

# Transportation Advisory Committee Meeting

Wednesday, January 26, 2021 - 3:00 PM

## AGENDA

| Time | Item   |
|------|--|
| 3:00 | 1. <b>Call to Order / Record of Attendance</b> |
| 3:02 | 2. <b>TAC Member introductions</b>             |

### FOR ACTION

|      |  |
|------|--|
| 3:10 | 3. <b>Election of 2022 TAC Chair and Vice-Chair</b> ( <i>Kylee Jones</i> )                       |
| 3:15 | 4. <b>Approval of December 2021 Meeting Minutes</b>  |
| 3:17 | 5. <b>2022-2025 Transportation Improvement Program February Amendment</b> ( <i>Kylee Jones</i> ) |

### FOR INFORMATION & DISCUSSION

|      |   |
|------|---|
| 3:20 | 6. <b>2022 Transportation Planning Presentation Series</b> ( <i>Lois Bollenback</i> ) pg 2        |
| 3:40 | 7. <b>SRTC 2024-2026 Call for Projects: Principles of Investment</b> ( <i>Kylee Jones</i> ) pg 12 |
| 3:50 | 8. <b>Critical Urban and Rural Freight Corridors Update</b> ( <i>David Fletcher</i> ) pg 32       |
| 4:00 | 9. <del><b>DATA Project Update</b></del> ( <i>Mike Ulrich</i> ) Rescheduled to February meeting   |
| 4:10 | 10. <b>2022 SRTC Equity Planning Framework</b> ( <i>Michael Redlinger</i> ) pg 44                 |
| 4:20 | 11. <b>Agency Update</b> ( <i>Kylee Jones</i> )   |
| 4:25 | 12. <b>TAC member comments</b>  |
| 4:30 | 13. <b>Adjournment</b>  |

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

# Spokane Regional Transportation Council Transportation Advisory Committee (TAC)

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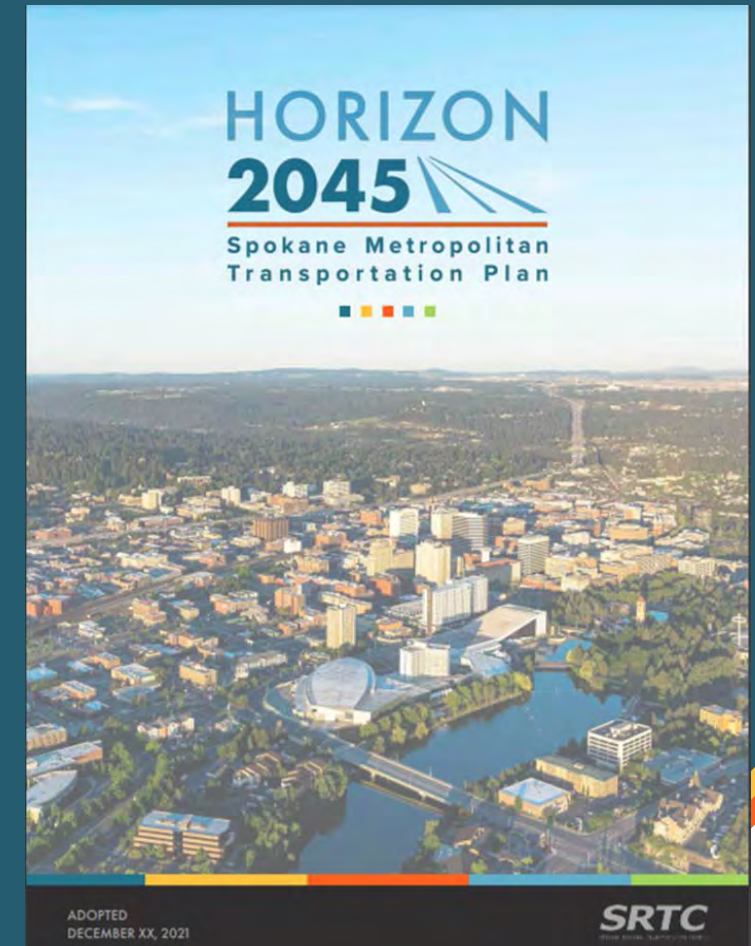
2022 Discussion Series

January 26, 2022

Agenda Item 6

# 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).



# 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*

# 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



## Your Vision - - Our Vision



















































































































**SRTC**  
Spokane Regional Transportation Council

# Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council

Approved by the SRTC Board of Directors on November 11, 2021

| PROJECT TITLE   | AGENCY                          | UNFUNDED AMOUNT | PROJECT STATUS  | PROJECT SCREENING CRITERIA  |   |   |   |   |   |   | EMPHASIS AREAS  |   |
|---|---------------------------------|-----------------|---|---|---|---|---|---|---|---|---|---|
|   |                                 |                 |   | MTP CONSISTENCY CRITERIA  |   |   |   |   |   |   | ENVIRONMENTAL   | TRANSPORTATION  |
|   |                                 |                 |   | TRANSPORTATION  | ENVIRONMENTAL   | TRANSPORTATION  | ENVIRONMENTAL   | TRANSPORTATION  | ENVIRONMENTAL   | TRANSPORTATION  |   |   |
| Project Implementation Category   |                                 |                 |   |   |   |   |   |   |   |   |   |   |
| <b>PINES ROAD/BSNF GRADE SEPARATION</b><br>Grade separation and multi-lane roundabout   | Spokane Valley                  | \$ 19,300,000   |  |  |  |  |  |  |  |  |  |  |
| <b>DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS</b><br>Completes various gaps in the City's pedestrian/bicycle network              | Airway Heights                  | \$ 792,000      |  |  |  |  |  |  |  |  |  |  |
| <b>PACIFIC AVENUE GREENWAY</b><br>Bike/ped safety improvements  | Spokane                         | \$ 3,900,000    |  |  |  |  |  |  |  |  |  |  |
| <b>I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO)</b> Various projects from SR 904 to Idaho state line         | WSDOT                           | \$ 20,000,000   |  |  |  |  |  |  |  |  |  |  |
| <b>AIRPORT DR AND SPOTTER RD REALIGNMENT AND INTERCHANGE IMPROVEMENTS</b><br>Realign roadway and construct grade-separated interchange  | Spokane International Airport   | \$ 19,300,000   |  |  |  |  |  |  |  |  |  |  |
| <b>INDUSTRIAL SUBAREA CONNECTIVITY PROJECT</b><br>Extends and improves Rensel St from US 2 to McFarlane Rd                              | Airway Heights                  | \$ 2,764,500    |  |  |  |  |  |  |  |  |  |  |
| <b>WEST PLAINS CONNECTION</b><br>Multimodal corridor improvement project  | Airway Heights / Spokane        | \$ 22,375,000   |  |  |  |  |  |  |  |  |  |  |
| <b>BIGLOW-SULLIVAN CORRIDOR FREIGHT MOBILITY &amp; SAFETY PROJECT</b><br>Reconstruction and widen to 4-lane arterial w/ITS improvements | Spokane County / Spokane Valley | \$ 34,000,000   |  |  |  |  |  |  |  |  |  |  |
| <b>STA FLEET ELECTRIFICATION</b><br>Replace 20 diesel coaches w/40' battery electric buses  | Spokane Transit Authority       | \$ 21,600,000   |  |  |  |  |  |  |  |  |  |  |
| <b>MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD</b><br>New shared-use trail   | Spokane                         | \$ 6,700,000    |  |  |  |  |  |  |  |  |  |  |
| <b>BARKER CORRIDOR IMPROVEMENTS - PHASE I</b><br>Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits         | Spokane Valley                  | \$ 12,900,000   |  |  |  |  |  |  |  |  |  |  |

Unified List of Regional Transportation Priorities | Spokane Regional Transportation Council

Page 1

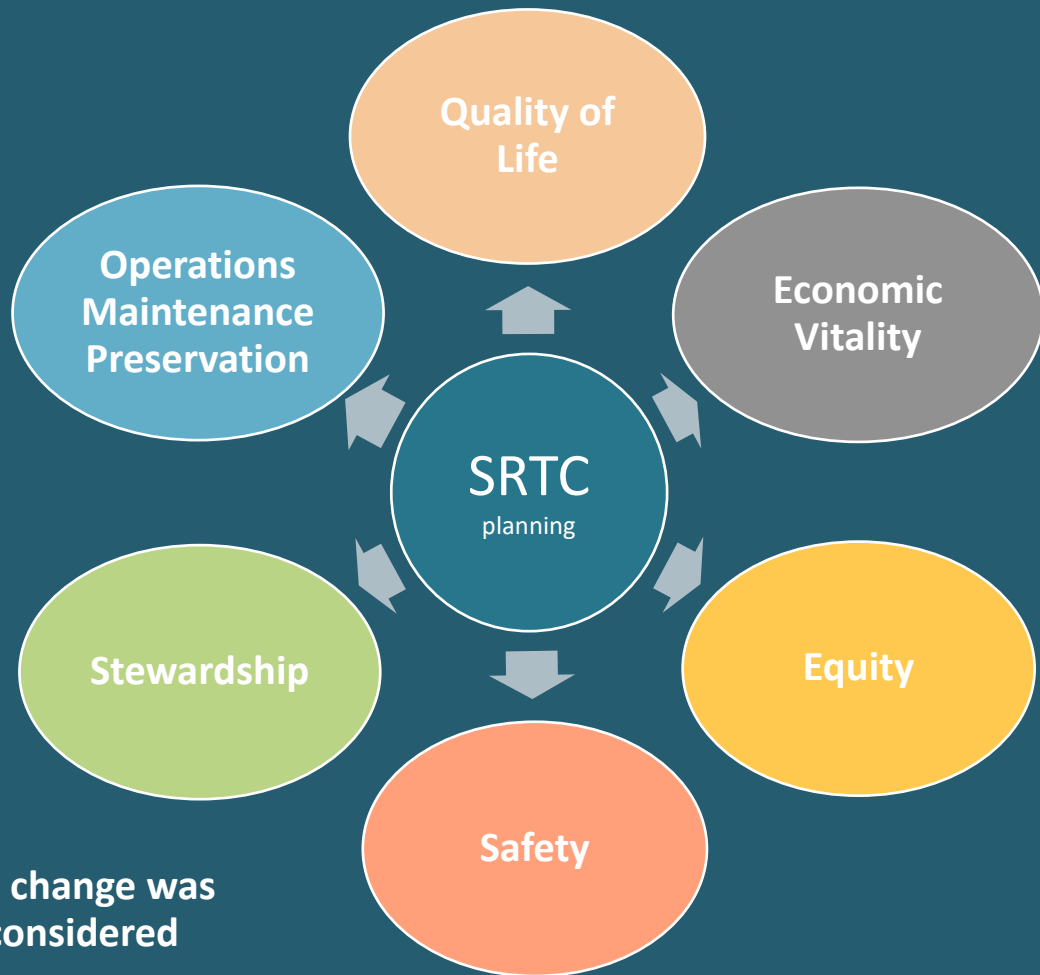
## 2021 Unified List of Regional Transportation Priorities

- Identified Transportation Project Priorities for the Spokane Region
- Utilized a project development pipeline approach
- Narrowed the focus

# Your Vision - - Our Vision



# 2022 Discussion Topics



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!

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



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

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Transportation Advisory Committee

Kylee Jones, Associate Transportation Planner III

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Information & Discussion Item

January 26, 2022



# Overview

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- 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

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“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

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## 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.



## Cameras, Message Signs, and Fiber Managed by SRTMC



## 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     | \$949.62          | \$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

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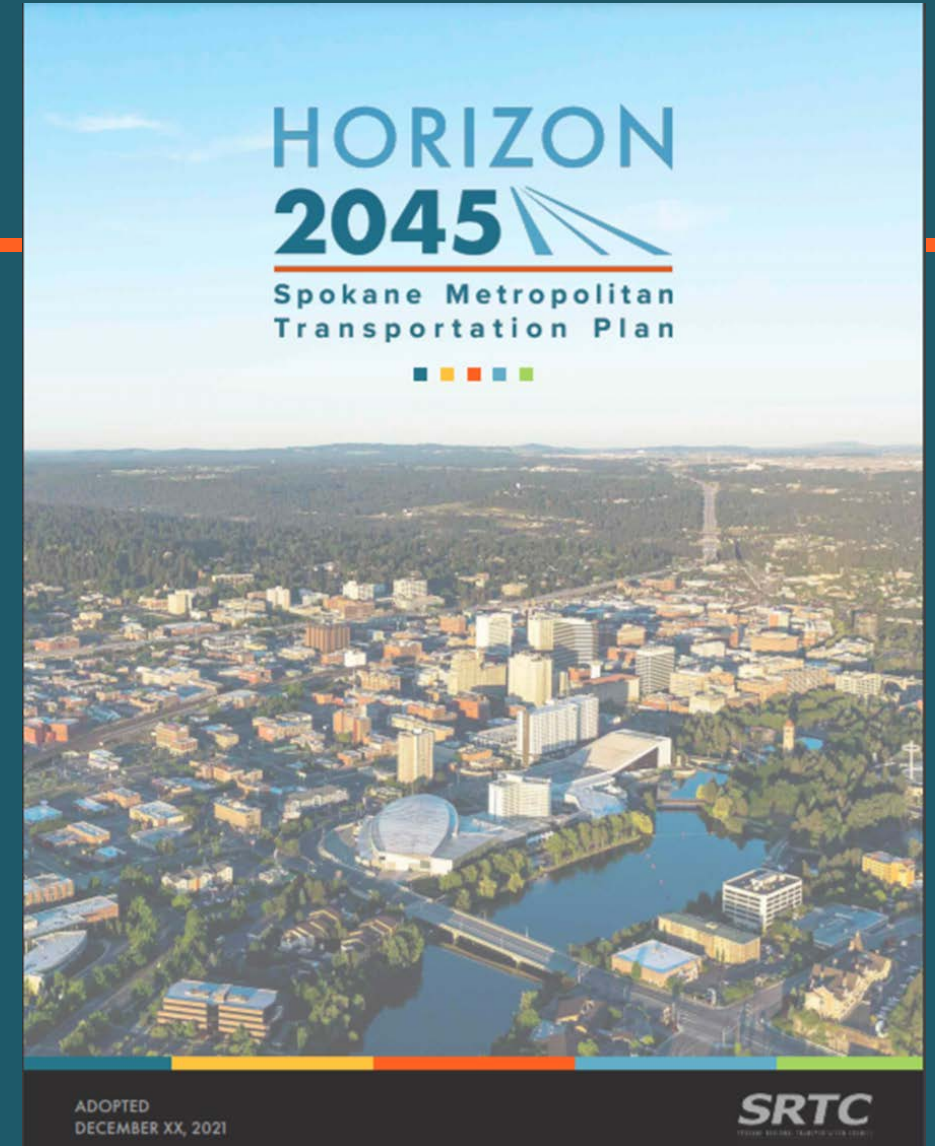
## Off-the-Top Requests Continued:

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

# SRTC Planning Activities

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

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## 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

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## Minimum award:

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

# Principles of Investments

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## 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          | <b>CALL FOR PROJECTS RELEASED</b>  |
| Mar 7           | <b>Project Eligibility Worksheet and Complete Streets Checklist DUE by 4:00 pm.</b>  |
| Apr 4           | <b>APPLICATION Package DUE by 4:00 pm.</b>   |
| 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.  |



A high-angle, nighttime photograph of the city of Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a car on a road in the foreground. The city is set against a backdrop of dark, forested hills and mountains under a twilight sky. The text "Thank you!" is overlaid on the right side of the image.

# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6378 | [kjones@srtc.org](mailto:kjones@srtc.org) | [www.srtc.org](http://www.srtc.org)



# CRITICAL URBAN/RURAL FREIGHT CORRIDORS UPDATE

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**SRTC Transportation Advisory Committee**  
**Agenda Item 8 | Page 15**

January 26, 2022

# CRITICAL URBAN/RURAL FREIGHT CORRIDORS

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## 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 regional freight priorities**

- Last Updated in 2016

# 2022 CUFC/CRFC UPDATE PROCESS

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**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 mileage distributed

# CUFC/CRFC DESIGNATION

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**CUFC/CRFC designation identifies important freight corridors that provide critical connectivity to the NHFN, they must meet the following criteria:<sup>1</sup>**

**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



# NATIONAL HIGHWAY FREIGHT PROGRAM [NHFP]

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\$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<br>Policy Goal weight | EXAMPLE ONLY<br>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**



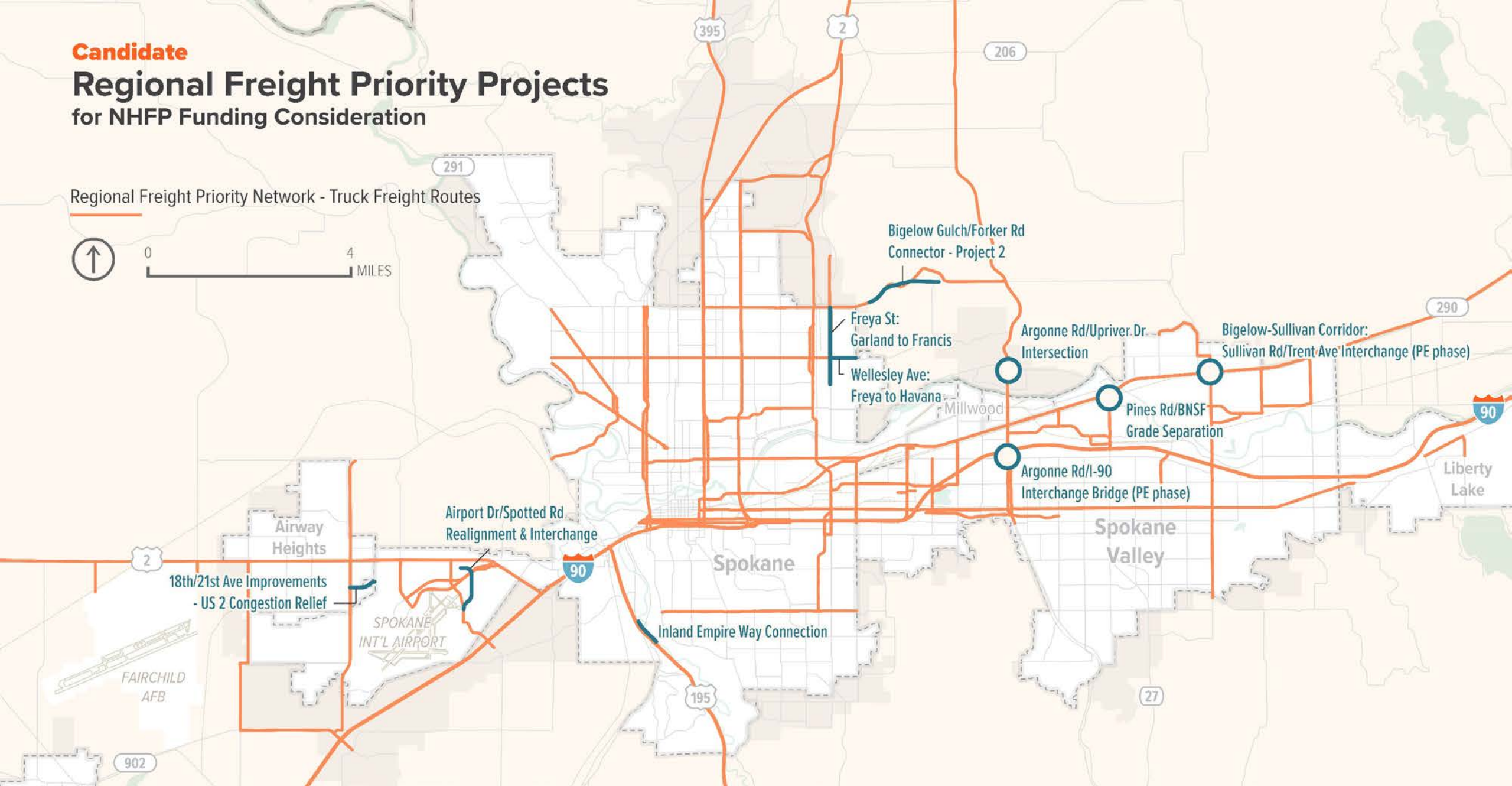
Candidate

# Regional Freight Priority Projects for NHFP Funding Consideration

Regional Freight Priority Network - Truck Freight Routes



0 4 MILES



## 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             | 0.0  | 1.0                     | 0.0     | 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

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## 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?

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**SRTC Transportation Advisory Committee**  
**Agenda Item 8 | Page 15**

January 26, 2022

# EQUITY PLANNING FRAMEWORK

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Transportation Advisory Committee

Information Item: SRTC Equity Planning Framework – Introduction

Agenda Item 10, Page 22

January 2022

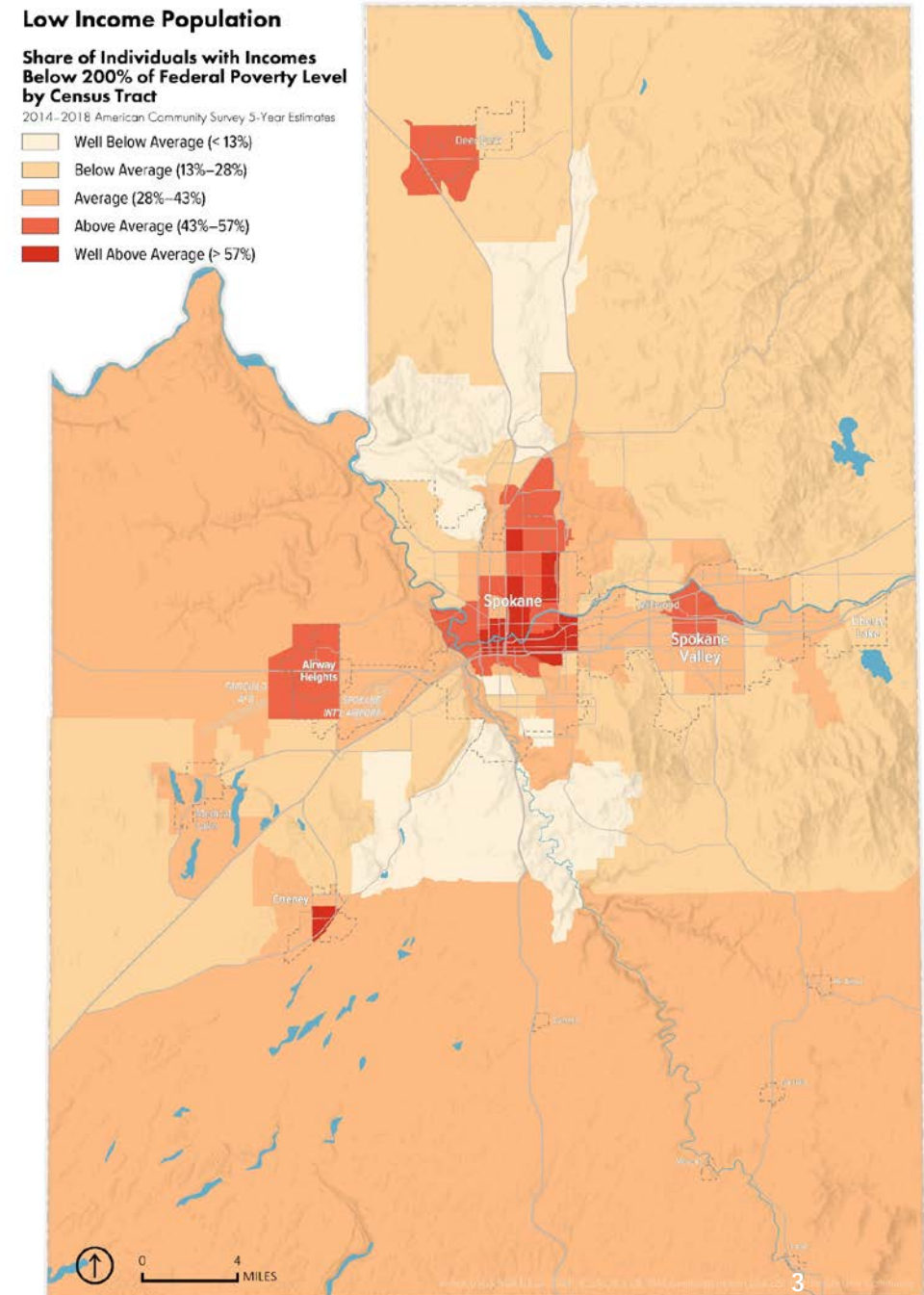
# Equity Planning Framework - Purpose

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- 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...





# Equity Planning Framework

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- 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)

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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

| <b>Draft Work Plan: SRTC 2022 Equity Framework Development</b><br><i>Numbers indicate anticipated work group meetings.</i>                        | 22-Jan | 22-Feb | 22-Mar | 22-Apr | 22-May | 22-Jun | 22-Jul | 22-Aug | 22-Sep | 22-Oct | 22-Nov | 22-Dec |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| <b>Draft committee [C], board [B] touches</b>   | 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.<br>First work group meeting in March.   |        | ○      | ①      |        |        |        |        |        |        |        |        |        |
| Work group guest speakers: Equity Planning Tools and Strategies   |        |        |        | ②      |        |        |        |        |        |        |        |        |
| Work group meetings:<br>Identify potential tools and strategies. 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

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**PollEv.com/srtcs511**



**If you have another comment , please email me!  
([mredlinger@srtc.org](mailto: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

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- Seeking TAC and TTC members (3-5 participants from each)
- Role:
  - Help formulate recommendations for the Board and SRTC staff
  - Inform the TAC and TTC on the development of the framework
- To meet roughly 8 times (up to an hour each) between March and November



**Thank you!**

*[MRedlinger@SRTC.org](mailto:MRedlinger@SRTC.org)*