SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Board of Directors Meeting Agenda

Thursday, February 10, 2022 - 1:00 pm

Time	Item	
1:00	1.	**Call to Order / Record of Attendance / Excused Absences**
1:02	2.	**Public Comments**
1:07	3.	**Executive Director's Report** *(Lois Bollenback)* a) Funding
		FOR ACTION
1:10	4.	**Consent Agenda** a) January 2022 Meeting Minutes b) January 2022 Vouchers c) Kalispel Tribe of Indians: Agreement of Voting Membership d) 2022-2025 Transportation Improvement Program (TIP) February Amendment e) Appointment of 2022 Transportation Advisory Committee Officers
1:15	5.	**Interlocal Agreement Implementation Subcommittee** *(Lois Bollenback)*
1:25	6.	**2024-2026 SRTC Call for Projects & Principles of Investment** *(Kylee Jones) pg 2*
		FOR INFORMATION AND DISCUSSION
1:35	7.	**SRTC 2022 Equity Framework** *(Michael Redlinger) pg 10*
1:45	8.	**2022 Transportation Planning Presentation Series: Quality of Life** *(Jason Lien) pg 21*
2:05	9.	**DivisionConnects Update** *(Jason Lien) pg 34*
2:15	10.	**Transportation Performance Measures: Safety Targets** *(Mike Ulrich) pg 49*
2:25	11.	**Critical Urban and Rural Freight Corridors** *(David Fletcher) pg 71*
2:35	12.	**Board Member Comments**
2:45	13.	**Adjournment**

AGENDA ITEMS IN BLUE TYPE HAD PRESENTATIONS AND ALL HAVE BEEN COMBINED INTO ONE SLIDE DECK.

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

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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Action Item

February 10, 2022

Requested Action

Approval of Resolution 22-03 establishing principles of investment for the 2024-2026 call for projects. (packet pg. 23)

1. **Approve off-the-top request from SRTMC Executive Board - $2,104,115**
2. **Approve off-the-top request from SRTC - $1,500,000**
3. **Approve a minimum amount of $1,500,000 of to be awarded to small towns**
4. **Approve a set-aside amount of $9,200,000 for maintenance and preservation**

2024-2026 Federal Allocations

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 Requests for 2024-2026:

- SRTMC Executive Board Request - $2,104,115
- SRTC Request - $1,500,000

Total: $3,604,115

Principles of Investments

Minimum award:

- Small Town 2024-2026 Minimum Award – $1,500,000

Set-Aside:

- Preservation set-aside consideration for use in 2025-2026 – $9,200,000.

TAC & TTC Feedback

- January meetings- No opposition to the principles of investments.

Requested Action

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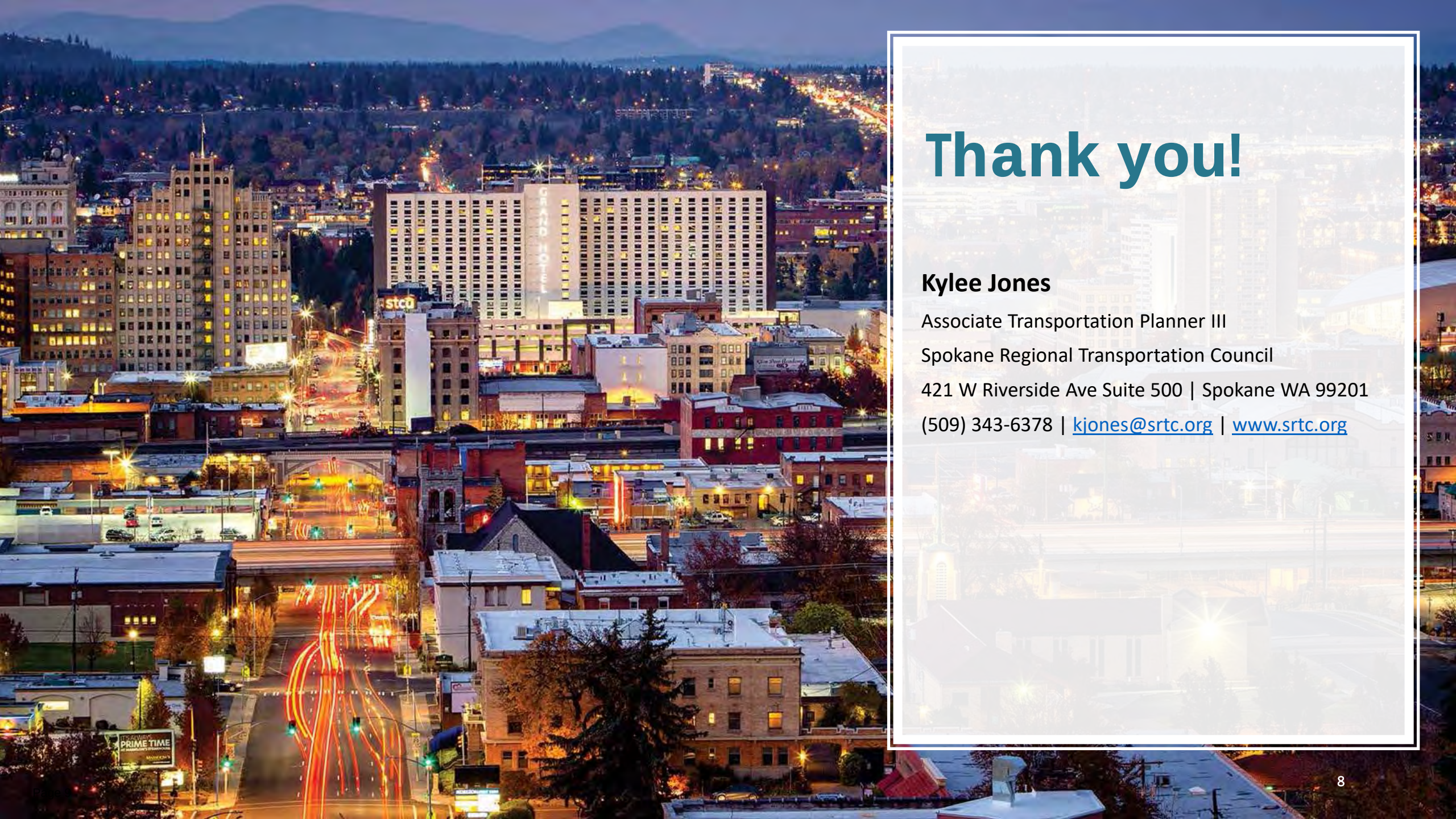

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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EQUITY PLANNING FRAMEWORK

Transportation Advisory Committee

Information Item: SRTC Equity Planning Framework – Introduction

Agenda Item 7, Page 25

January 2022

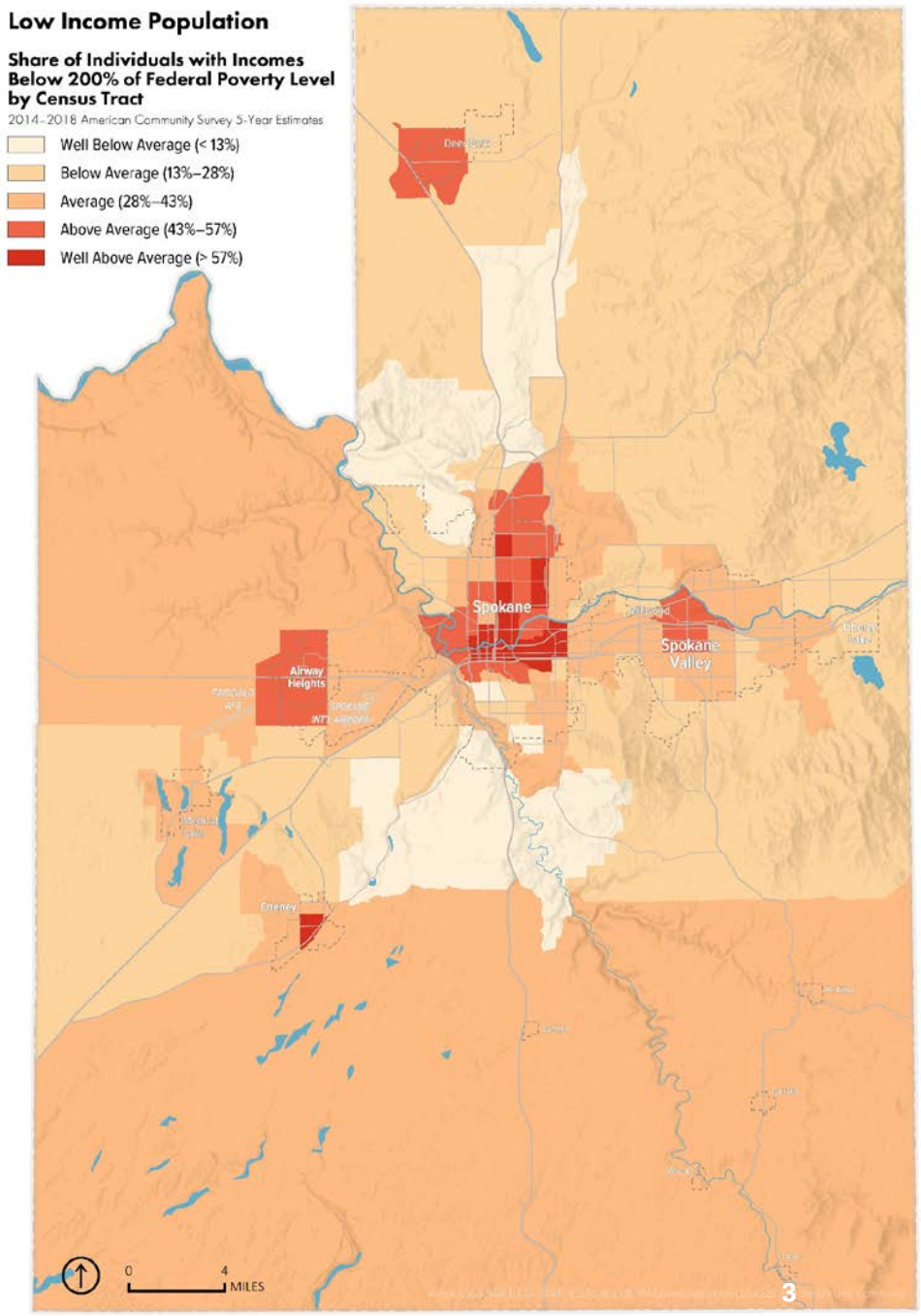
Equity Planning Framework - Purpose

- Addressing equity takes regional coordination
- Requirements + Competition for funding - changing situation at state, federal levels
- Access – to opportunity, services, etc
- 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…



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 TAC, TTC members to help formulate recommendations
- Work group will also hear from guest speakers, including members of the community

- Will be returning to the TAC, TTC, 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 evaluation
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)

Board - 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

Start the presentation to see live content. For screen share software, share the entire screen. Get help at **pollev.com/app**

Equity Planning Work Group

- TAC and TTC members
- ~Monthly meetings between March and October
- Role:
  - Help formulate recommendations for the Board and SRTC staff
  - Inform the TAC and TTC on the development of the framework

- **Work group members:**
  - SRTC: Michael Redlinger, Kylee Jones
  - STA: Mike Tressider (TTC)
  - City of Spokane: Colin Quinn-Hurst (TTC)
  - Urbanova: Kim Zentz (TAC)
  - Retired (public safety): Thomas Sahlberg (TAC)
  - Heidi Duty: Heidi Christensen (TAC)
  - T-O Engineers: Bill White (TAC)
  - Gonzaga University: Rhonda Young (TAC)
  - Lilac Services for the Blind: Raychel Callary (TAC)

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

Thank you!

MRedlinger@SRTC.org

Spokane Regional Transportation Council

2022 Discussion Series

February 10, 2022

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Jason Lien

Principal Transportation Planner

Purpose

- **Improve our assessment of transportation system needs. Invest smartly.**
- **This month's topic: Quality of Life**
  - **What is this and what does it mean to our region?**
  - **There is a lot of need, how do we measure success?**

Quality of Life

- **Amenities**
  - Parks
  - Built environment
  - Neighborhoods
  - Business destinations
  - Arts
  - Natural environment

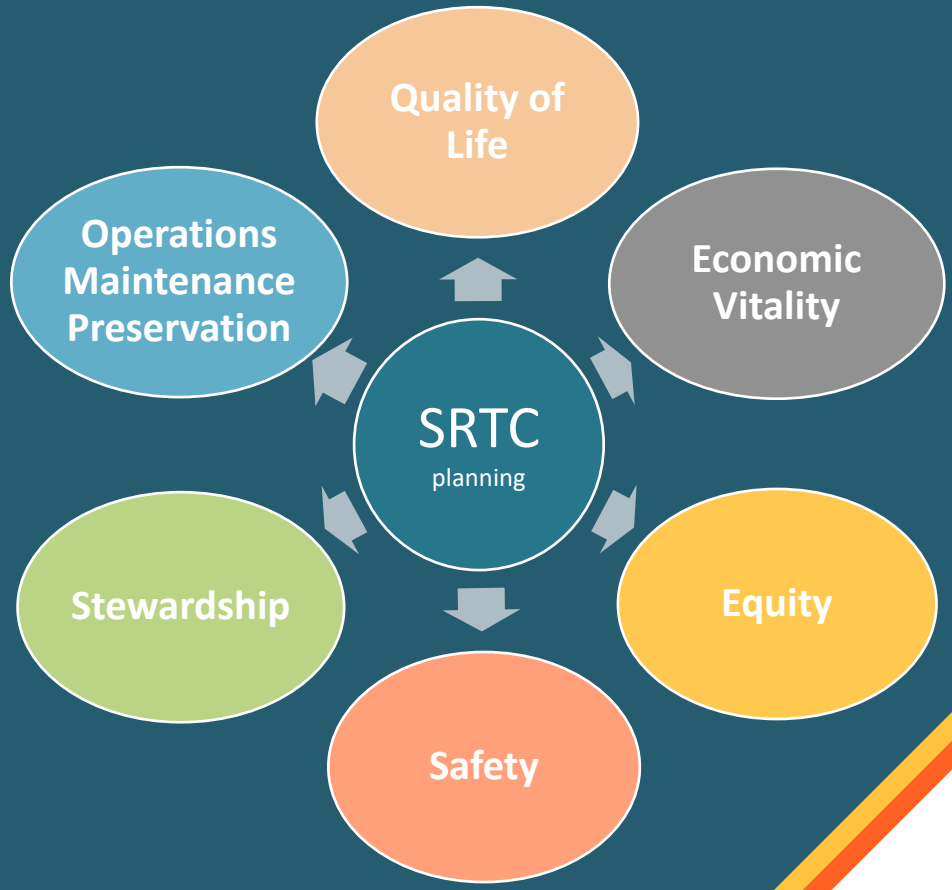
Credit: Spokane International Airport

Access

- **Transportation system binds region together**
  - **All modes**

Horizon 2045 Guiding Principles

- Overlap (Quality of Life, Safety, Economic Vitality, Equity)

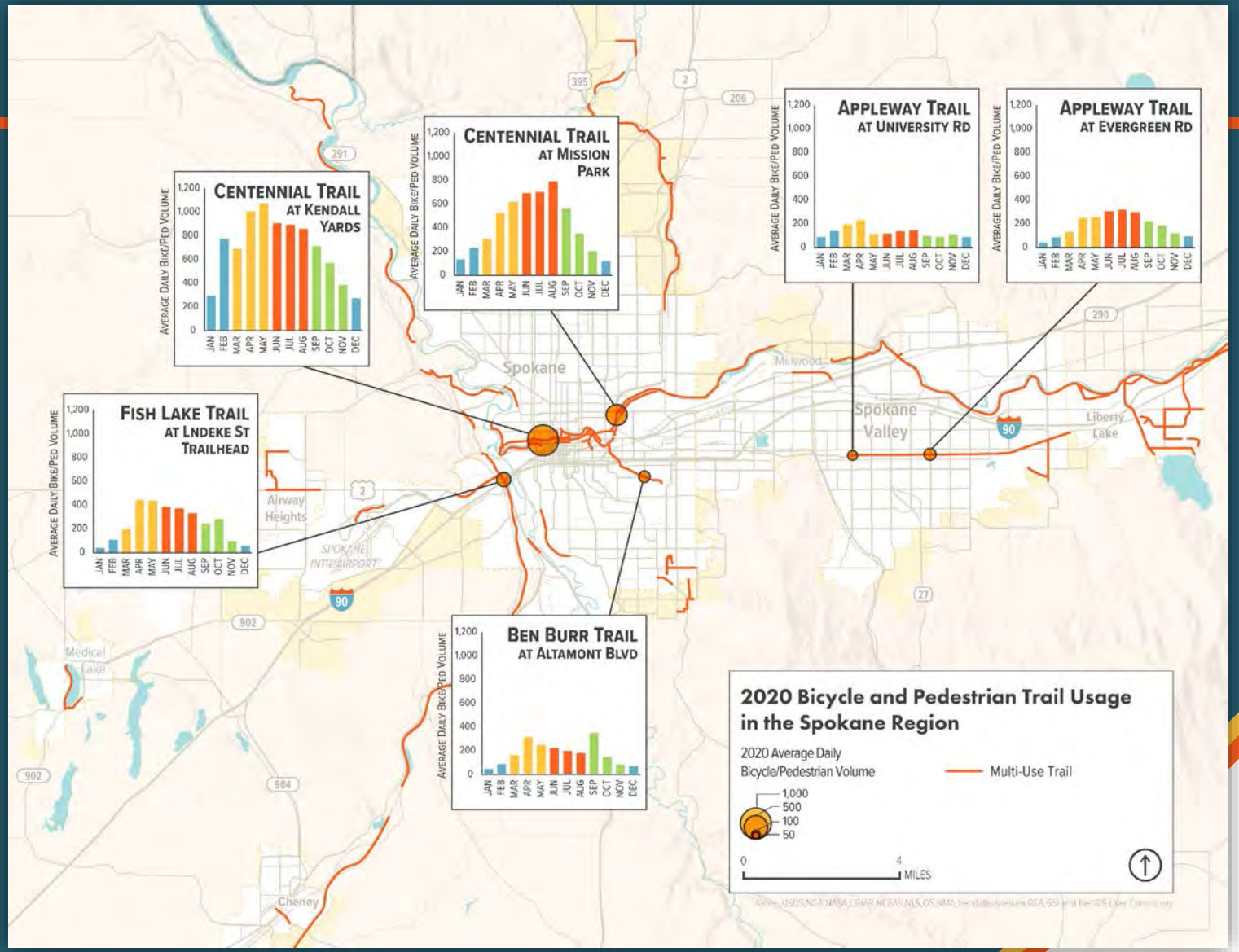


Quality of Life

- **Described in terms of a balanced transportation system**
  - **Multimodal - Transportation choices**
  - **Safe and convenient multimodal options for everyone**

Use Data

- Trail network
- STA ridership



Why is this important?

- **Diversity of transportation choice**
  - Create a system that is complementary
  - Focus on connectivity / access
  - Public Health
  - Equity
  - Economic / Cost

User Experience

- Facility type / context
- Sense of place
- Maintenance

How do we get there?

- **Priority Networks**
  - Transit
  - Bicycle
- **Project / program support**
- **Complete Streets policies**
- **Data analysis**

Indicators of QoL in the context of Horizon 2045

- Miles of facility type
- Network density
- Level of Traffic Stress (for cycling)
- Proximity to a bus stop
- Transit frequency
- Mode share

Discussion – Through the lens of QoL

- How do we measure success for the projects we are promoting?
- Are there other metrics we should be thinking about?

Thank You!

Next month in Discussion Series: Safety

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DivisionConnects Update
2/10/22

SRTC Board

Jason Lien, Principal Transportation Planner

Agenda Item 9, Pg. 29

divisionconnects.org

Study Structure

Steering Committee

Subset of SRTC/STA Boards

Project Management

SRTC / STA

Agency Partners

WSDOT / City of Spokane / Spokane County

Consultant Team

Led by Parametrix

DIVISION CONNECTS
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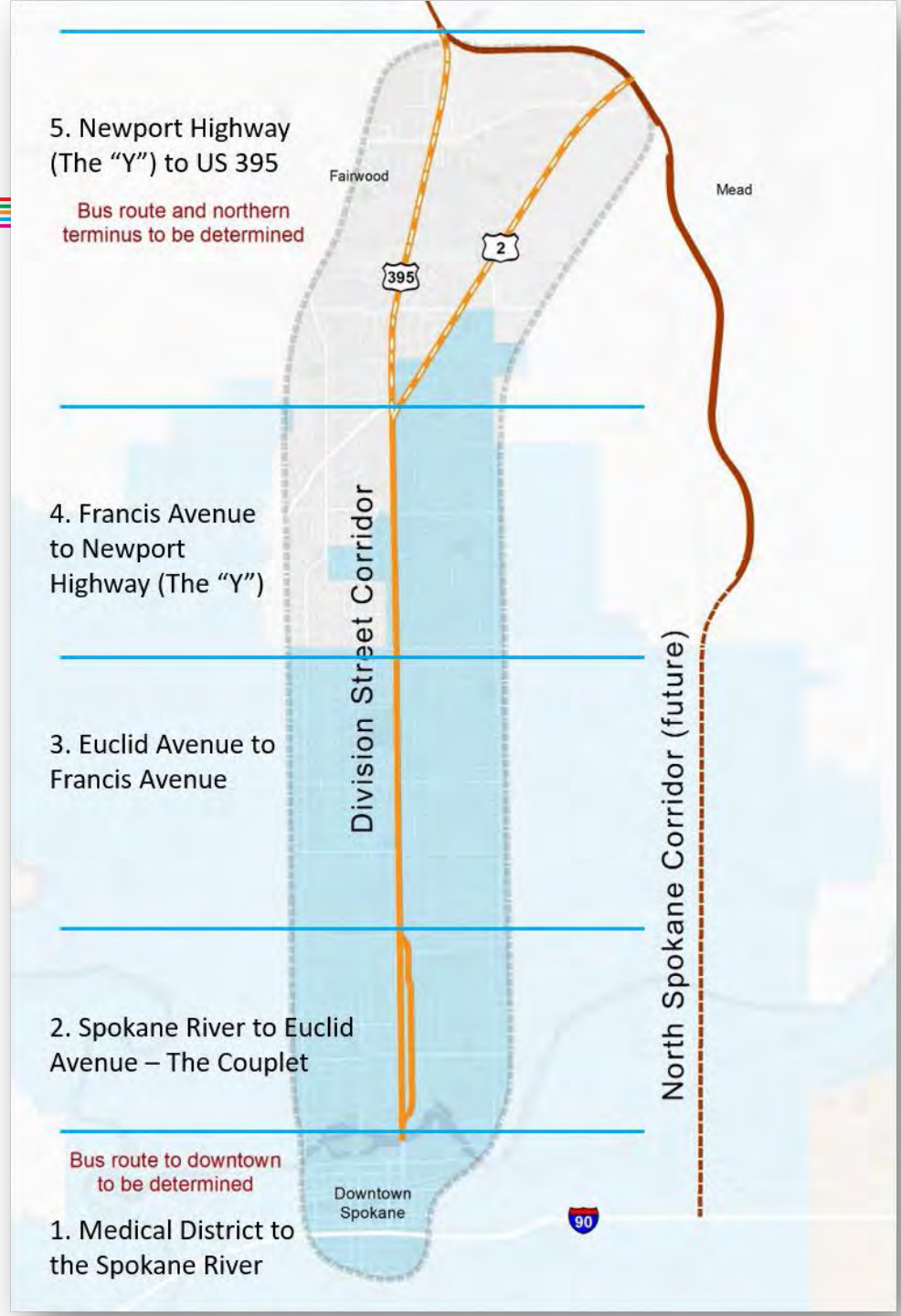
Background

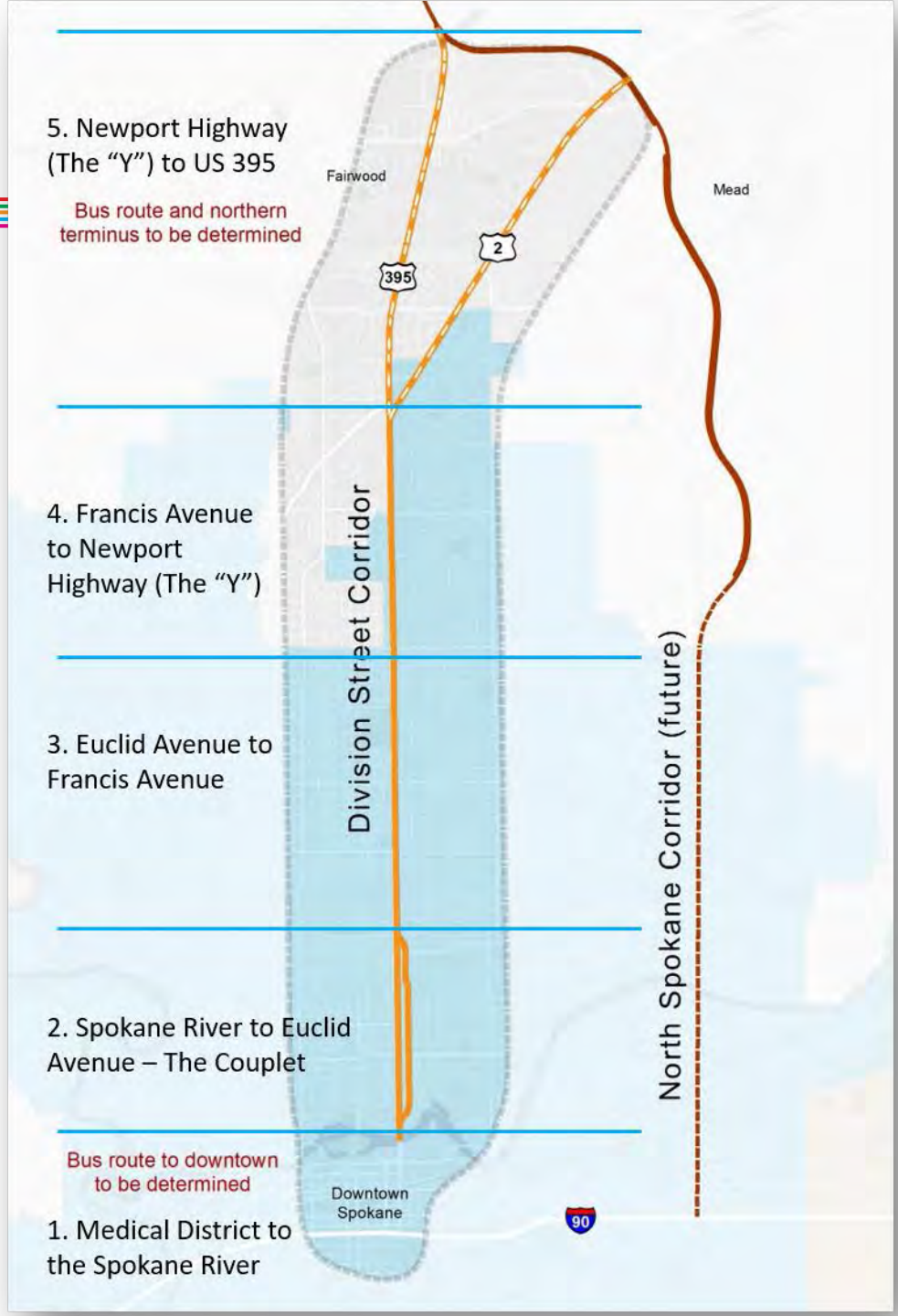
- Launched beginning of 2020
- Corridor study of Division Street
  - Bus rapid transit (BRT)
  - All transportation modes
  - Relationship to NSC
  - Land use opportunity
- Study in two phases



Phase 1 Complete

- Identification of Locally Preferred Alternative (LPA). Documented in Corridor Development Plan.

- Accepted through STA and SRTC Board actions – Spring 2021



Phase 2

Scope of Work

- Land Use Planning
  - Plan/Policy review
  - Division Activity Nodes
- Transportation Planning
  - Active Transportation
  - Travel Demand Modeling
- Public Engagement

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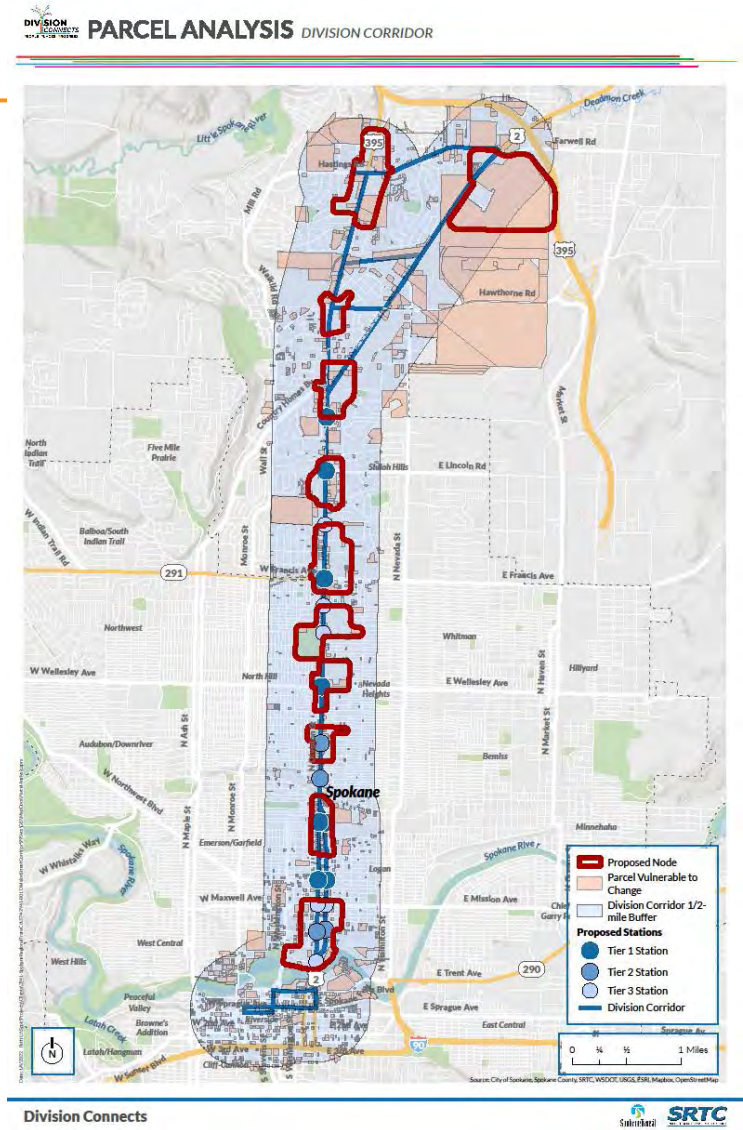
Land Use Planning

- Evaluate activity nodes
- Leverage BRT investment
- Opportunity / Potential barriers
- Existing assets
- Potential for development / redevelopment



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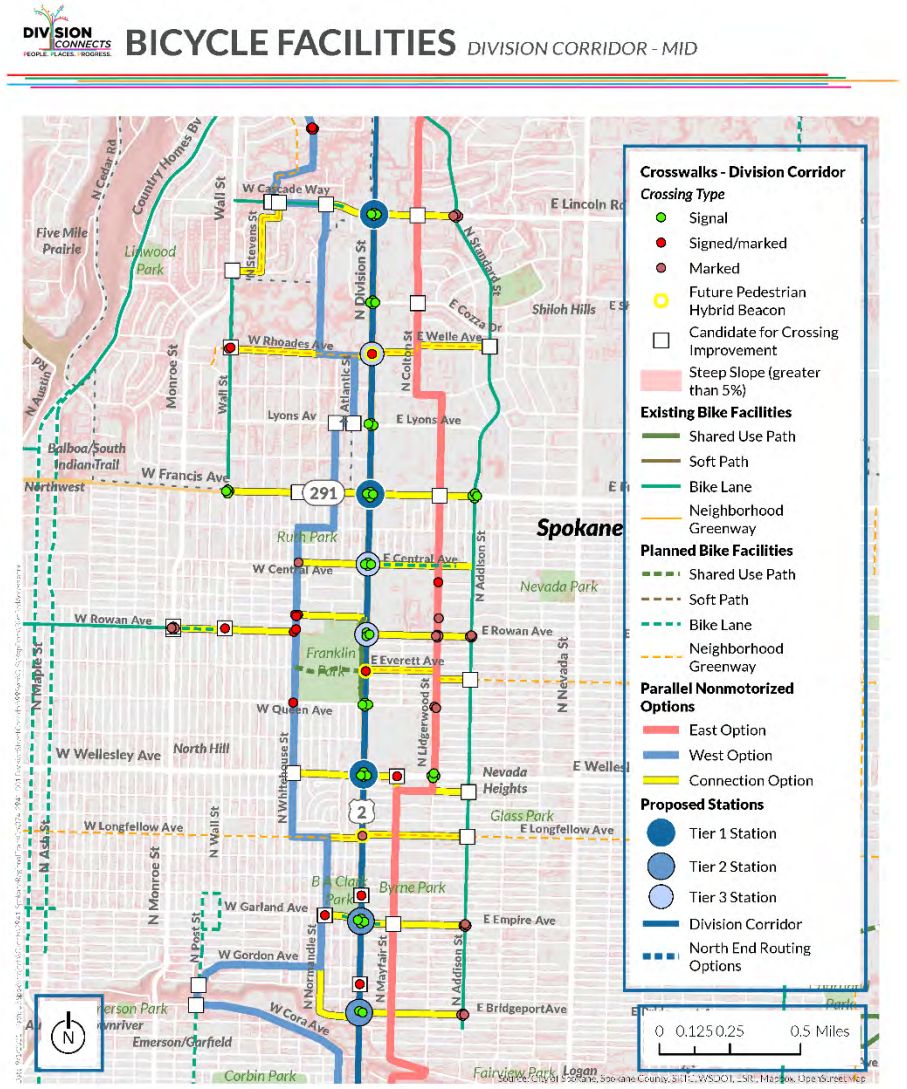
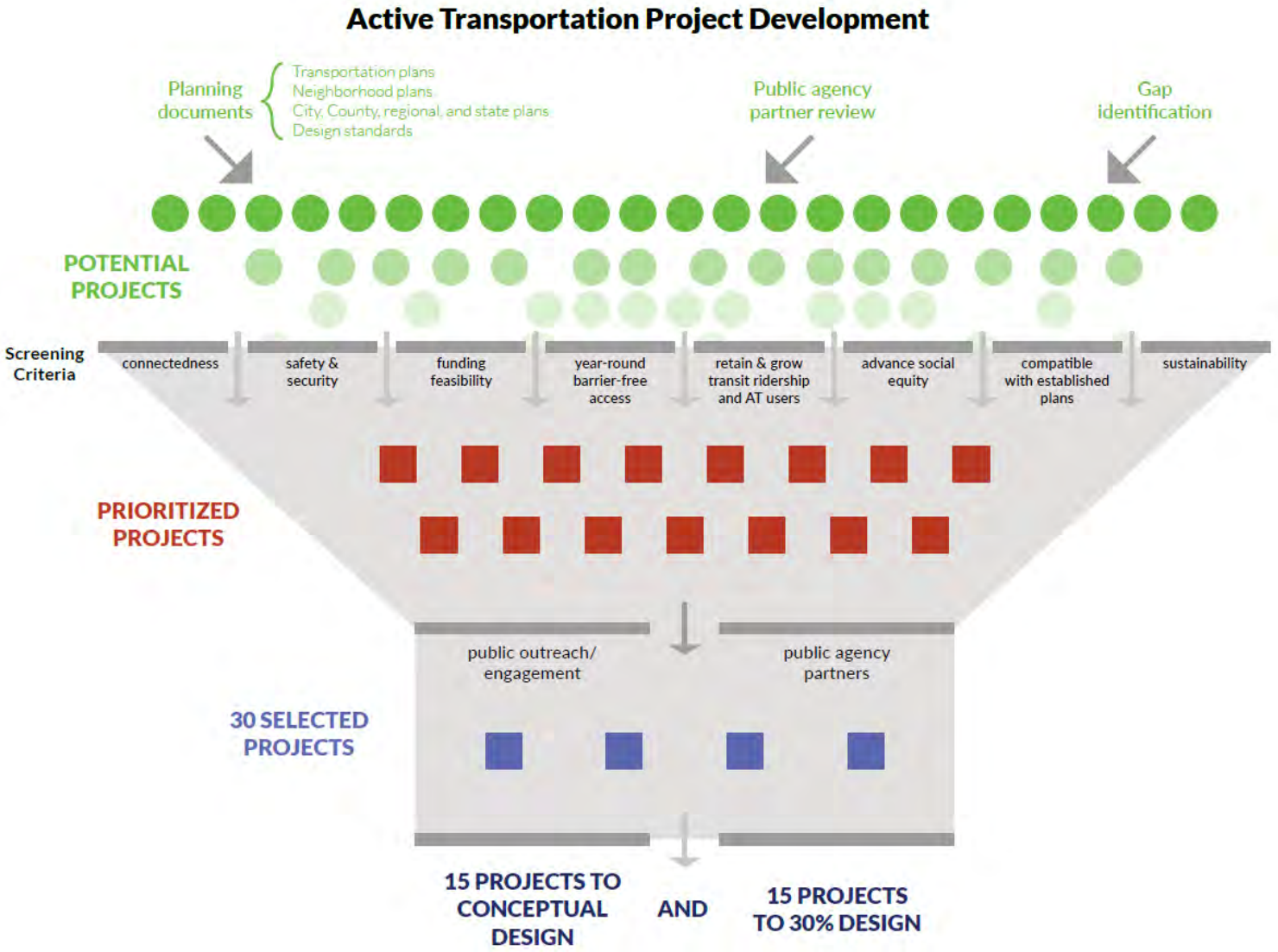
Active Transportation Planning



- Projects to support local mobility and BRT access
- Projects from City of Spokane and Spokane County plans
- Gap analysis, safety

Framework for Project Identification



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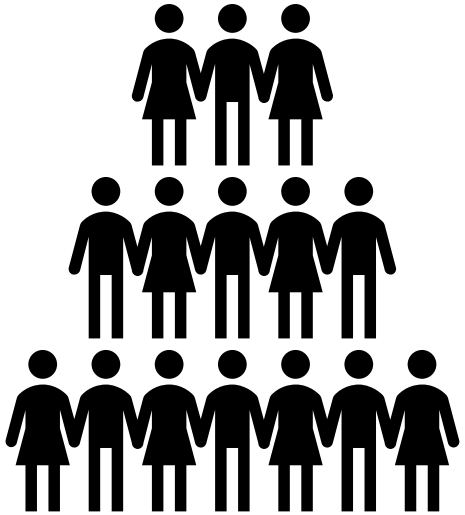
Public Engagement

- Land Use StoryMap & Questionnaire
- Active Transportation Map & Questionnaire

- Developer interviews



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Next Steps

- Active Transportation projects
- Land use node profiles
- Travel demand modeling
- Next Steering Committee meeting – March
- Final Plans in May
- Continued BRT planning and preliminary engineering work by STA

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Thank You

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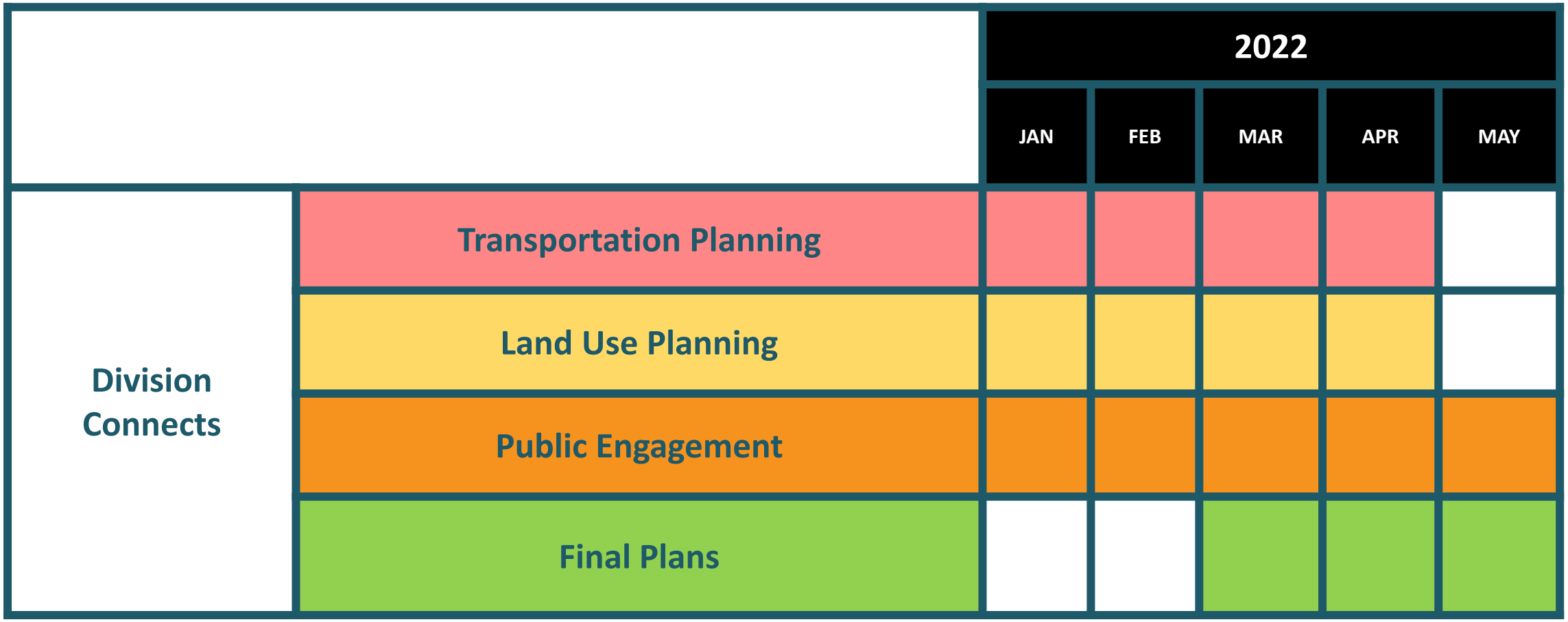
Project Schedule – Phase 2



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Steering Committee

Agency	Member
Spokane County	Commissioner Al French^*
City of Spokane	Councilmember Candace Mumm^*
City of Spokane	Councilmember Kate Burke^
City of Spokane Valley	Councilmember Tim Hattenburg^
WSDOT	Eastern Region Administrator Mike Gribner*
STA	CEO E. Susan Meyer*

^: STA Board member
*: SRTC Board member

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Locally Preferred Alternative

Table 7-1. Draft Locally Preferred Alternative for the Division Street Corridor

ELEMENT	DESCRIPTION
Mode	Fixed guideway BRT using zero-emission 60' buses[a]
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park and Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: To be refined in Preliminary Engineering Couplet: Right-side along Ruby Street and Division Street Mainline: Right-side along Division Street North of "Y:" Short- and long-term phased approach
Station Locations	Major intersections and destinations. All stations will meet ADA accessibility requirements
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

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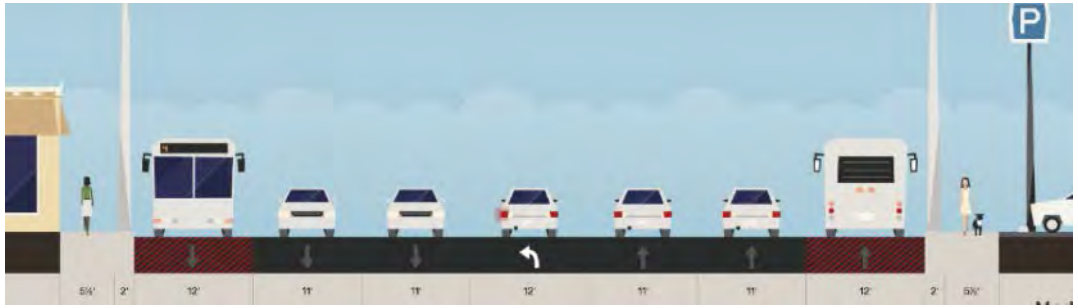
Locally Preferred Alternative

Mainline



Couplet

Division

Ruby

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Transportation Performance Management: Safety Targets

SRTC Board Meeting

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February 10, 2022

Highway Safety Improvement Program (HSIP)

Moving Ahead for Progress in the 21st Century (MAP-21)

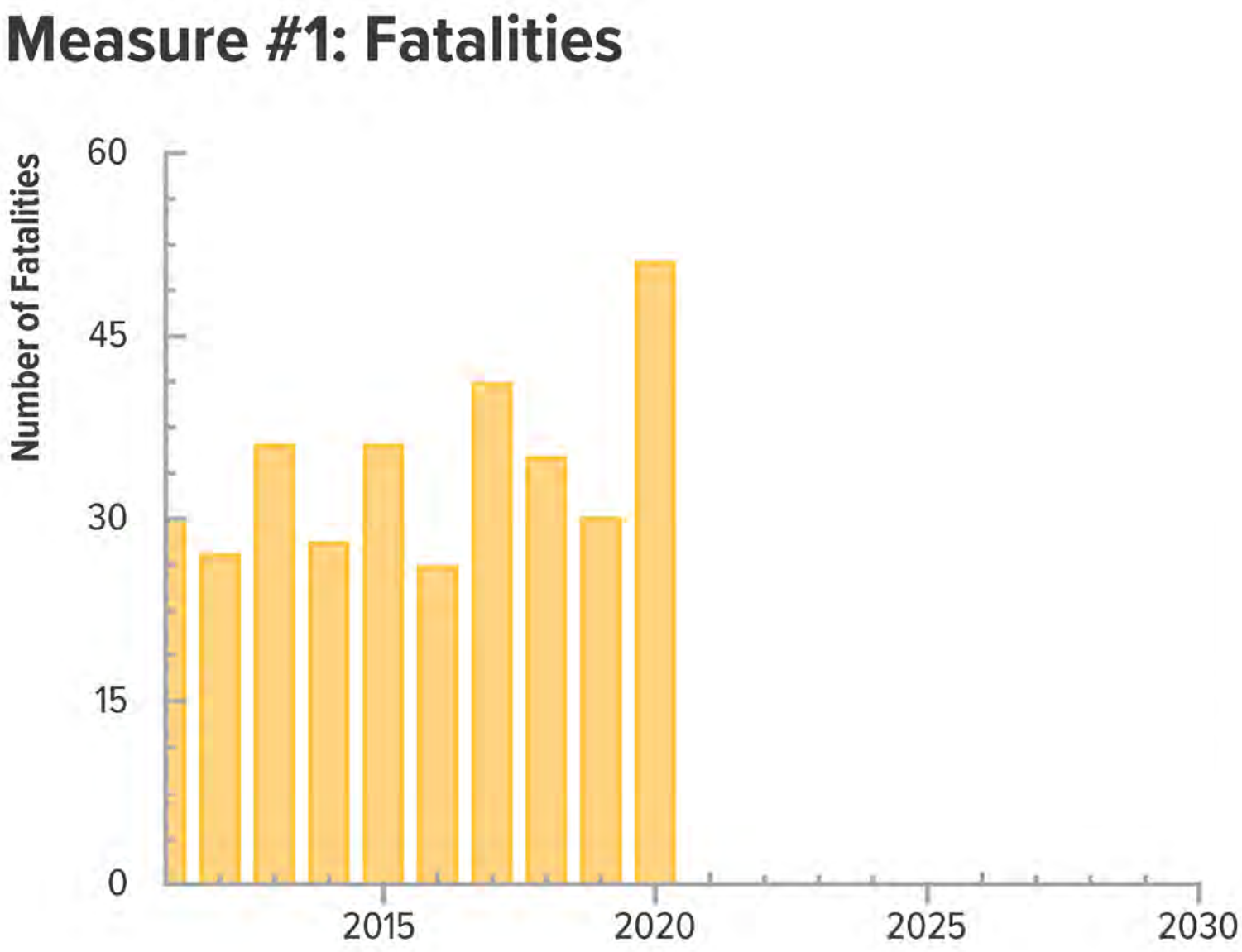
Federal Highway Administration (FHWA)

Transportation Performance Management (TPM)

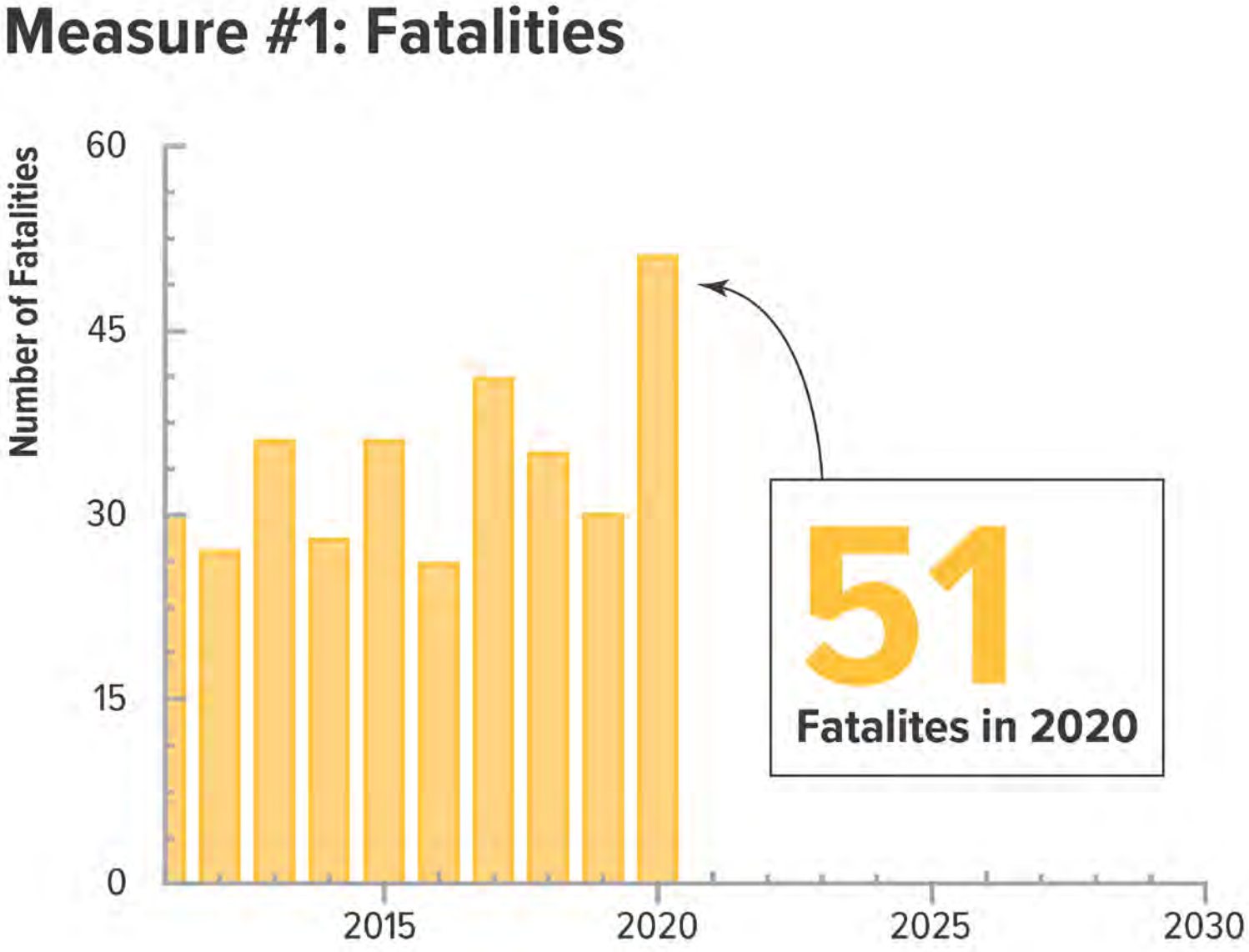
Safety

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)



SRTC Metropolitan Planning Area (Spokane County)



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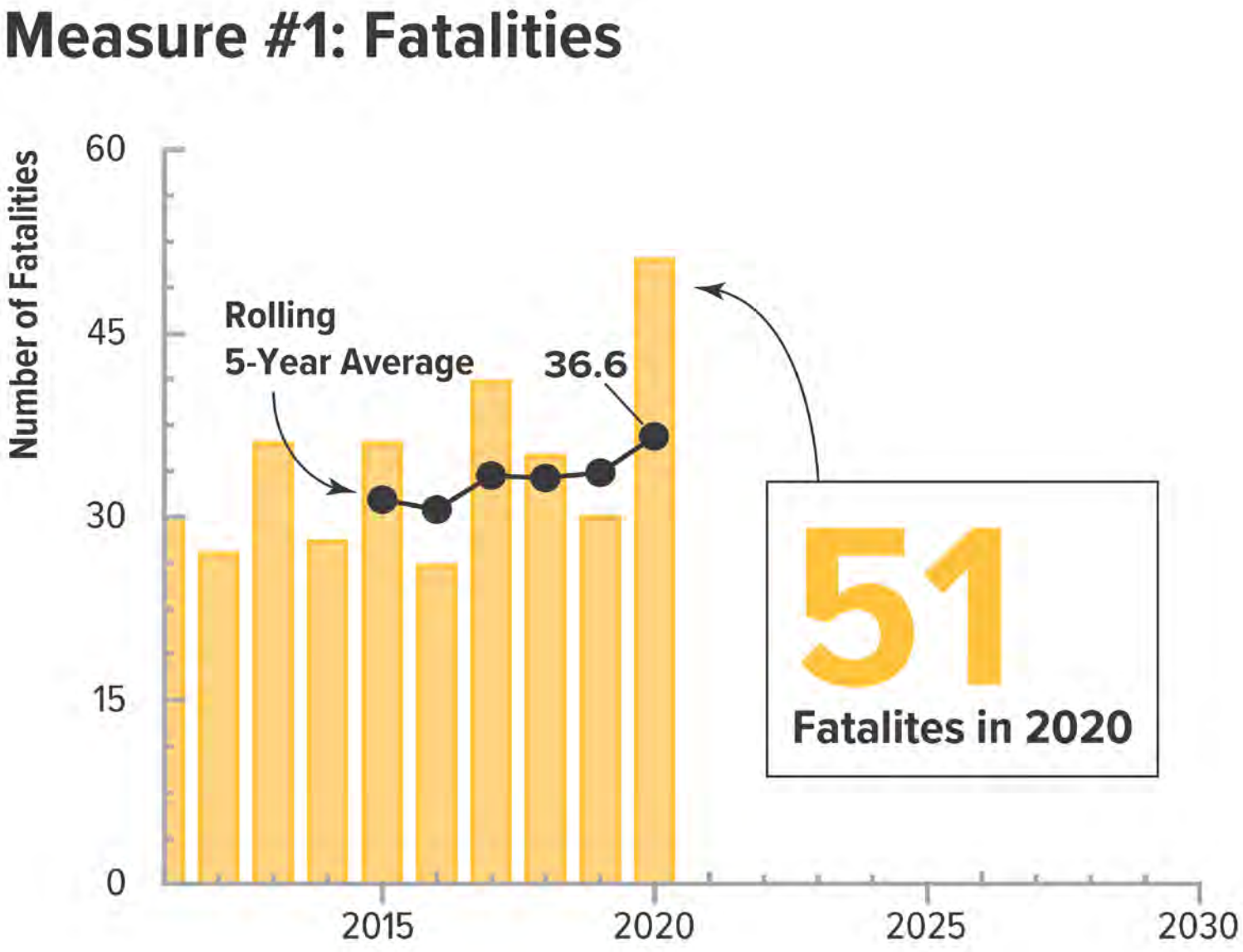
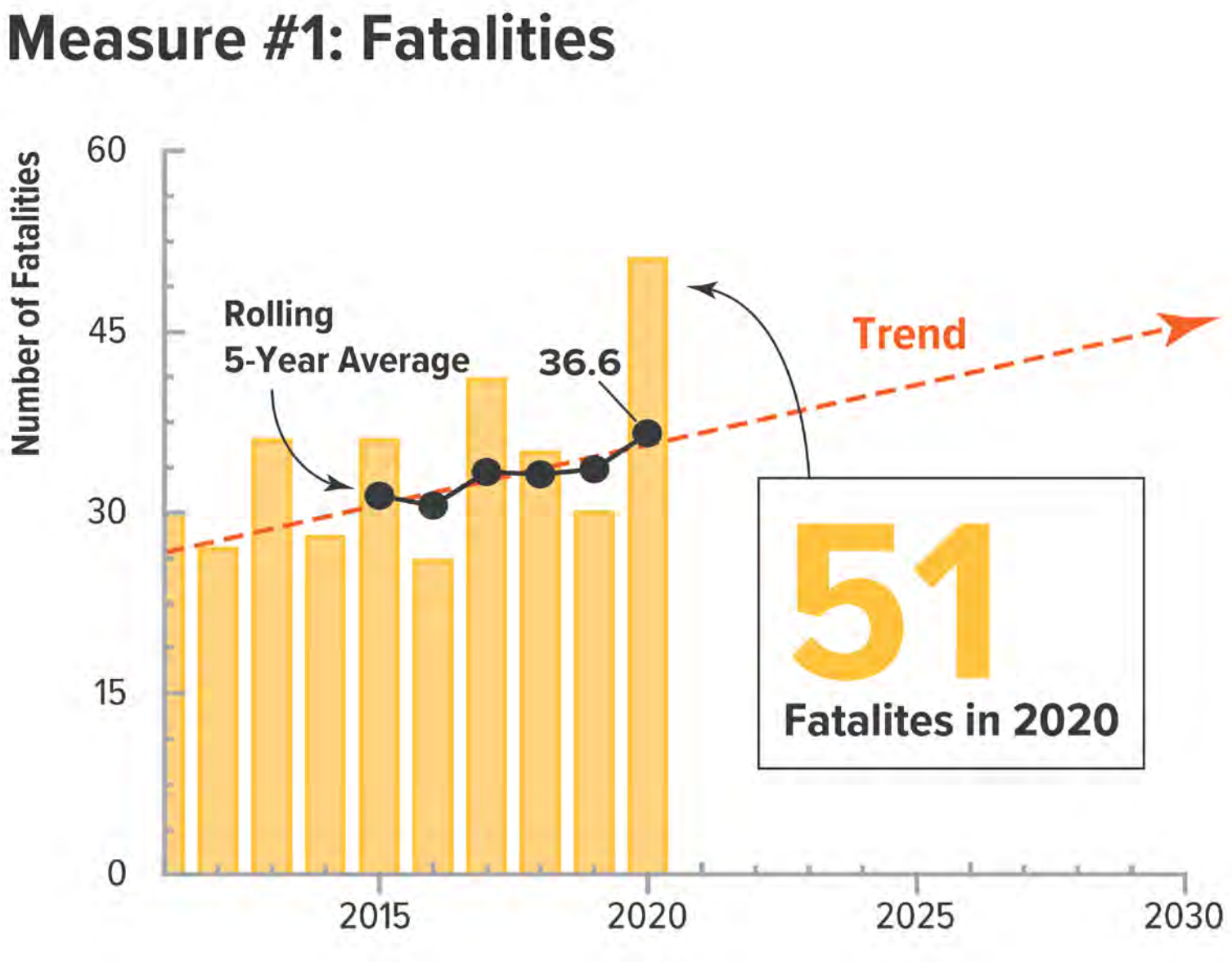
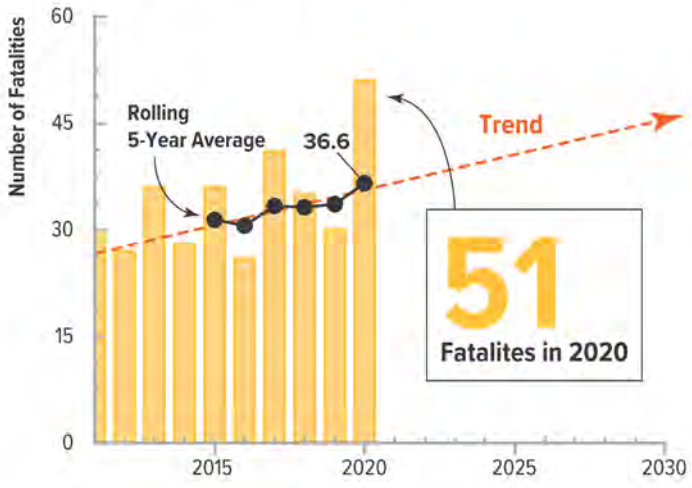


SRTC Metropolitan Planning Area (Spokane County)

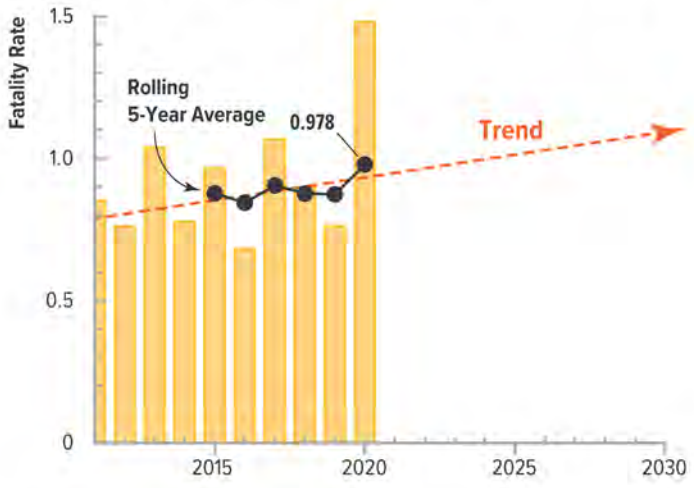


SRTC Metropolitan Planning Area (Spokane County)

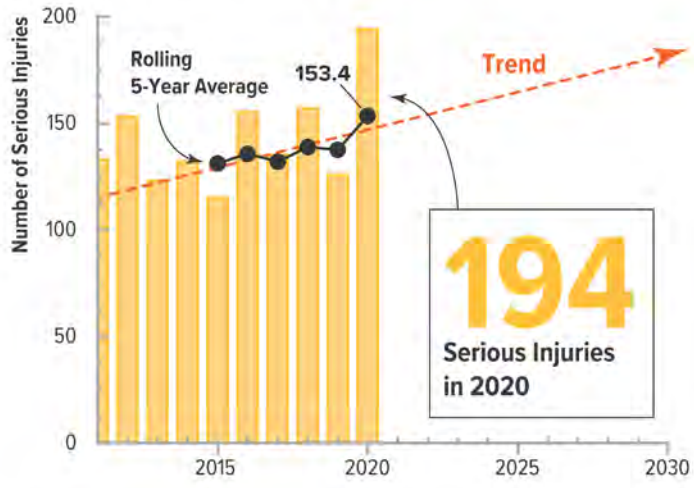
Measure #1: Fatalities



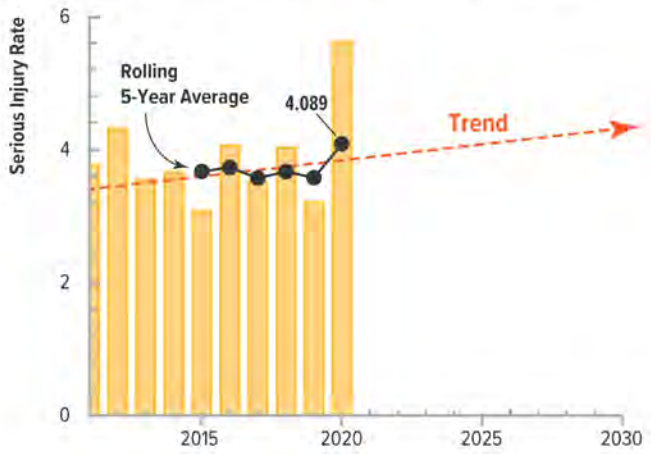
Measure #2: Fatality Rate *per 100 million VMT*



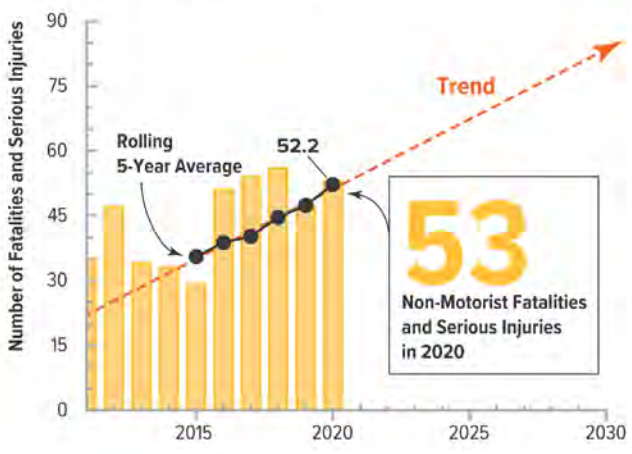
Measure #3: Serious Injuries



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



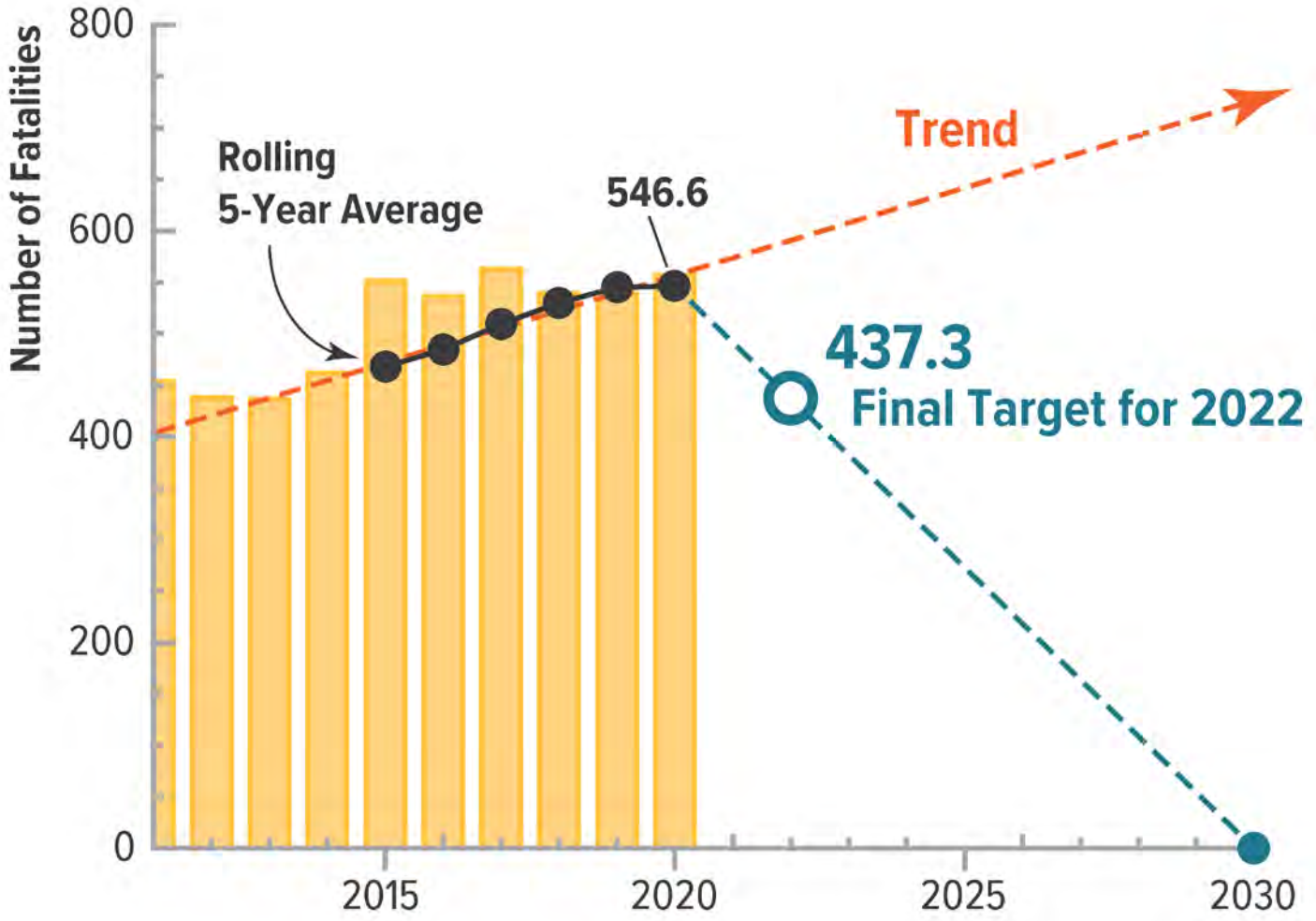
Measure #5: Non-Motorist *Fatalities and Serious Injuries*



WSDOT Target Zero

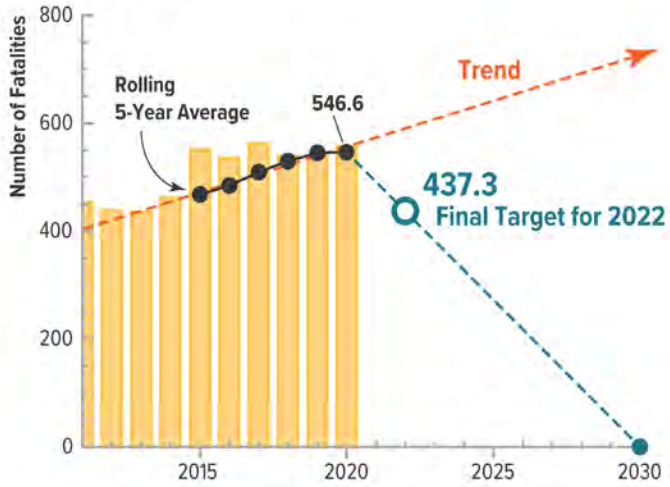
Washington - Statewide

Measure #1: Fatalities

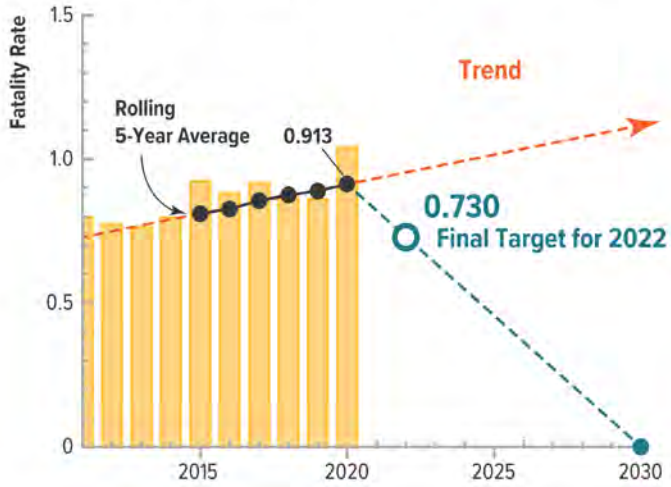


Washington - Statewide

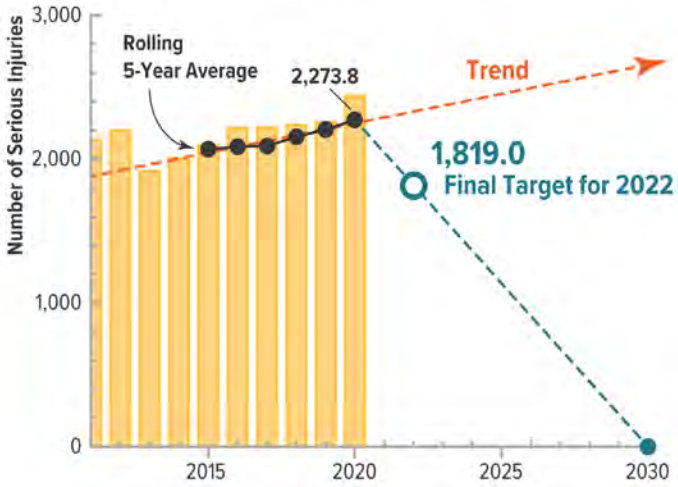
Measure #1: Fatalities



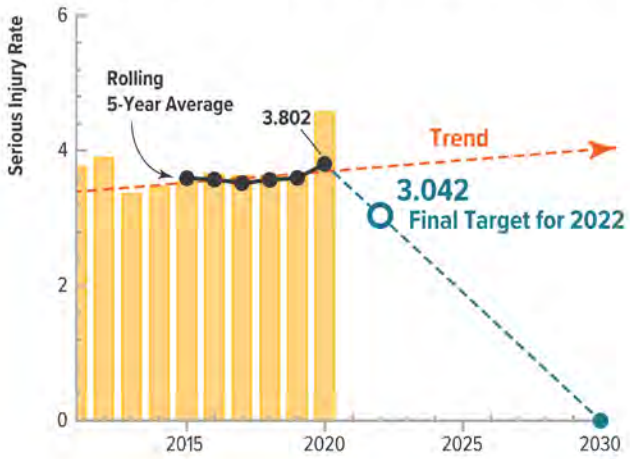
Measure #2: Fatality Rate *per 100 million VMT*



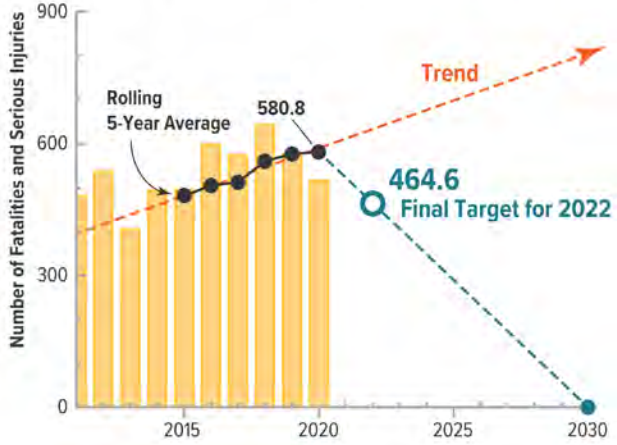
Measure #3: Serious Injuries



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



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



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

Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

Commit to a quantifiable HSIP target for the metropolitan planning area

Resolution 19-01

Agree[d] to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

March Meeting

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

CRITICAL URBAN/RURAL FREIGHT CORRIDORS UPDATE

SRTC Board of Directors
Agenda Item 9 | Page _

February 10, 2022

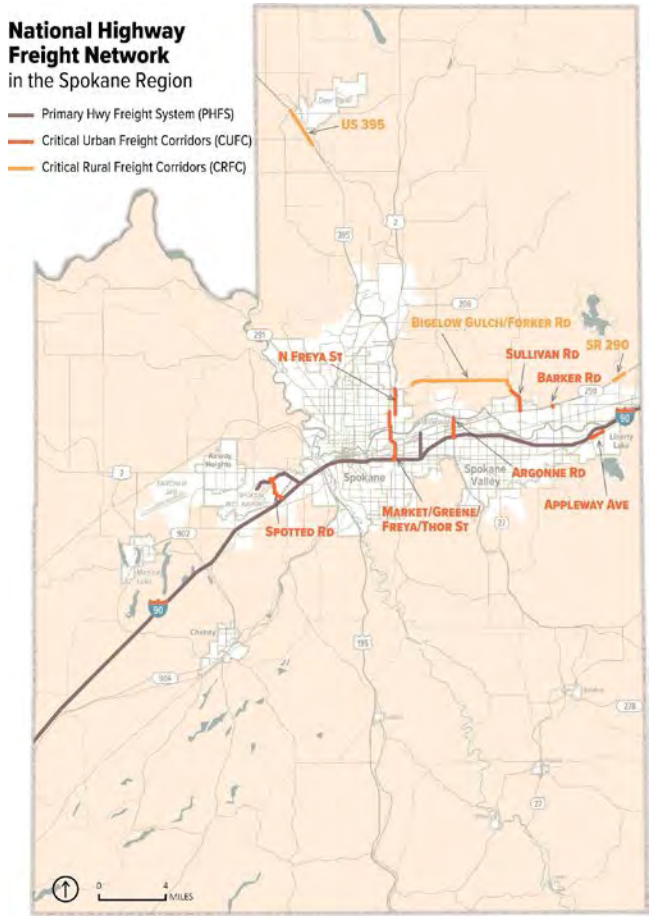
CRITICAL URBAN/RURAL FREIGHT CORRIDORS

National Highway Freight Network

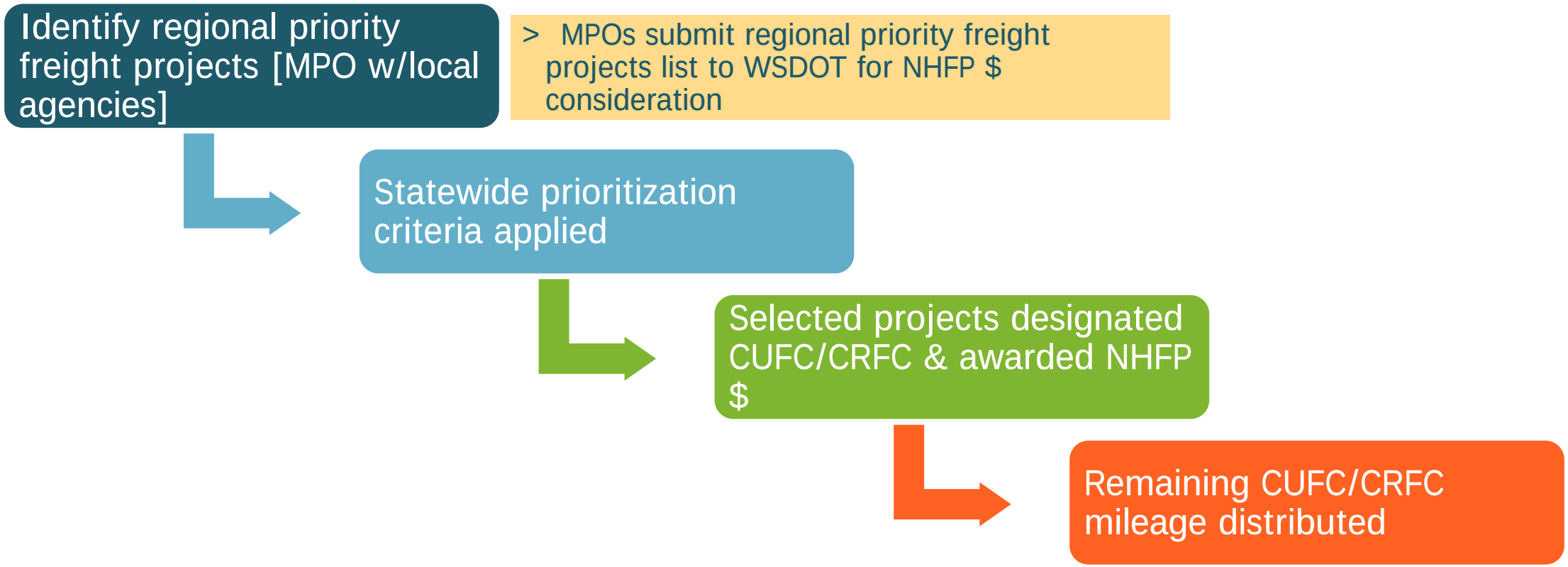
- Primary Highway Freight System
- All Other Interstates
- Critical Urban Freight Corridors [CUFC]
- Critical Rural Freight Corridors [CRFC]

Related to Federal funding

- National Highway Freight Program [NHFP]
- INFRA Grant Program



TAKING A "PROJECT FIRST" APPROACH



CUFC/CRFC DESIGNATION

CUFC/CRFC designation identifies important freight corridors that provide critical connectivity to the National Highway Freight Network

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
- Provides access to significant air, rail water, or other freight facilities in the State
- Is determined by the State to be vital to improvement the efficient movement of freight of importance to the State economy

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 **2016 NHFP: $6.3 million** [12.5%]

2016 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

Tied to state transportation policy goals

* Policy goal weights shown are examples only. Actual weighting to 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

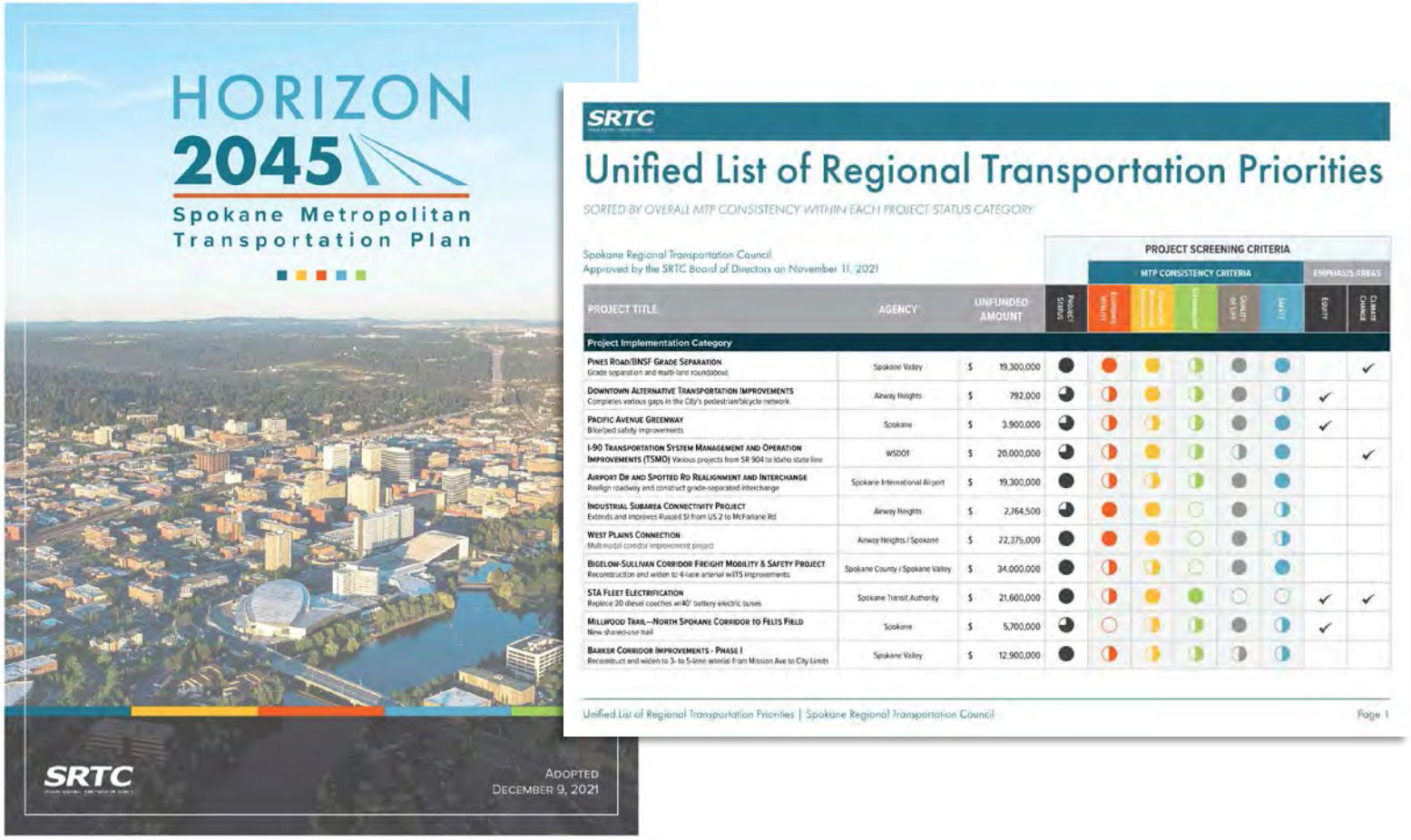
DEVELOPING PRIORITY FREIGHT PROJECTS LIST

Our Identified Regional Priorities:

Horizon 2045

&

Unified List of Regional Transportation Priorities



NARROWING OUR FOCUS

1. Filter Regional Priority Project Lists

Horizon 2045 Project List & Programs

+

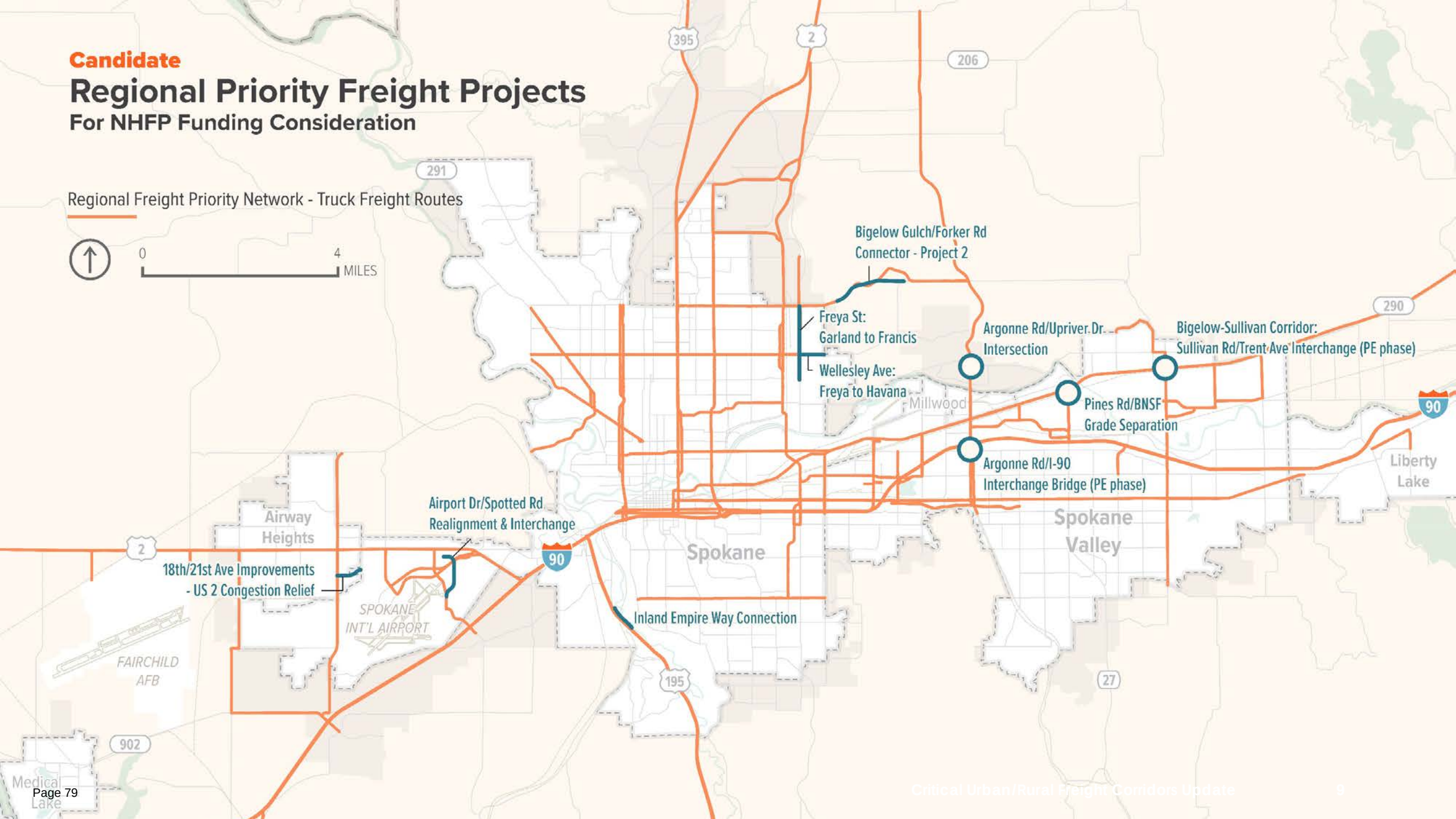
Unified List of Regional Transportation Priorities

- ✓ Projects that benefit freight
- ✓ Ability to obligate $ in the 2022–2025 timeframe
- ✓ Local agency & committee input

2. Assess Statewide Competitiveness

- 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
- Location in WDFW Priority Habitat Area

Regional priority freight projects list


Candidate
Regional Priority Freight 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
Airway
Heights
Spokane
Spokane
Valley
Liberty
Lake
SPOKANE
INT'L AIRPORT
FAIRCHILD
AFB
Medical
Lake
291
395
2
206
290
90
2
195
27
902

Candidate Regional Priority Freight 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	0.0	1.0	0.0	0.5	

NARROWING OUR FOCUS

Candidate Regional Priority Freight Projects

- **Bigelow Gulch/Forker Rd Connector - Project 2**
- **Pines Rd/BNSF Grade Separation**
- **Wellesley Ave: Freya to Havana**
- **Bigelow-Sullivan Corridor: Trent Ave/Sullivan Rd Interchange (PE phase)**
- **Argonne Rd/I-90 Interchange Bridge (PE phase)**
- **Argonne Rd & Upriver Dr Intersection**
- **Freya St: Garland to Francis**
- **18th/21st Ave Improvements - US 2 Congestion Relief**
- **Inland Empire Way Connection**
- **Airport Dr & Spotted Rd Realignment & Interchange**

NEXT STEPS

February

Prepare project submittal forms for regional priority freight projects

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

TTC / TAC

Regional priority freight projects list recommendation

March

Submit regional priority freight project forms to WSDOT

***March 16 deadline for SRTC to submit regional priority freight projects list and project forms to WSDOT**

SRTC Board

Regional priority freight projects list approval