SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Transportation Technical Committee Meeting

Wednesday, January 26, 2022 | 1:00 PM – 2:30 PM
AGENDA

Agenda items in blue type had presentations and have all been combined into one side deck.

Spokane Regional Transportation Council
Technical Transportation Committee (TTC)

2022 Discussion Series

January 26, 2022

Agenda Item 7

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).

HORIZON
2045
Spokane Metropolitan
Transportation Plan

ADOPTED
DECEMBER XX, 2021

SRTC

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

YES

NO

2021 Transportation Funding Priority Statements

1. **Complete Projects in Connecting Washington (North Spokane Corridor)**

2. **Increase funding for Maintenance & Preservation**

3. **Maintain Funding for Forward Washington & Miles Ahead Washington**

Spokane Regional Transportation Council
2021 TRANSPORTATION FUNDING PRIORITY STATEMENT

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, Tribes, Transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

In anticipation of a special State legislative session in late 2021 during which transportation funding may be discussed, this document can serve as a framework for conversations with area legislators and local business interests. Using the regional planning process, the following transportation funding priority statement was endorsed by the Spokane Regional Transportation Council Board of Directors on September 9, 2021.

Priority One
Completion and Acceleration of the *Connecting Washington* Program
The 2015 Connecting Washington funding package provides $16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in *Connecting Washington* projects in our region.
The SRTC Board supports efforts to maintain funding for the following *Connecting Washington* projects:
- US 395/North Spokane Corridor
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
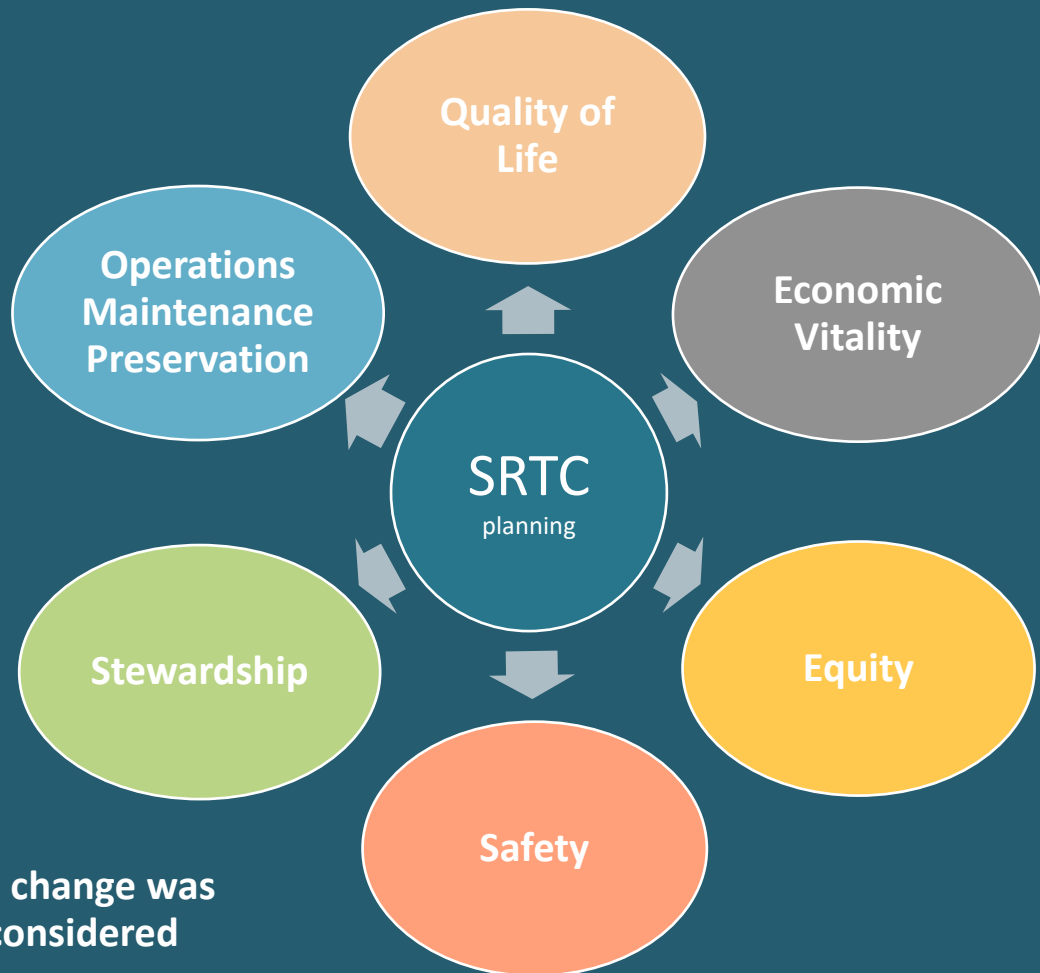- I-90/Barker to Harvard
- The City Line
Additionally, the Board supports advancing funds to complete the North Spokane Corridor in 2026 than 2029 as currently programmed.

SRTC | 421 W Riverside Ave Ste 500, Spokane WA 99201 | www.srtc.org | 509-343-6370

Your Vision - - Our Vision

Unified List of Regional Transportation Priorities

2021 Unified List of Regional Transportation Priorities

- **Identified Transportation Project Priorities for the Spokane Region**

- **Utilized a project development pipeline approach**

- **Narrowed the focus**

Your Vision - - Our Vision

2022 Discussion Topics

Quality of Life

Operations Maintenance Preservation

Economic Vitality

SRTC planning

Stewardship

Equity

Safety

Climate change was also considered

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

Looking Forward

- **Develop Funding Strategies**
- **Data Collection & Management**
- **Leverage Partnerships**
- **Leverage Technology**
- **Identify & Advance Projects**
- **Pursue Balance & Equity**
- **Climate Change & Resiliency**

Thank you!

Lois Bollenback, Executive Director

Spokane Regional Transportation Council

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2024-2026 SRTC
Call For Projects Overview & Principles of Investment

Transportation Technical Committee

Kylee Jones, Associate Transportation Planner III

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Information & Discussion Item

January 26, 2022

Overview

- Region-wide Call for Projects – to be spent in 2024-2026
- Approximately $43 million (5 funding types)

- Discussion of "Principles of Investment"
- Feedback will be shared at the February Board Meeting

Principles of Investment

"Principles of Investment" include but are not limited to funding decisions about the following:

- Off-the-top requests
- Set-aside for a preservation call
- Minimum award % for small towns

2024-2026 SRTC Regional Funds

Surface Transportation Block Grant Program (STBG)

- ~$28.3 million
- Flexible
- Urban, Urban Small, Rural

Congestion Mitigation & Air Quality (CMAQ)

- ~$9.2 million
- Improve congestion and improve air quality

STBG Program Transportation Alternatives (STBG-SA)

- ~$2.8 million
- Bicycle & Pedestrian projects, Safe Routes to school, ADA
- Urban and Rural

Highway Infrastructure Program (HIP)

- ~$340 K
- ITS, roads, bridges, transit capital, rail-highway crossing

HIP-Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSAA)

- ~$2.4 million
- Flexible
- No local match required
- Urbanized area only

Principles of Investment

Off-the-Top Request:

- Spokane Regional Transportation Management Center (SRTMC) Executive Board Request - $2,104,115 distributed over three years for operations
- Glenn Wagemann, PE - WSDOT

SRTMC, Who and What

- The SRTMC operates 24/7 as a multijurisdictional entity to deliver reliable transportation information services, locally and regionally, in order to create a safe and efficient travel experience.

- Monitor, manage, and operate the network to reduce congestion, respond to and limit collisions, providing information to first responders, and posting information for the public on the web, 511, and email/text alerts.

- 125+ live camera feeds, 25 electronic message signs, various ITS devices that collect data on volume/speed/occupancy including travel times and original/destination information.

- Coordination, optimize, and share limited resources, technology, and infrastructure for the benefit of the region transportation system.

- Governed by an Executive and Operations Board that oversees management and operations of the SRTMC.

City of Spokane Valley • City of Spokane • Spokane Transit How a great city moves® • Washington State Department of Transportation • SRTC (Spokane Regional Transportation Council) • Spokane County

Cameras, Message Signs, and Fiber Managed by SRTMC

Appoximately 70 Miles of Fiber currently in service.

Not shown on the above map. In 2019/2020, the SRTMC Partnership installed 32 data devices collecting volumes, speeds, and occupancy on City arterials, County roads, and WSDOT highways. All data available to the partners, including STA and SRTC.

SRTC Grant Funding Request - $2,104,115

SRTMC Grant Request Comparisons					
	2021	2022	2023	2024	2025	2026
Labor	$ 527,408.21	$ 539,144.87	$ 551,145.24	$579,895.61	$591,493.52	$603,323.39
Monthly Expenses	$ 9,827.91	$ 10,024.47	$ 10,224.96	$7,257.22	$7,996.20	$7,926.25
Non-Engineering Services	$ 1,799.84	$ 1,835.83	$ 1,872.55	$939.62	$1,119.27	$1,009.93
Rent	$ 21,175.20	$ 21,598.70	$ 22,030.68	$32,026.36	$32,987.16	$33,976.77
IT Purchases	$ 6,794.56	$ 6,930.45	$ 7,069.06	$ -	$ -	$ -
Training	$ 1,016.01	$ 1,036.33	$ 1,057.06	$518.50	$527.00	$533.80
Travel	$ 125.57	$ 178.08	$ 130.65	$156.80	$219.49	$181.25
Software (Capital)	$ 32,398.95	$ 29,660.95	$ 30,254.17	$64,161.93	$77,184.46	$60,680.28
Total:	$ 600,541.25	$ 610,359.70	$ 623,784.36	$684,956.04	$711,527.11	$707,631.67

2021-2023 Totals:	$ 1,834,685.32	
2024-2026 Totals:	$2,104,114.82	

Primary Increases from Previous Grant Request

- **Labor** – iTS position(s) pay increase as WSDOT changed pay range. The Governor negotiated with the Union a 3.25% increase starting in July of 2022. Future years include a 2% COLA.

- **Rent** – Lease expired after the 2018 grant request, with renegotiated lease considerably higher. Lease is currently fixed through 2022, then 3% annual increase through 2024 at which time the lease requires renegotiation. SRTMC looking to relocate to a WSDOT facility.

- **Software (Capital)** (e.g., PeMS, Cameleon, iNet) - based on existing software packages and renewal dates. Software packages purchased from other past grants with a 5-year license are up for renewal. Amount assumes a 2% increase in renewal costs as anticipated major changes in software delivery /support. Cyclical variation in renewal dates causes the amounts to each year.

Total SRTMC O&M Funding Projections by Source

Total SRTMC Operations and Maintenance Projections		
2024	2025	2026
Grant O&M Funds $684,956.04	$711,527.11	$707,631.67
Partner Funds $ 59,756.27	$ 71,407.81	$ 64,815.18
WSDOT O&M Funds $ 523,427.21	$ 531,164.40	$ 542,109.01
Total: $ 1,268,139.52	$ 1,314,099.31	$ 1,314,555.86

2024-2026 Totals:	$ 3,896,794.70

SRTC Grant Request Amt. for 2024-26

2024-2026 Totals:	$2,104,114.82

Principles of Investment

Off-the-Top Requests Continued:

- SRTC Request - $1,500,000 distributed over three years for transportation planning
- Lois Bollenback – SRTC Executive Director

SRTC Planning Activities

- **Metropolitan Transportation Plan (MTP)**

- **US 195/I-90 Transportation Study**

- **Division Connects**

- **Demographic & Equity Research**

- **Public Engagement**

- **Strengthening Community Partnerships**

- **Data collection** (Household Travel Survey)

- **Project Prioritization / Development** (Call for Projects)
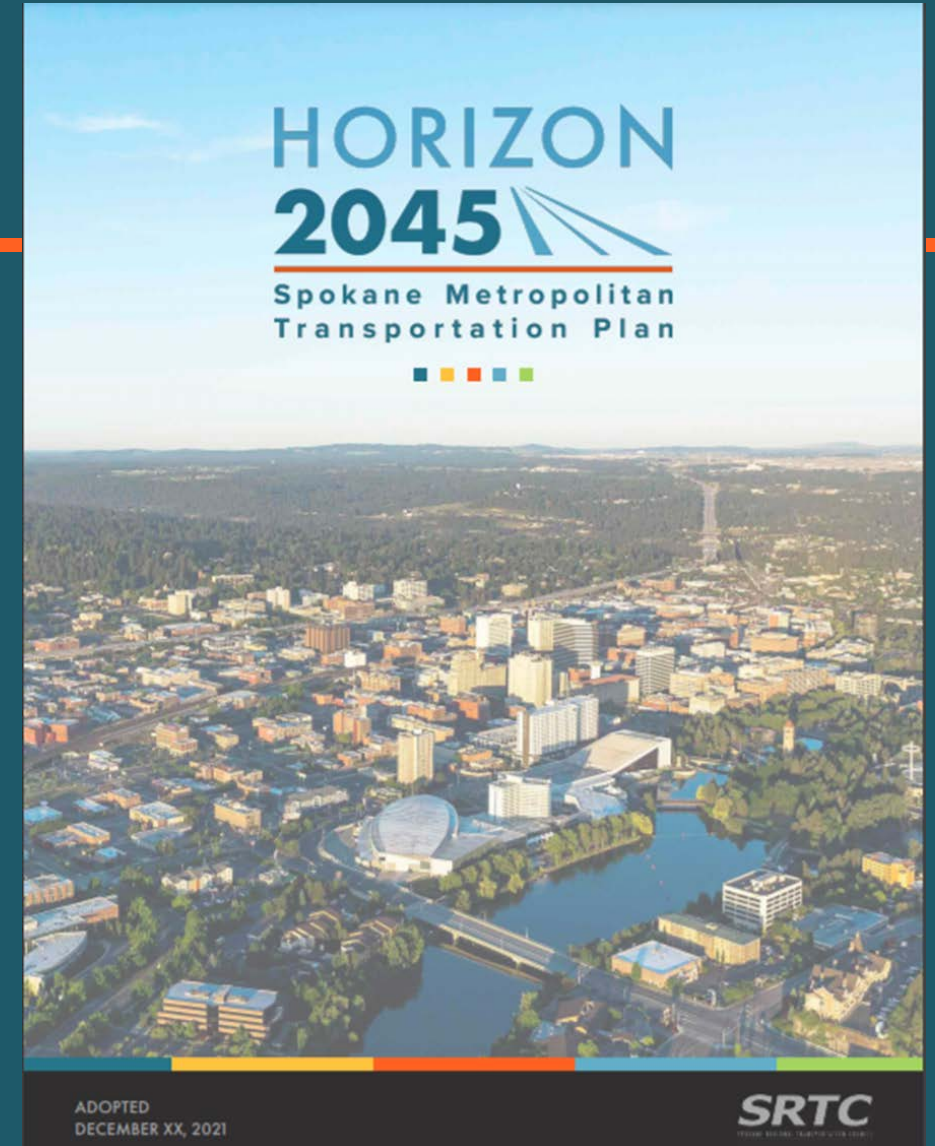
SRTC Project Advancement

- **Electrification Grant**

- **North Spokane Corridor**

- **Pines Road Grade Separation**

- **Bigelow Gulch Corridor**

- **Division Connects**

- **Millwood Trail**

- **Bike-Ped Counters & Blue Tooth Readers**

Additional Funding

Refill Community Outreach Position ($50k)

- Business/community relations, event planning, develop quality materials, measure performance, reporting

Project Development Support ($100k)

- Economic (cost/benefit analysis), data collection, resiliency/climate change, freight

Funding History

	2016	2017	2018	2019	2020	2021	2022
Federal (PL/FTA)	$829,195	$837,081	$848,934	$859,939	$874,360	$865,348	$863,084
State (RTPO)	$141,972	$170,139	$155,152	$159,373	$156,763	$144,651	$144,651
Local Funds	$185,739	$186,597	$188,062	$218,132	$249,847	$231,406	$272,705
Federal (STBG Ops)	$200,000	$200,000	$250,000	$350,000	$350,000	$350,000	$350,000
TOTAL	$1,356,906	$1,393,817	$1,442,148	$1,587,444	$1,630,970	$1,591,405	$1,630,440
Annual Inc. %		2.72	3.47	10.07	2.74	-2.43	2.45
Add'l STBG					$150,000	$1,000,000	$400,000
Purpose	*				I-90/195*	Data*	Division Con.*

*** Projects approved during previous Call for Projects (2018).
Additional funding provided from STA & WSDOT**

Looking Forward

- **Leverage Partnerships (business and community relationships)**

- **Identify & Advance Needed Projects**

In addition to the standard $350,000 annual allocation, approve an additional $150,000 per year in off the top funding for SRTC for a total of $1,500,00 over the 3-year Call for Projects funding period.

Principles of Investment

Off-the-Top Requests:

- SRTMC Request - $2,104,115 distributed over three years for operations
- SRTC Request - $1,500,000 distributed over three years for transportation planning

Total: $3,604,115

Principles of Investments

Minimum award:

- Small Town 2024-2026 Minimum Award– 3.75% of total call for project allocation

Principles of Investments

Set-Aside:

- Preservation set-aside consideration for use in 2025-2026 – $9.2M or 23% of the total call for project allocation

Next Steps

- January –
  - Board/TAC/TTC – Info

- February –
  - Board - Action

Application Materials:
https://www.srtc.org/call-for-projects/

Feb 10	SRTC Board of Directors - Principles of investment, off the top funding
Feb 11	**CALL FOR PROJECTS RELEASED**
Mar 7	**Project Eligibility Worksheet and Complete Streets Checklist DUE by 4:00 pm.**
Apr 4	**APPLICATION Package DUE by 4:00 pm.**
Apr 5-22	SRTC staff screens projects for completeness, consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ project at this time
Apr 25 - May 13	Project scoring
May 23	TAC & TTC meetings - review preliminary results
Jun 9	SRTC Board - review preliminary results
Jun 22	TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists for Board approval
Jul 14	SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists.
Aug – Oct	2023-2026 TIP development process which includes a 30-day public comment period on the draft TIP.

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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CRITICAL URBAN/RURAL FREIGHT CORRIDORS

National Highway Freight Network
- Primary Highway Freight System
- All Other Interstates
- Critical Urban Freight Corridors [CUFC]
- Critical Rural Freight Corridors [CRFC]

Related to Federal funding
- National Highway Freight Program [NHFP]
- INFRA Grant Program

WSDOT is taking a "project first" approach to the current update, to target limited mileage towards <u>regional</u> freight priorities
- Last Updated in 2016

2022 CUFC/CRFC UPDATE PROCESS

WSDOT is taking a "project first" approach to the current update, to target limited mileage towards regional priorities

1. Identify regional freight priorities for NHFP [MPOs in coordination w/local jurisdictions]
2. Prepare and submit NHFP applications [local jurisdictions w/MPO assistance, as needed]
3. WSDOT applies statewide freight prioritization criteria
4. Selected projects designated as Critical Urban/Rural Freight Corridors and awarded NHFP funding
5. Remaining CUFC/CRFC milage distributed

CUFC/CRFC DESIGNATION

CUFC/CRFC designation identifies important freight corridors that provide critical connectivity to the NHFN, they must meet the following criteria:[1]

CUFC must be in the Highway Urbanized Area meet one or more of the following four elements
- Connect an intermodal facility to the PHFS, Interstate System, or another intermodal freight facility
- Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
- Serve a major freight generator, logistic center, or manufacturing and warehouse industrial land
- Be important to the movement of freight within the region, as determined by the MPO or State.

CRFC must not be in the Highway Urbanized Area meet one or more of the following seven elements
- Is a rural principal arterial with truck freight accounting for at least 25% of its AADT
- Provides access to energy exploration, development, installation, or production areas
- Connects the PHFS or Interstate System to facilities that handle more than 500,000 tons per year of bulk commodities
- Provides access to a grain elevator, agricultural facility, mining facility, forestry facility, or intermodal facility
- Connects to an international port of entry

NATIONAL HIGHWAY FREIGHT PROGRAM [NHFP]

$50 million in NHFP funds anticipated for local projects statewide [FFY 2022–2025]

- Spokane region share based on 2021 population: $3.5 million [7.0%]
- Spokane region share based on NHFN lane miles: $3.2 million [6.4%]
- Spokane region share based on previous NHFP: $6.3 million [12.5%]

Previous NHFP Call for Projects:

- $89 million statewide [FFY 2016–2020]
- Spokane region received $11.2 million
  - Bigelow Gulch-Forker Rd Connector: $5.2 million
  - Barker Rd/BNSF Grade Separation: $6.0 million

PROJECT SCORING CRITERIA

Based around six state transportation policy goals

Policy goal weights shown are examples only and will be determined by the project selection committee during the project selection process

Goal	Evaluation Criterion	Measure	EXAMPLE ONLY Policy Goal weight	EXAMPLE ONLY Maximum point allocation
Preservation	Improve the State of Good Repair of Freight Infrastructure	Pavement and/or bridge condition	20%	20
Safety	Prevent or Reduce Injuries or Fatalities	Count of serious injury or fatality crashes within the project boundary	15%	7.5
	Reduce Conflict with Vulnerable Transportation Users	Separation or mitigation efforts		7.5
Stewardship	Percent of Project Cost with Funding Match	Percent match of non-federal fund	10%	5
	Prioritize Lowest-Cost Solutions for the Specific Freight Need	Were low-cost solutions considered or implemented?		5
Mobility	Reduce Congestion and Improve Reliability	Level of congestion/reliability in project area	15%	15
Economic Vitality	Support the Economy and Promote Employment	Project's distance from the nearest freight cluster	25%	8
	Location on the FGTS	FGTS designation (or AADTT if off the FGTS) or equivalent truck traffic volume		9
	Intermodal Connectivity Between Modes	Degree of connection to an intermodal facility		8
Environment and Communities	Reduce Freight Transportation's Negative Impacts on Washington's Water Quality	Does the project address stormwater impacts above minimum requirements?	15%	5
	Reduce Freight Transportation's Negative Impacts on Washington's Wildlife	Does the project address wildlife impacts?		5
	Analysis of Projects Near Vulnerable Communities	Does the project address impacts on vulnerable communities?		5
Total			100%	100

DEVELOPING PRIORITY FREIGHT PROJECTS LIST

Identify candidate projects

Horizon 2045 project list or program

Unified List of Regional Transportation Priorities

Projects that benefit freight

Ability to obligate $ in the 2022–2025 timeframe

Assess statewide competitiveness of candidate projects

Bridge/pavement condition

Serious injury and fatality crashes

Non-Federal match %

Travel time reliability or delay time

Freight cluster distance

FGTS class

Intermodal connectivity

Location in a vulnerable community

Projects most likely to compete well submitted to WSDOT as SRTC's **Regional Freight Priority Projects List**

Candidate
Regional Freight Priority Projects
for NHFP Funding Consideration

Regional Freight Priority Network - Truck Freight Routes

0 — 4 MILES

Bigelow Gulch/Forker Rd Connector - Project 2

Freya St: Garland to Francis

Wellesley Ave: Freya to Havana

Argonne Rd/Upriver Dr Intersection

Bigelow-Sullivan Corridor: Sullivan Rd/Trent Ave Interchange (PE phase)

Pines Rd/BNSF Grade Separation

Argonne Rd/I-90 Interchange Bridge (PE phase)

Airport Dr/Spotted Rd Realignment & Interchange

18th/21st Ave Improvements - US 2 Congestion Relief

Inland Empire Way Connection

Millwood

Spokane

Spokane Valley

Liberty Lake

Airway Heights

SPOKANE INT'L AIRPORT

FAIRCHILD AFB

SRTC

Candidate Regional Freight Priority Projects

Project Name	Agency	Unfunded Amount	Regional Freight Network	Statewide Competitiveness Scoring Criteria									Overall
				Preservation	Safety	Stewardship	Mobility	Freight Cluster	FGTS	Intermodal Connectivity	EJ Area	Habitat Area	
Bigelow Gulch/Forker Rd Connector - Project 2	Spokane County	$6,290,939	x	3.0	3.0	1.0	3.0	2.0	2.0	0.0	0.5	0.5	15.0
Pines Rd/BNSF Grade Separation	Spokane Valley	$19,300,000	x	3.0	2.0	0.3	2.0	2.0	2.0	0.0	0.5	0.0	11.8
Wellesley Ave: Freya to Havana	Spokane	$3,400,000	x	3.0	1.0	0.3	2.0	2.0	2.0	0.0	0.5	0.0	10.8
Bigelow-Sullivan Corridor: Trent Ave/Sullivan Rd Interchange (PE phase)	Spokane Valley	$2,950,000	x	3.0	0.0	0.3	3.0	2.0	2.0	0.0	0.0	0.0	10.3
Argonne Rd/I-90 Interchange Bridge (PE phase)	Spokane Valley	$1,500,000	x	2.0	0.0	0.3	2.0	2.0	3.0	0.0	0.5	0.0	9.8
Argonne Rd & Upriver Dr Intersection	Spokane County	$8,800,000	x	1.0	1.0	0.3	2.0	2.0	3.0	0.0	0.0	0.0	9.3
Freya St: Garland to Francis	Spokane	$18,800,000	x	1.0	1.0	0.3	2.0	2.0	1.0	0.0	0.5	0.0	7.8
18th/21st Ave Improvements - US 2 Congestion Relief	Airway Heights	$4,500,000		1.0	0.0	0.3	2.0	2.0	1.0	0.0	0.5	0.5	7.3
				0.0	0.0	0.3	3.0	2.0	1.0	0.0	0.0	0.5	
				0.0	0.0	0.3	2.0	2.0			1.0	0.5	

REFINING CANDIDATE PROJECT LIST

Narrowing our focus
- Pros and cons?

Projects that will compete the best, based on WSDOT's scoring criteria?
- SRTC's project screening indicates how competitive projects are likely to be

Spokane region's likely share of total program?
- $3.5 million [population share]
- $6.3 million [2016–2020 NHFP share]

What approach do we believe will be

Option A Top 5 Projects

Project Name	Unfunded Amount	Overall
Bigelow Gulch/Forker Rd Connector - Project 2	$6,290,939	15.0
Pines Rd/BNSF Grade Separation	$19,300,000	11.8
Wellesley Ave: Freya to Havana	$3,400,000	10.8
Bigelow-Sullivan Corridor: Trent Ave/Sullivan Rd Interchange (PE phase)	$2,950,000	10.3
Argonne Rd/I-90 Interchange Bridge (PE phase)	$1,500,000	9.8
Argonne Rd & Upriver Dr Intersection	$8,800,000	9.3
Freya St: Garland to Francis	$18,800,000	7.8
18th/21st Ave Improvements - US 2 Congestion Relief	$4,500,000	7.3
Inland Empire Way Connection	$6,700,000	6.8
Airport Dr & Spotted Rd Realignment & Interchange	$19,300,000	5.8

Option B Top 3 Projects, 1 per Agency

Project Name	Unfunded Amount	Overall
Bigelow Gulch/Forker Rd Connector - Project 2	$6,290,939	15.0
Pines Rd/BNSF Grade Separation	$19,300,000	11.8
Wellesley Ave: Freya to Havana	$3,400,000	10.8
Bigelow-Sullivan Corridor: Trent Ave/Sullivan Rd Interchange (PE phase)	$2,950,000	10.3
Argonne Rd/I-90 Interchange Bridge (PE phase)	$1,500,000	9.8
Argonne Rd & Upriver Dr Intersection	$8,800,000	9.3
Freya St: Garland to Francis	$18,800,000	7.8
18th/21st Ave Improvements - US 2 Congestion Relief	$4,500,000	7.3
Inland Empire Way Connection	$6,700,000	6.8
Airport Dr & Spotted Rd Realignment & Interchange	$19,300,000	5.8

NEXT STEPS

February

Prepare project submittal forms for regional freight priority projects

*Friday, March 11 deadline for local agencies to submit project forms to SRTC

SRTC Board
Review draft Regional Freight Priority Projects at February meeting

TTC / TAC
Recommend final Regional Freight Priority Projects List to Board at February meetings

March

Submit regional freight priority project forms to WSDOT

*March 16 deadline for SRTC to submit Regional Freight Priority Projects List and project forms to WSDOT

SRTC Board
Approve final Regional Freight Priority Projects List at March meeting

QUESTIONS?

SRTC Transportation Technical Committee
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DATA Project Update

Data Application for Transportation Analysis

TTC Meeting
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January 26, 2022

Initial Project Goals

- **Improve confidence in data and information used for transportation decision-making.**

- **Help align regional data and tools with member agency planning needs.**

- **Increase stakeholder agency input into existing tools, such as the regional travel demand model, and development of potential new tools.**

- **Look for innovative ways to analyze and respond to emerging transportation trends.**

History

- **Board recognized need to acquire data to apply to planning in 2018.**
- **$1M in STBG funding was set aside during 2018 call for projects.**
- **Staff, in coordination with stakeholders, developed a two-phased project to evaluate SRTC's practice, state of best practice, and recommend critical investments.**
- **March 2021, the Board adopted the Phase II design plan.**

Phase II Design Plan

Six key investments

Planning level schedules and cost estimates

Summary of related ongoing investments

DATA PROJECT DESIGN PLAN SUMMARY

DATA/TOOL	COST	DESCRIPTION	SRTC SUPPORT	WHY PROPOSED
HOUSEHOLD TRAVEL SURVEY	$345,000	A 1,500 household, smartphone enabled household travel survey	0.2 FTE for project management, coordination, and outreach	• Data necessary for a credible, analytically valid travel demand model • Benefits beyond the travel demand model – useful for other regional and local planning applications too • Helps policymakers understand region-specific travel behaviors
PASSIVE DATA	$135,000	Passenger and heavy truck trip tables from passive (location-based services) data	None	• Cost effective data source to compliment smaller sample HHTS • Supports SRTC's responsibilities to monitor and report on regional system performance trends
TRAFFIC COUNT DATA	$50,000	Selected traffic counts at key locations	Coordination with jurisdictions, obtaining permissions/permits as needed. Exact level of effort TBD	• Necessary for travel demand model validation • Needed to address gaps in data currently available from partner agencies
LAND USE ALLOCATION TOOL	$100,000	A system for management of existing and future land-use data and allocation of countywide population and employment controls to TAZs, taking into account land capacity and recent developments.	0.05 – 0.1 FTE for project management. 0.5 FTE analyst support for tool development (1 year)	• Streamlines land use data inputs to the travel demand model • Makes more frequent model updates possible • Modest-cost tool to help agencies allocate their future population and employment projections to TAZs • Keeping land use information more current was a need expressed by several stakeholders during listening sessions
TRAVEL DEMAND MODEL UPDATES	$250,000	Update travel model zones, and networks. Calibrate models to survey and passive data. Validate to counts and boardings. Implement a data driven heavy truck model from passive data. Documentation, user's guide and training.	0.05 – 0.1 FTE for project management. 0.25 analyst FTE over 3 months for collection and geocoding available traffic counts from jurisdictions	• Federally required regional planning tool • Improves information for regional planning • Makes model more useful to partner agencies
ONLINE DATA HUB	$100,000	A regional online data and tools platform to manage and share SRTC's data and tools with the community.	0.05 – 0.1 FTE for project management is assumed, along with additional planner/analyst FTE to periodically update the data and tools as needed. Limited IT support to help maintain the site	• Supports SRTC's public information obligations • Data visualization helpful for policy makers • Makes extremely technical model outputs consumable by non-technical audiences (SRTC Board, economic development partners, public, etc.)

Tasks Substantially Underway

- **Household Travel Survey**
- **Traffic Count Data**
- **Land Use Allocation Tool**
- **Travel Demand Model Updates**

Household Travel Survey

- **Last completed in 2005.**
- **Data critical to updating demographic assumptions in the region.**
- **Collects data such a trip locations, travel mode, income level, vehicle ownership, etc.**
- **80,000 invitations sent; expecting 1,500 respondents.**

Traffic Count Data

- **Necessary to confirm the outputs of the travel demand model.**
- **Needed to address gaps in data currently available from member jurisdictions.**
- **Draft scope is to collect counts at 117 locations.**
- **Draft scope was reviewed by stakeholder team on January 19.**
- **Count collection will begin in the Spring.**

new counts
model network
County

City of Spokane, Spokane County, WA State Parks GIS, Esri
Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA,
USGS, Bureau of Land Management, EPA, NPS
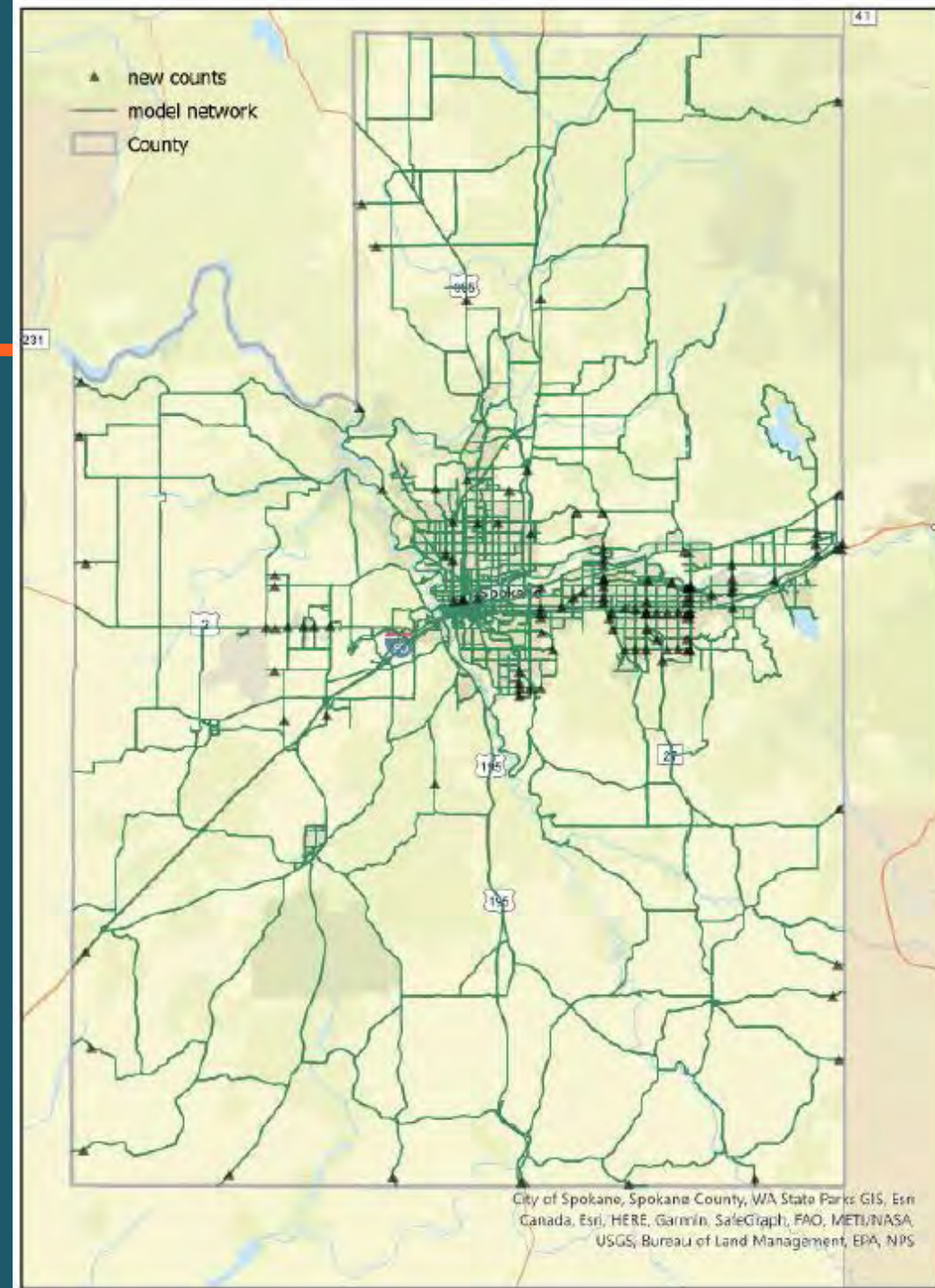
Land Use Allocation Tool

- **Based on methodology adopted by SRTC Board in September 2020.**
- **Task will automate some of the more time-consuming elements of the process.**
- **Create a system that allows users to adjust 'levers' to visualize regional changes over time for various scenarios.**

Travel Demand Model Updates

- **travel demand model is a fundamental tool for analysis of transportation projects and policies considered by SRTC and partner agencies.**

- **Updated model useful for member jurisdiction's sub-area planning.**

- **Task will improve truck modeling functions.**

Stakeholder Engagement

- **Stakeholders provided input during Phase I including feedback on prioritizing Phase II work tasks.**

- **Three meetings to engage stakeholders regarding refined scope for Phase II.**

- **First meeting was January 19.**

Next Steps / Key Milestones

	2022						2023		
	May	June	July	Aug	Sept		April	May	June
Traffic Count Collection Complete	� May								
Land Use Allocation Tool Complete			� July						
Household Travel Survey Task Complete					� Sept				
DATA Project Complete							� April–June		

Expected Project Outcomes

- **Refined ability to prioritize projects.**
- **Improved scenario planning capabilities.**
- **Performance management enhancements.**

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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Phase II Investments

Data/Toolbox	PASSIVE DATA
Description	Passenger and heavy truck trip tables from passive (location-based services) data.
Cost	$135,000
SRTC Staff Support	None
Schedule	Coordinated to coincide with household travel survey.
Why Proposed	• Cost effective data source • Support's SRTC's responsibilities to monitor and report on regional traffic and system performance trends

Phase II Investments

Data/Toolbox	ONLINE DATA HUB
Description	Regional online data and tools platform to manage and share SRTC's information with the community.
Cost	$100,000
SRTC Staff Support	0.05 to 0.1 FTE for project management - Additional planner analyst FTE to update data and tools as needed - Limited IT support to maintain the site
Schedule	- Spring 2021 – begin tool design - Spring 2022 – initial version available
Why Proposed	- Supports SRTC's public information obligations - Data visualization helpful for policy makers - Requested by SRTC's economic development partners

EQUITY PLANNING FRAMEWORK

Transportation Technical Committee

Information Item: SRTC Equity Planning Framework – Introduction

Agenda Item 11, Page 21

January 2022

Equity Planning Framework - Purpose

- **Addressing equity takes regional coordination**

- **Competition for funding - changing situation at state, federal levels**

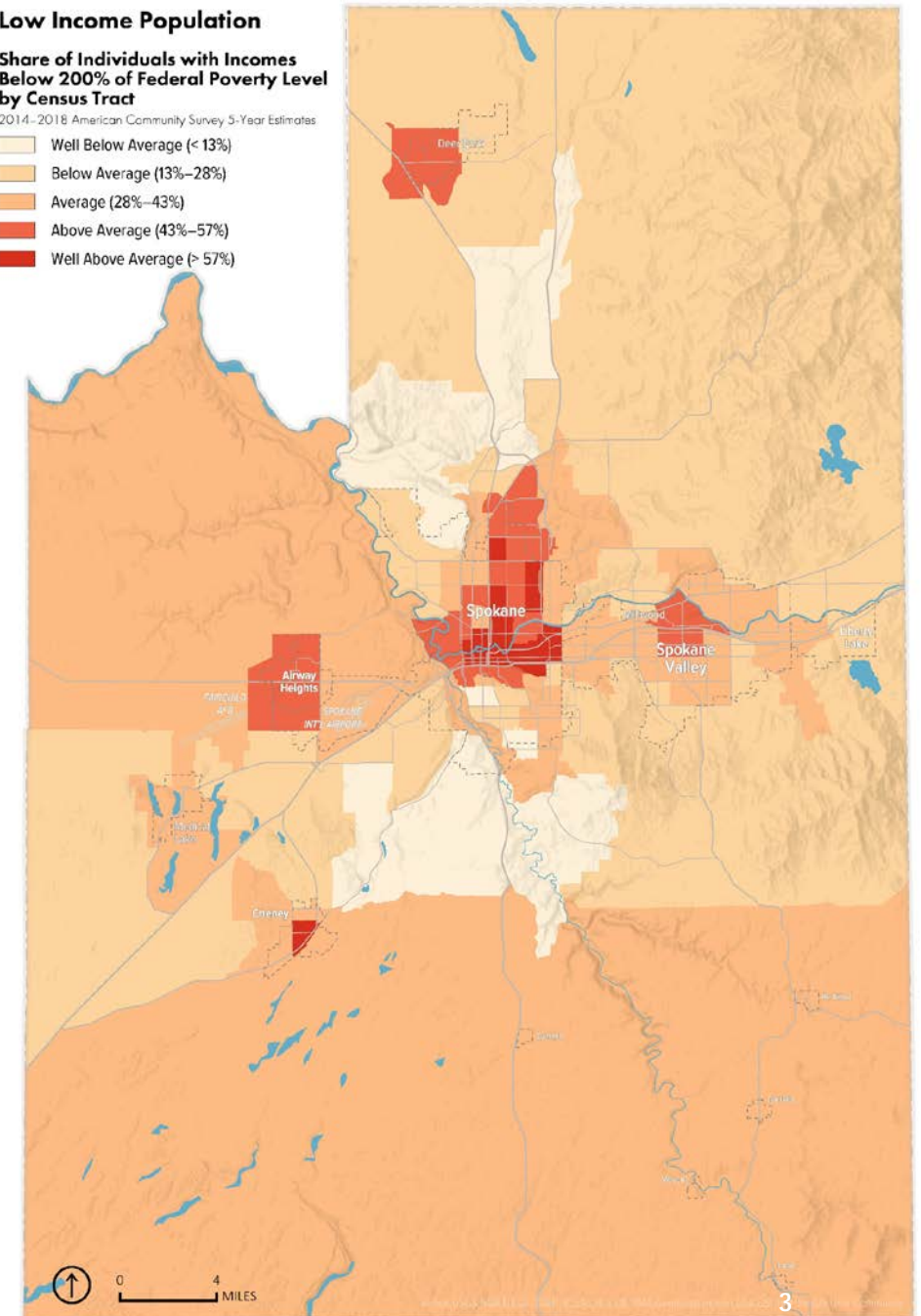- **Community strength - Equitable growth as ideal growth**

Equity Planning Framework - Purpose

- **Spokane region home to many potentially disadvantaged residents**

- **Many reasons why this work is important to SRTC – Poll question to come...**

Low Income Population

Share of Individuals with Incomes Below 200% of Federal Poverty Level by Census Tract

2014–2018 American Community Survey 5-Year Estimates

- Well Below Average (< 13%)
- Below Average (13%–28%)
- Average (28%–43%)
- Above Average (43%–57%)
- Well Above Average (> 57%)

Equity Planning Framework

- SRTC to develop equity planning framework in 2022
- Framework to include recommendations related to policy, project evaluation, data needs, and outreach
- Recruit work group of TTC, TAC members to help formulate recommendations
- Work group will also hear from guest speakers, including members of the community

- Will be returning to the TTC, TAC, and Board with this work this summer to summarize progress and garner additional feedback

Goals (Draft)

1. Educate around equity in transportation internally, committees/Board

2. Identify a range of potential tools and strategies to incorporate equity into SRTC policy, planning, and project prioritization processes

3. Develop a set of specific recommendations and next steps to identify community needs and operationalize equity in transportation planning, SRTC policy, and project evaluation.

4. Improve regional competitiveness for funding by equipping regional transportation planners with tools and strategies to more robustly evaluate project equity impacts.

Steps

1. Mission Statement, Charter

2. Identify range of potential tools and strategies to incorporate equity into SRTC policy, project evaluation, data needs, and outreach

3. From tools and strategies, develop and prioritize a set of specific recommendations and next steps

Draft Timeline

Draft Work Plan: SRTC 2022 Equity Framework Development *Numbers indicate anticipated work group meetings.*	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
Draft committee [C], board [B] touches	C	B				B, C				C	B, C	B
Introduce work plan to Board and Committees.	◯	◯										
Assist/advise call for projects - equity project evaluation.	◯	◯	◯									
Develop equity planning work group from TAC and TTC members (to meet approx. every 6 weeks).		◯	◯									
Refine mission statement based on feedback. First work group meeting in March.		◯	①									
Work group guest speakers: Equity Planning Tools and Strategies				②								
Work group meetings: Identify potential tools and stategies. Explore alternatives for implementation.			◯	◯	③	④						
Work group meetings: Develop and prioritize a set of specific recommendations and next steps to operationalize equity in transportation planning.						◯	⑤	⑥				
Compose draft equity framework and recommendations.							◯	◯	◯			
Return to Board with draft framework and recommendations.									◯	◯		
Refine framework and recommendations.									⑦	⑧	◯	
Committees' (TAC/TTC) recommendation for Board approval.											◯	
Return to Board for Final Approval.												◯
Social Equity Mapping Tool - Update Data and Tool				*To be updated in 2022 - pending full availability of decennial census data tables*								

Ranked Choice Poll

PollEv.com/srtcs511

If you have another comment , please email me! (mredlinger@srtc.org)

SRTC should pursue an equity planning framework in order to:

Maximize regional competitiveness for funding

Fulfill our moral imperative (it's the right thing to do)

Help provide leadership in inclusive participation

Improve access to opportunity and services

Prioritize investments that target health and safety benefits

Fulfill regulatory requirements

To make Spokane a stronger, better community

Equity Planning Work Group

- **Seeking TTC and TAC members (3-5 participants from each)**
- **Role:**
  - **Help formulate recommendations for the Board and SRTC staff**
  - **Inform the TTC and TAC on the development of the framework**

- **To meet roughly 8 times (up to an hour each) between March and November**

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Thank you!

MRedlinger@SRTC.org