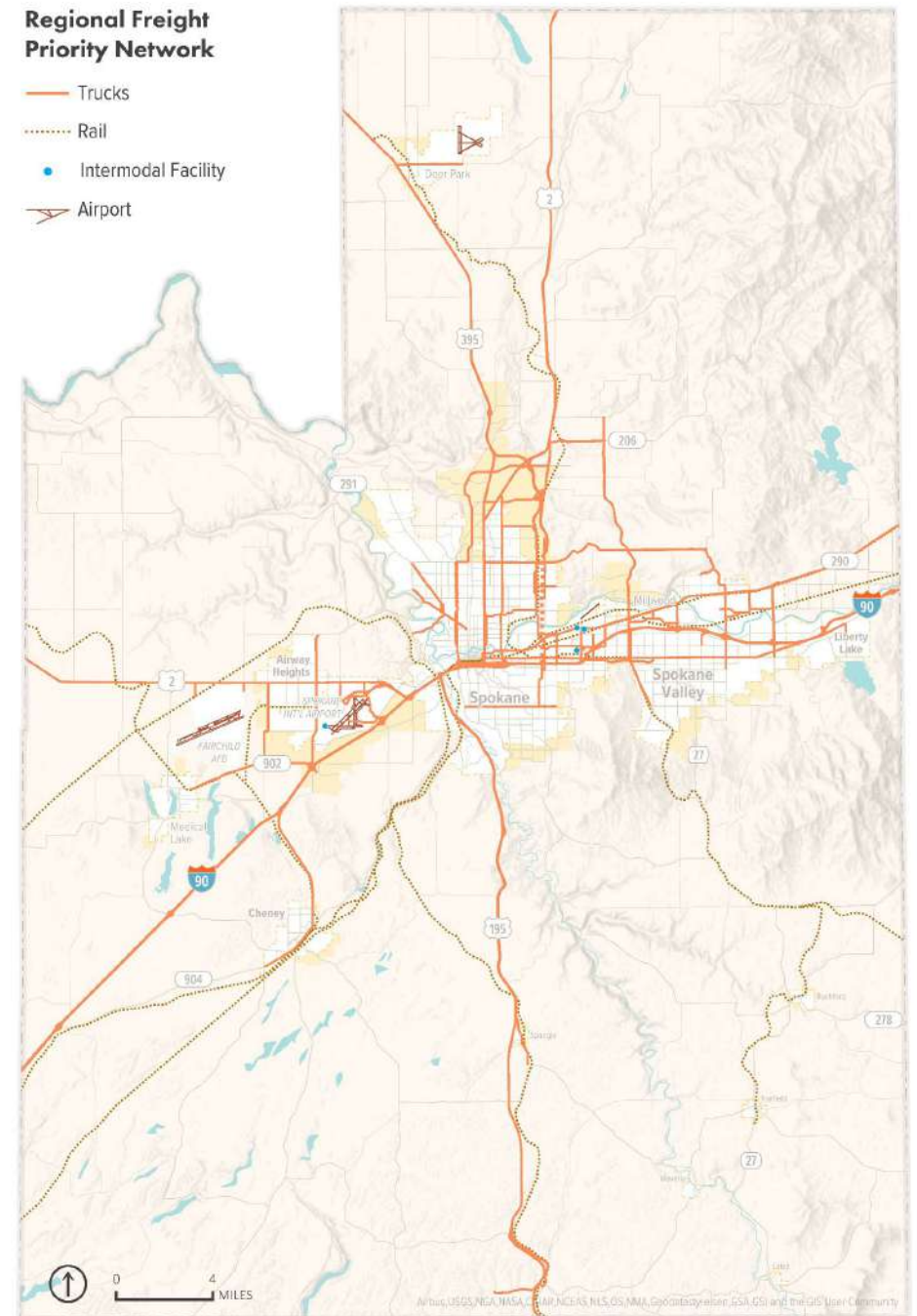
## Regional Transit Priority Network

- Bus Rapid Transit
- Other HPT Corridor
- Urban Growth Area



# Freight Network

- All T-1/T-2 FGTS routes in the region
- Truck routes identified as high priorities by other planning efforts
- Includes the region's Truck Freight Economic Corridors, major rail lines, and air facilities in the region





\_\_\_\_\_

- \_\_\_\_\_



# Update Activities

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- ❑ Vehicular network reflects Horizon 2045, NHS facilities
- ❑ Refinements to Transit network (STA planning updates)
- ❑ Refinements to Freight network (Freight analysis)
- ❑ Update to Bike network (agency comments & analysis)



# Activity Centers Update

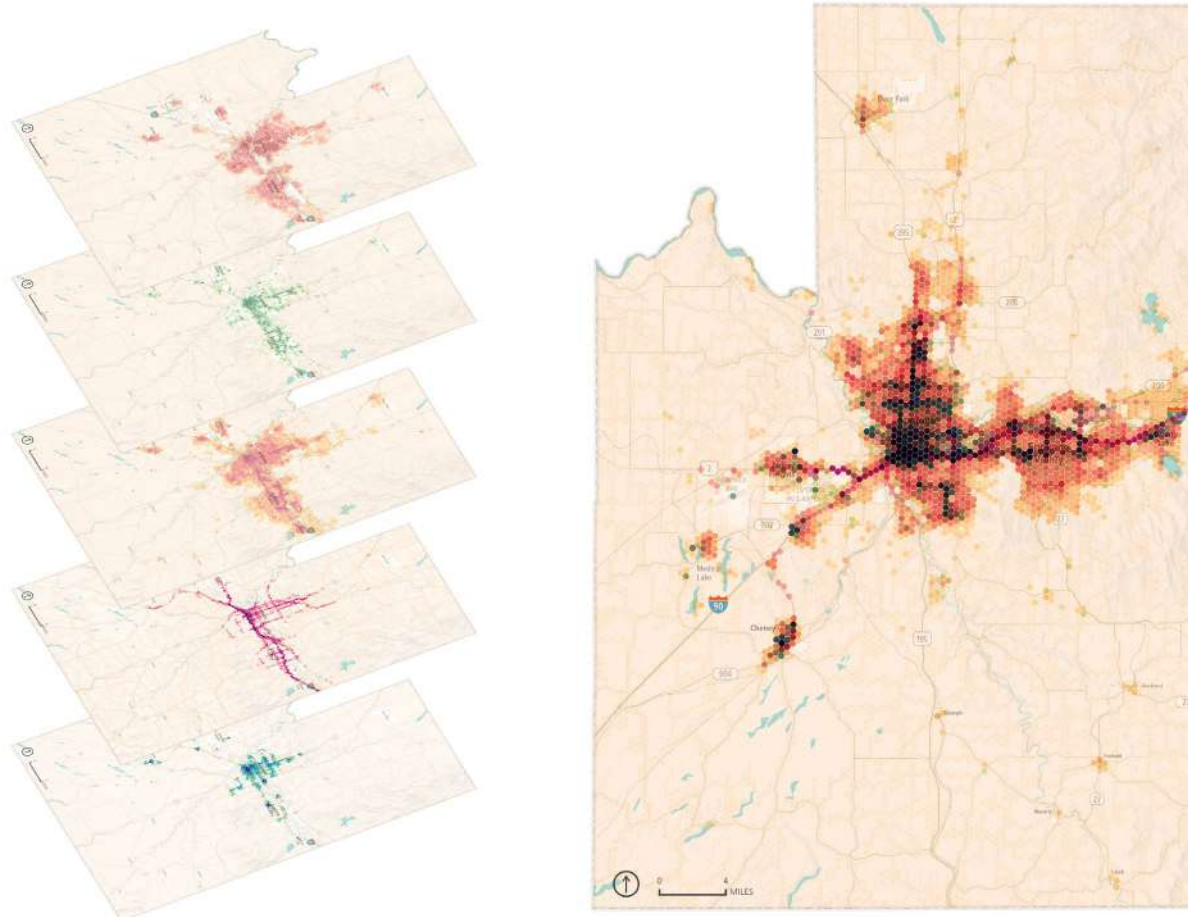
**Population**

**Employment**

**Floor Area Ratios**

**Traffic Volumes**

**Transit Trips**



# Additional Modes

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- Rail
  - Class I
  - Potential for expanded passenger rail
- Air
  - Update to Spokane Airports Master Plan



# Next Steps

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- ArcGIS Online map in development – available next month
- Members review and provide comments
- Review process complete by Spring

# Questions?

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Mike Ulrich, AICP

Principal Transportation Planner

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# **Item 13 | Agency Update & Future Information**



# Spokane Regional Transportation Council

(509) 343-6370



SRTC Data Hub



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**February 25<sup>th</sup>**

A white circle graphic is positioned on the right side of the image, partially overlapping the text 'February 25th'. The circle is empty and serves as a design element.