SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL
421 W RIVERSIDE AVE, SUITE 500 ▪ SPOKANE, WA 99201 ▪ 509.343.6370 ▪ WWW.SRTC.ORG

Transportation Technical Committee Meeting

Wednesday, June 22, 2022 | 1:00 PM – 2:30 PM

AGENDA

Time	*Item*	
1:00	1.	Call to Order / Record of Attendance
1:02	2.	Approval of May 2022 TTC Meeting Minutes
1:03	3.	Public Comments
1:05	4.	TTC Member Comments
1:10	5.	Chair Report on SRTC Board of Directors Meeting
		FOR ACTION
1:15	6.	**2024-2026 TIP Call for Projects** *(Kylee Jones)*
1:25	7.	**Freight Mobility Strategic Investment Board Priorities** *(David Fletcher)*
		FOR INFORMATION AND DISCUSSION
1:30	8.	**Transportation Discussion Series: Equity** *(Michael Redlinger)*
1:40	9.	**Equity Framework** *(Michael Redlinger)*
1:50	10.	**Unified Planning Work Program Amendment** *(Eve McMenamy)*
1:55	11.	**DivisionConnects Conclusion** *(Jason Lien)*
2:05	12.	**Coordinated Public Transit-Human Services Transportation Plan Update** *(Jason Lien)*
2:15	13.	**Transportation Discussion Series: Funding** *(Lois Bollenback)*
2:30	14.	**Agency Update and Future Information Items** *(Ryan Stewart)*
2:35	15.	**Adjournment**

AGENDA ITEMS IN BLUE TYPE HAD PRESENTATIONS AND HAVE ALL BEEN COMBINED INTO THE FOLLOWING DOCUMENT.

2024-2026 Transportation Improvement Program (TIP) Call for Projects

Kylee Jones, Associate Transportation Planner III

Agenda Item 6, Page 6

June 22, 2022

Requested Action

Recommend the Board approve awards for the 2024-2026 SRTC Call for Projects as represented in either Option ___ as shown in the "Program of Projects" (Attachments 1 or 2)

Timeline

May

- TTC feedback – Additional funding allocation questions
- TAC feedback – Additional funding allocation questions

June

- Board feedback – Additional funding allocation questions
- TIP Working Group – “Program of Projects” work session
- TTC approval – “Program of Projects” for 2024-2026
- TAC approval – “Program of Projects” for 2024-2026

July

- Board approval – “Program of Projects” for 2024-2026

Additional:

- Get feedback from Scoring Team (July)

Last Month Recap

- $34.68 M of funding available over 2024-2026
- Principles of Investment – Board Resolution 22-04
- Application Review Process
- 51 Application Received & Project Eligibility
- Scoring Team & Process
- Ranked list of projects

2018 VS 2022

2018 Call for Projects

- $29.5 M available funding
- 50 applications
- Total request: $98 M
- Highest ind. project request: $8.1 M
- Highest ind. project award: $5.7 M
- Average of project awards: $1.4 M
- 7 partially funding awards: $14 M
- 13 fully funded awards: $15.5 M
- Total projects awarded: 20

2022 Call for Projects

- $34.68 M available funding
- 51 applications
- Total request: $150 M
- Highest ind. project request: $23 M

Funding Allocation Feedback

1. The #1 ranked project has a significant funding request, how should we handle this request?
   - TTC/TAC Feedback – Suggested maximum award/Cap
   - Board Feedback – Suggested maintaining program/funding flexibility
   - Directed staff to develop two program options

2. In practice in the past SRTC has focused on geographic distribution with regards to funding, should we continue that practice?
   - TTC/TAC Feedback – Suggested continue with geographic distribution
   - SRTC Board – Supportive of geographic equity and regional distribution

Programming - Important Considerations

SRTC Obligation Target –

- Fund variety of project phases to ensure a balanced program (PE, RW, CN)
  - PE phases can help can be delivered quickly or help backfill programming gaps
  - Balances risks of RW & railroad coordination
- SRTC obligation target of ~$12M per year per WSDOT

HIP Funding –

- HIP funding expires in September 2024
  - Must be assigned to project that can obligate before expiration
  - Does not count toward SRTC obligation target

Principles of Investment –

- $9.2M for future Preservation Call for Projects is programmed in 2025-2026
- SRTC & SRTMC off the top $
- $1.5M small towns under 5,000 in population

Other –

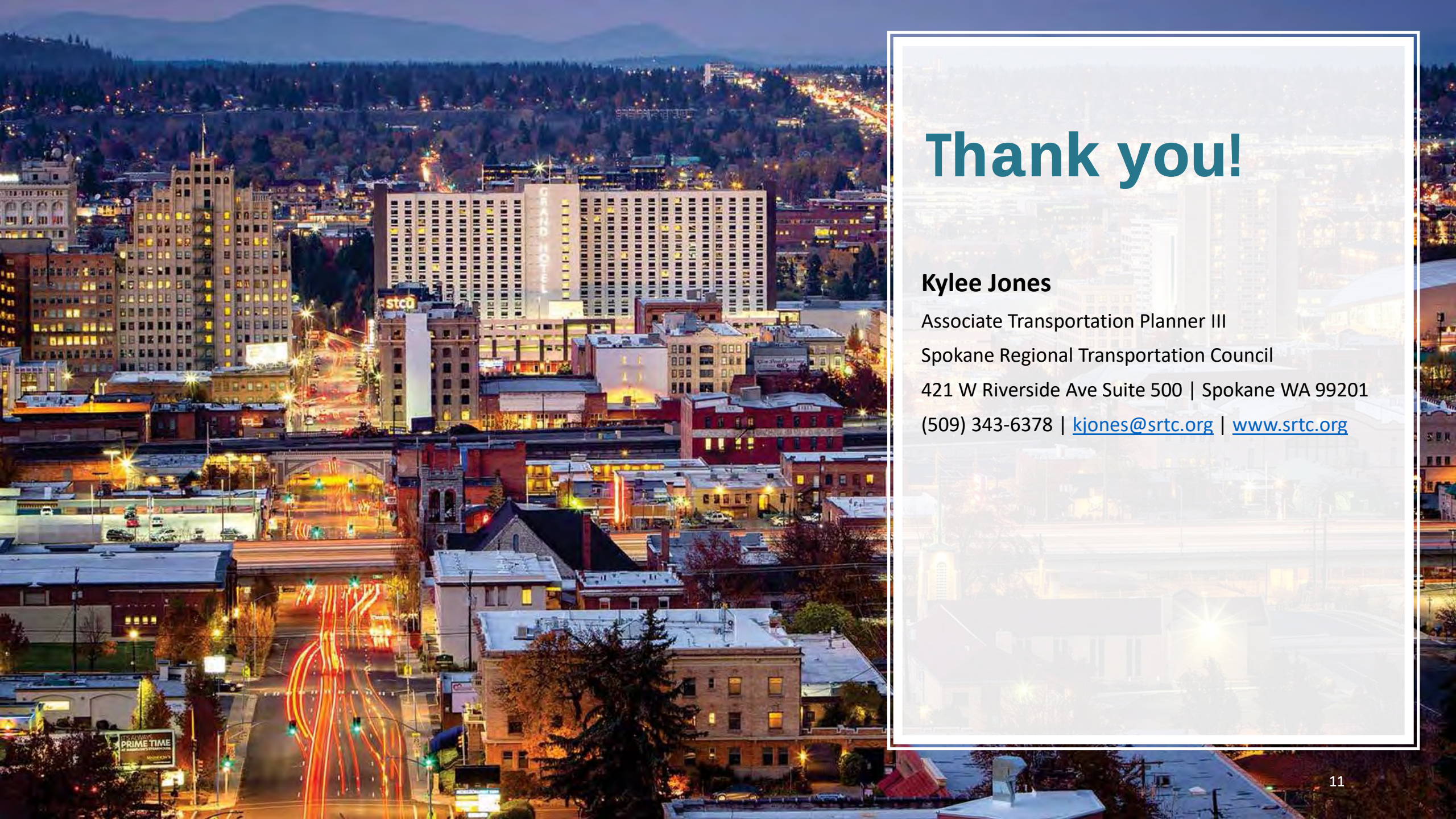
- STBG rural minimums
- TAP rural minimums

Option 1 vs Option 2 – Program of Projects

Rank	Project Title	Agency	Requested Amount	Option 1	Option 2
1	Pines Rd/BNSF Grade Separation	Spokane Valley	$23,130,199	$9,270,000	$6,404,600
2	Division St BRT Project Development	Spokane Transit	$1,000,000	$1,000,000	$1,000,000
3	Sunset Highway Pathway - Royal St to Spotted Rd	City of Spokane	$4,437,000	$4,437,000	$4,437,000
4	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	Spokane Valley	$2,212,500	$1,367,500	$1,367,500
5	SR2 Multi-Modal and Pedestrian Enhancements	Airway Heights	$876,991	$876,991	$876,991
6	I90/Valley HPT Line Park & Ride Construction	Spokane Transit	$1,200,000	$1,200,000	$1,200,000
7	Argonne Rd/I-90 Bridge	Spokane Valley	$1,297,500	$1,297,500	$1,297,500
8	Pacific Ave Neighborhood Greenway	City of Spokane	$3,496,000	$3,496,000	$3,496,000
9	Barker Corridor: Appleway to Sprague	Spokane Valley	$2,095,072	$0	$1,083,400
10	US 195/Meadowlane	City of Spokane	$2,417,000	$1,758,000	$2,417,000
12	Fish Lake Trail Connection to Centennial Trail -Phase 1	City of Spokane	$4,932,000	$787,984	$787,984
14	Commute Trip Reduction Program	Spokane County	$991,924	$991,924	$991,924
20	Harvard Rd Phase 2	Spokane County	$5,481,000	$5,481,000	$5,481,000
21	Cascade Way Reconstruction	Spokane County	$1,123,000	$0	$1,123,000
41	N Colville Reconstruction, Third St to North City Limits	City of Deer Park	$3,239,717	$1,767,000	$1,767,000
49	Lake St ADA Upgrades	City of Medical Lake	$442,015	$511,000	$511,000

Requested Action

Recommend the Board approve awards for the 2024-2026 SRTC Call for Projects as represented in either Option ___ as shown in the "Program of Projects" (Attachments 1 or 2)



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 | www.srtc.org

Overview

- Identify, prioritize, program
- 2024-2026 Call for Projects was issued on Feb 11
- $34.68 M of funding available over three years
- 5 funding types
- Federal Fiscal Years 2024-2026

Principles of Investment – Resolution 22-04

Off the top -

- $2.1M to the Spokane Regional Transportation Management Center (SRTMC) for operations
- $1.5M to SRTC for planning activities

Minimum for Small Towns < 5,000 -

- $1.5M to small towns during this 2024-2026 call

Future Preservation Call for Projects -

- $9.2M aside for a future preservation call for projects

2018 Application Review Process

- 8 (TTC) members on the Transportation Improvement Program (TIP) Working Group reviewed & edited the SRTC 2018 Call for Projects Application to update the application.

- 2022 application updates included:
  - Improved question clarity
  - Minor scoring adjustments
  - Removed duplicative questions across sections

Application Received & Eligibility

- SRTC received 51 applications from 9 member agencies
- Applications - new projects and continuing projects to next phase
- SRTC staff & WSDOT Local Programs worked with member agencies to ensure
  - Application completeness
  - Consistency with SRTC policies
  - Eligibility for various funding programs

Scoring Process

- Scoring Team
  - Three members of the TTC
  - Two members of the Transportation Advisory Committee (TAC)
  - Two SRTC Staff

- Preservation & reconstruction projects – Pavement conditions were score by three staff from member jurisdictions

- Individual scores were entered into a master score sheet to develop an average overall score for each project.

2024-2026 Funding	Types of Projects	Annual Allocation	Program Constraints
STBG – Surface Transportation Block Grant	Any Project, Any Phase	$8,700,000 (2024) $4,100,000 (2025, 2026)	Preservation Set Aside = $9.2 million in 2025 & 2026
STBG SA – Transportation Alternative (STBG Set Aside)	Bike & Pedestrian Facilities, Transit, Safe Routes to School	$1,000,000 (2024, 2025, 2026)	
CMAQ – Congestion Mitigation Air Quality	Bike & Pedestrian Facilities, Transit, TDM Strategies, Improves Traffic Flow, Improves Air Quality	$3,500,000 (2024, 2025, 2026)	
HIP – Highway Improvement Program	Roads, Bridges, Transit, ITS, Safety Project Near Railroads, Charging Infrastructure	$340,000 (2024 only)	Obligated by end FFY 2024. Does not count toward SRTC obligation target
HIP CRRSAA – Covid Relief Funding	Any Project, Any Phase	$2,400,000 (2024 only)	Obligated by end FFY 2024. Does not count toward SRTC obligation target

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Freight Mobility Strategic Investment Board (FMSIB) Investment Priorities

SRTC Transportation Technical Committee
Agenda Item 7 | Page 11

June 22, 2022

Requested Action

Recommend the regional freight investments list submitted to FMSIB be prioritized using the Option A or B methodology, as shown in Attachment 1.

OR

Recommend a focused listing of projects, based on the Option B methodology, as determined by the TTC.

FMSIB Freight Investment Priorities: Phase 1

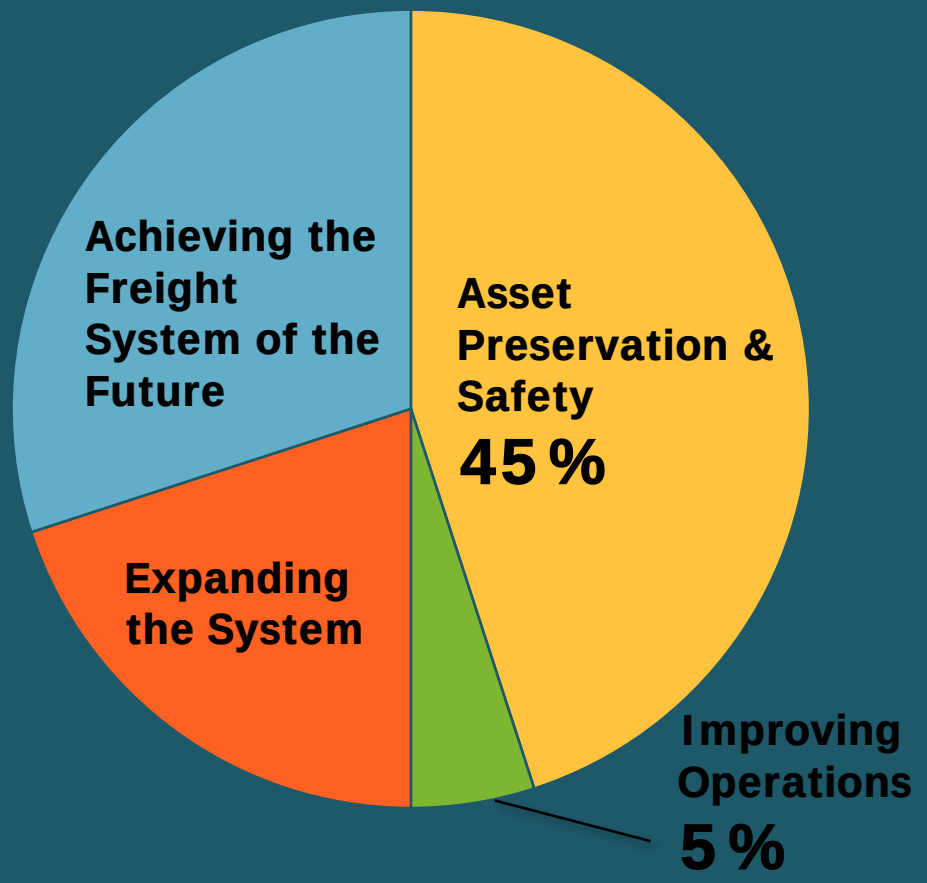
2021: State Legislature directed FMSIB to develop a statewide prioritized list of freight investments

- **<u>Not</u> tied to a specific funding source**

Phase 1 Report:

- **Outlines List Development Process + Methodology**
- **Defines Target Areas, Desired Freight Outcomes, and Relative Investment Amounts**

Investment Categories + Target Areas



Asset Preservation & Safety

- Bridge Preservation (20%)
- Road Preservation (15%)
- Bridge & Road Replacement (10%)

Improving Operations of the Existing System

- TSMO (5%)

Expanding the System

- Grade Separation Projects (10%)
- Expansion of Freight Corridors (10%)

Achieving the Freight System of the Future

- Land Banks (5%)
- Truck Parking (5%)
- Intermodal Transfer Facilities (10%)
- Zero Emissions (10%)

FMSIB Freight Investment Priorities: Phase 2

Developing a statewide list of freight investment priorities

Eligibility Criteria:

- On, or benefits, the FGTS
- Under construction within six (6) years

FMSIB Prioritization Focus Areas:

- Total Committed Funds
- Non-State Match Funds
- Freight Tonnage + Volume

Additional considerations include geographic equity and project target areas

SRTC's List Development Process

June 9
SRTC Board Intro

June 22
Request TTC + TAC Recommendation

July 14
Request SRTC Board Approval

August 15
FMSIB Submittal Deadline

SRTC coordinates with TTC & member agency staff to identify and prioritize regional freight investments

July 15
Project sponsors requested to submit completed FMSIB Project Investment Database information to SRTC

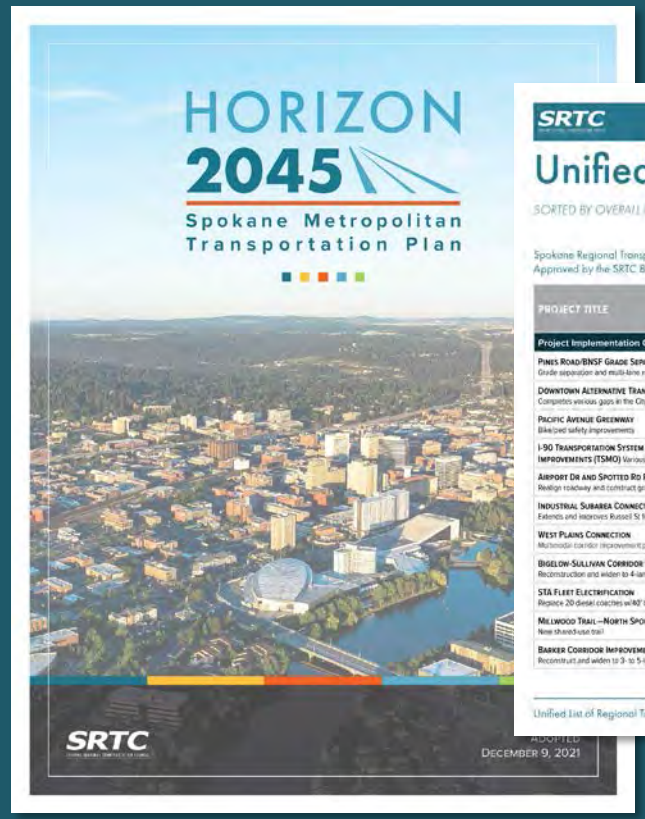
Prioritizing Regional Freight Investments

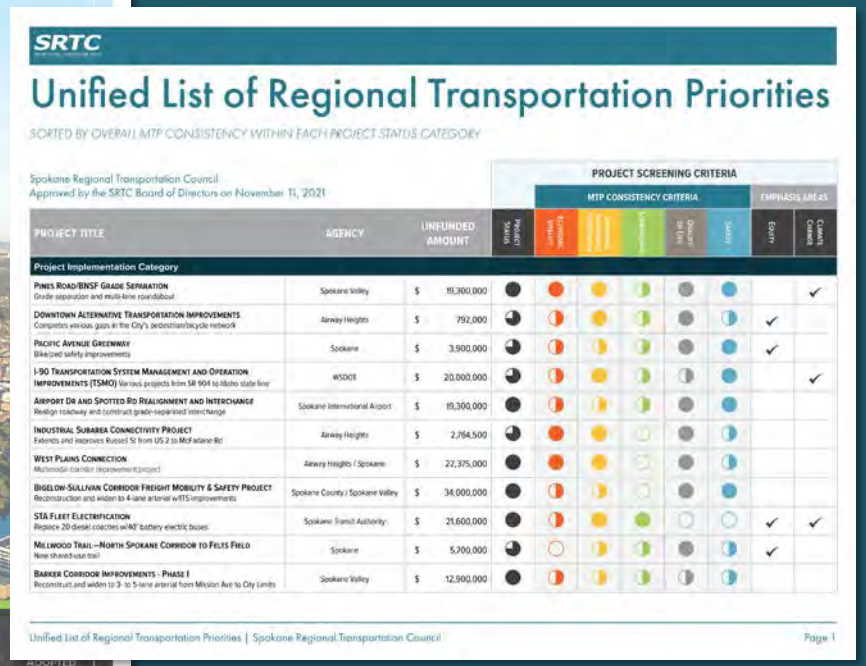
FMSIB Prioritization Focus Areas:

- **Total Committed Funds**
- **Non-State Match Funds**
- **Freight Tonnage + Volume**

Regional Prioritization Activities:

- **Horizon 2045**
- **Unified List**
- **Freight Priority Network**
- **Project Readiness**





SRTC

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 SCREENING CRITERIA: Project Status	MTP CONSISTENCY CRITERIA: Economic Vitality	Preservation	Mobility	Quality of Life	Safety	EMPHASIS AREAS: Equity	Climate Change
Project Implementation Category										
Pines Road/BNSF Grade Separation Grade separation and multi-lane roundabout	Spokane Valley	$ 19,300,000	●	●	●	◑	●	●		✓
Downtown Alternative Transportation Improvements Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	$ 792,000	◕	◑	●	◑	●	◑	✓	
Pacific Avenue Greenway Bike/ped safety improvements	Spokane	$ 3,900,000	◕	◑	◑	◑	●	●	✓	
I-90 Transportation System Management and Operation Improvements (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	$ 20,000,000	◕	◑	●	◑	◑	●		✓
Airport Dr and Spotted Rd Realignment and Interchange Realign roadway and construct grade-separated interchange	Spokane International Airport	$ 19,300,000	●	◑	◑	◑	●	●		
Industrial Subarea Connectivity Project Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	$ 2,764,500	◕	●	●	○	●	◑		
West Plains Connection Multimodal corridor improvement project	Airway Heights / Spokane	$ 22,375,000	●	●	●	○	●	◑		
Bigelow-Sullivan Corridor Freight Mobility & Safety Project Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	$ 34,000,000	●	◑	◑	○	●	●		
STA Fleet Electrification Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	$ 21,600,000	●	◑	●	●	○	○	✓	✓
Millwood Trail—North Spokane Corridor to Felts Field New shared-use trail	Spokane	$ 5,700,000	◕	○	◑	◑	●	◑	✓	
Barker Corridor Improvements - Phase I 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

Option A | Scoring Based on FMSIB Prioritization Focus Areas

FMSIB Criteria	Scoring Method	Max Points
Committed Funding	Committed funding % × 5	5
Non-State Match Funds	Non-state match % × 5	5
Freight Tonnage	Annual Truck Tonnage: ≥10M = 5 pts; 4M–10M = 4 pts; 300K–4M = 3 pts; 100K–300K = 2 pts; <100K = 1 pt	5
Truck Volume	Avg Annual Daily Truck Vol: ≥4,000 = 5 pts; 3,000–4,000 = 4 pts; 2,000–3,000 = 3 pts; 1,000–2,000 = 2 pts; <1,000 = 1 pt	5
Total Points Possible		**20**

Option B | Adding SRTC Regional Prioritization Activities

Regional Criteria	Scoring Method	Max Points
FMSIB Criteria	See FMSIB Criteria Table	20
Horizon 2045	In Horizon 2045 Short-Term Projects List or Listed in Fiscally Constrained Program = 5 pts	5
Unified List	In SRTC Unified List of Regional Transportation Priorities = 5 pts	5
Freight Network	On Regional Freight Priority Network = 5 pts; Benefits Regional Freight Priority Network = 2.5 pts	5
Project Readiness	Design Status: Complete = 2 pts; Preservation Project or In Progress = 1 pt Right-of-Way Status: Complete = 3 pts; Preservation Project or N/A = 2 pts; In Progress = 1 pt	5
Total Points Possible		**40**

SRTC Regional Priority Freight Projects List — Option A

Based on FMSIB's Identified Prioritization Focus Areas

Project Name	Agency	FMSIB Target Area	Unfunded Amount	Committed $	Non-State Match	Freight Tonnage	Truck Volume	Total Score
Wellesley Ave: Freya to Havana	Spokane	Road Preservation	$875,000	4.1	4.1	4	2	14.2
Sprague Avenue Grind & Inlay	Spokane Valley	Road Preservation	$3,300,000	2.3	2.3	5	3	12.5
Sullivan Road Grind & Inlay	Spokane Valley	Road Preservation	$5,600,000	1.1	1.1	5	5	12.2
Bigelow Gulch/Forker Rd Connector - Project 2	Spokane County	Expansion of Freight Corridors	$6,290,939	2.5	1.5	4	4	12.1
South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors	$5,916,600	3.4	3.4	3	2	11.9
Argonne Rd/I-90 Interchange Bridge	Spokane Valley	Bridge and Road Replacement	$13,702,500	0.4	0.4	5	5	10.9
Pines Rd/BNSF Grade Separation	Spokane Valley	Grade Separation Projects	$17,895,400	2.4	2.4	4	2	10.7
Broadway Avenue Grind & Inlay	Spokane Valley	Road Preservation	$4,000,000	1.7	1.7	4	3	10.3
I-90 Transportation System Management & Operation (TSMO) Improvements*	WSDOT	TSMO	$19,300,000	0.0	0.0	5	5	10.0
Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation Treatment	Spokane	Bridge Preservation	$2,000,000	0.0	0.0	5	5	10.0
6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd*	Spokane/Airway Heights	Expansion of Freight Corridors	$4,080,472	2.9	1.6	3	2	9.5
Argonne Road Reconstruction	Spokane Valley	Road Preservation	$4,000,000	0.0	0.0	5	4	9.0
Airport Dr & Spotted Rd Realignment & Interchange	SIA	Expansion of Freight Corridors	$19,300,000	1.6	1.6	3	2	8.3
Trent Ave/Sullivan Rd Interchange	Spokane Valley	Expansion of Freight Corridors	$23,080,500	0.7	0.7	4	2	7.5
Argonne Rd & Upriver Dr Intersection	Spokane County	Expansion of Freight Corridors	$8,500,000	0.2	0.0	5	2	7.2
Nevada St Preservation: Hawthorne Ave to US 2	Spokane County	Road Preservation	$1,500,000	0.0	0.0	4	3	7.0
2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St	Spokane	Road Preservation	$4,020,000	0.7	0.7	4	1	6.4
29th Ave Preservation: High Dr to Grand Ave	Spokane	Road Preservation	$1,000,000	0.0	0.0	4	3	[illegible]

SRTC Regional Priority Freight Projects List — Option B

Based on FMSIB's Identified Prioritization Focus Areas
+
SRTC Regional Prioritization Activities

Project Name	Agency	FMSIB Target Area	Unfunded Amount	FMSIB Criteria	Committed $	Non-State Match	Freight Tonnage	Truck Volume	Total Score
Bigelow Gulch/Forker Rd Connector - Project 2	Spokane County	Expansion of Freight Corridors	$6,290,939	12.1	5	5	5	3	30.1
South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors	$5,916,600	11.9	5	5	5	2	28.9
Pines Rd/BNSF Grade Separation	Spokane Valley	Grade Separation Projects	$17,895,400	10.7	5	5	5	2	27.7
Wellesley Ave: Freya to Havana	Spokane	Road Preservation	$875,000	14.2	0	5	5	1	25.2
6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd	Spokane/Airway Heights	Expansion of Freight Corridors	$4,080,472	9.5	5	5	2.5	2	24.0
Airport Dr & Spotted Rd Realignment & Interchange	SIA	Expansion of Freight Corridors	$19,300,000	8.3	5	5	2.5	3	23.8
Trent Ave/Sullivan Rd Interchange	Spokane Valley	Expansion of Freight Corridors	$23,080,500	7.5	5	5	5	1	23.5
I-90 Transportation System Management & Operation (TSMO) Improvements	WSDOT	TSMO	$19,300,000	10.0	0	5	5	2	22.0
Freya St: Garland to Francis	Spokane	Road Preservation	$18,000,000	5.0	5	5	5	1	21.0
Argonne Rd/I-90 Interchange Bridge	Spokane Valley	Bridge and Road Replacement	$13,702,500	10.9	5	0	5	0	20.9
Sprague Avenue Grind & Inlay	Spokane Valley	Road Preservation	$3,300,000	12.5	0	0	5	3	20.5
Sullivan Road Grind & Inlay	Spokane Valley	Road Preservation	$5,600,000	12.2	0	0	5	3	20.2
Broadway Avenue Grind & Inlay	Spokane Valley	Road Preservation	$4,000,000	10.3	0	0	5	3	18.3
Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation Treatment	Spokane	Bridge Preservation	$2,000,000	10.0	0	0	5	3	18.0
Argonne Rd & Upriver Dr Intersection	Spokane County	Expansion of Freight Corridors	$8,500,000	7.2	0	5	5	0	17.2
Argonne Road Reconstruction	Spokane Valley	Road Preservation	$4,000,000	9.0	0	0	5	3	17.0
Nevada St Preservation: Hawthorne Ave to US 2	Spokane County	Road Preservation	$1,500,000	7.0	0	0	5	3	15.0
2nd Ave/3rd Ave Grind & Overlay: Maple St to Division St	Spokane	Road Preservation	$4,020,000		0	0	5	3	

Reviewing the Draft Lists

- **Are they focused?**
- **Do they accurately reflect the region's identified priorities?**
- **Do they include a good mix of projects?**
  - **Geographic balance**
  - **Project types / FMSIB Target Areas**

Focusing the List

- Funded projects
- Geographic equity
- Project types & FMSIB Target Areas

Project Name	Agency	FMSIB Target Area	Unfunded Amount	FMSIB Criteria	Committed $	Non-State Match	Freight Tonnage	Truck Volume	Total Score
[illegible]	[illegible]	Corridors	[illegible]	12.1	[illegible]	[illegible]	[illegible]	[illegible]	30.1
South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors	$5,916,600	11.9	5	5	5	2	28.9
[illegible]	[illegible]	[illegible]	[illegible]	10.7	[illegible]	[illegible]	[illegible]	[illegible]	27.7
Wellesley Ave: Freya to Havana	Spokane	Road Preservation	$875,000	14.2	0	5	5	1	25.2
[illegible]	Spokane/Airway	Expansion of Freight	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Airport Dr & Spotted Rd Realignment & Interchange	SIA	Expansion of Freight Corridors	$19,300,000	8.3	5	5	2.5	3	23.8
Trent Ave/Sullivan Rd Interchange	Spokane Valley	Expansion of Freight	$23,080,50	[illegible]	5	5	5	1	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Freya St: Garland to Francis	Spokane	Road Preservation	[illegible]	[illegible]	5	5	5	1	[illegible]
Argonne Rd/I-90 Interchange Bridge	Spokane Valley	Bridge and Road Replacement	$13,702,500	10.9	5	0	5	0	20.9
Sprague Avenue Grind & Inlay	Spokane Valley	Road Preservation	$3,300,000	12.5	0	0	5	3	20.5
Sullivan Road Grind & Inlay	Spokane Valley	Road Preservation	$5,600,000	12.2	0	0	5	3	20.2
Broadway Avenue Grind & Inlay	Spokane Valley	Road Preservation	$4,000,000	10.3	0	0	5	3	18.3
Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation Treatment	Spokane	Bridge Preservation	$2,000,000	10.0	0	0	5	3	18.0
Argonne Rd & Upriver Dr Intersection	Spokane County	Expansion of Freight Corridors	$8,500,000	7.2	0	5	5	0	17.2
Argonne Road Reconstruction	Spokane Valley	Road Preservation	$4,000,000	9.0	0	0	5	3	17.0
Nevada St Preservation: Hawthorne Ave to US 2	Spokane County	Road Preservation	$1,500,000	7.0	0	0	5	3	15.0

Focusing the List

Project Name	Agency	FMSIB Target Area	Unfunded Amount	FMSIB Criteria	Committed $	Non-State Match	Freight Tonnage	Truck Volume	Total Score
Pines Rd/BNSF Grade Separation	Spokane Valley	Grade Separation Projects	$15,030,000	11.6	5	5	5	2	28.6
South Barker Rd Corridor Improvements	Spokane Valley	Expansion of Freight Corridors	$12,900,000	8.1	5	5	5	2	25.1
6th/10th/12th Ave Improvements: Craig Rd to Spotted Rd	Spokane/Airway Heights	Expansion of Freight Corridors	$4,080,472	9.5	5	5	2.5	2	24.0
Airport Dr & Spotted Rd Realignment & Interchange	SIA	Expansion of Freight Corridors	$19,300,000	8.3	5	5	2.5	3	23.8
I-90 Transportation System Management & Operation (TSMO) Improvements	WSDOT	TSMO	$19,300,000	10.0	0	5	5	2	22.0
Freya St: Garland to Francis	Spokane	Road Preservation	$18,000,000	5.0	5	5	5	1	21.0
Freya/Greene/Market Corridor: Bridge Deck & Surface Preservation Treatment	Spokane	Bridge Preservation	$2,000,000	10.0	0	0	5	3	18.0

Requested Action

Recommend the regional freight investments list submitted to FMSIB be prioritized using the Option A or B methodology, as shown in Attachment 1.

OR

Recommend a focused listing of projects, based on the Option B methodology, as determined by the TTC.

Equity

2022 Discussion Series

TRANSPORTATION TECHNICAL COMMITTEE (TTC)

AGENDA ITEM 8, PAGE 14

JUNE 22, 2022

Purpose

Educate	Build a deeper understanding of topics
Dialogue	Dialogue and exchange ideas to advance transportation in the region
Identify	Identify transportation needs and future planning activities
Develop	Develop legislative policy positions and funding strategies
Refine	Refine metrics for project prioritization

SRTC

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

SRTC

Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY
Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION
Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP
Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE
Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY
Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

*Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.

PROJECT EMPHASIS AREAS

EQUITY	Project developed with a main emphasis on benefiting an area of potential disadvantage
CLIMATE CHANGE	Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)

Timeline

January
MPO Purpose

February
Quality of Life

March
Safety

April
Stewardship

~~May~~ June
Equity

June
Funding

July
Land Use & Transportation

August
Transportation System Maintenance and Operations (TSMO)

September
Economic Vitality

October
Prioritization Strategy

November
Review Priority List

December
Approve Priority List

What is Equity

Equity is defined as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all." – APA Policy Guide

Fairness with which impacts, such as benefits and costs, are distributed

Safe, full access benefits of transportation system for all

Counter legacy of discriminatory planning policy

MPO Responsibilities

Title VI:

- Agency is required to ensure no person – on ground of race, color, national origin – is excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal dollars.
- Additional federal regulations guiding Title VI compliance include the Americans with Disabilities Act (ADA) of 1990, Age Discrimination Act of 1975 and others.

MPO Responsibilities

Executive orders prescribe actions to address **environmental justice (EJ)** in minority, low-income, and limited English proficiency populations (#12898, 1994; #13166, 2000).

- Key EJ Principles…

  I. Avoid, minimize, mitigate disproportionate health and env impacts

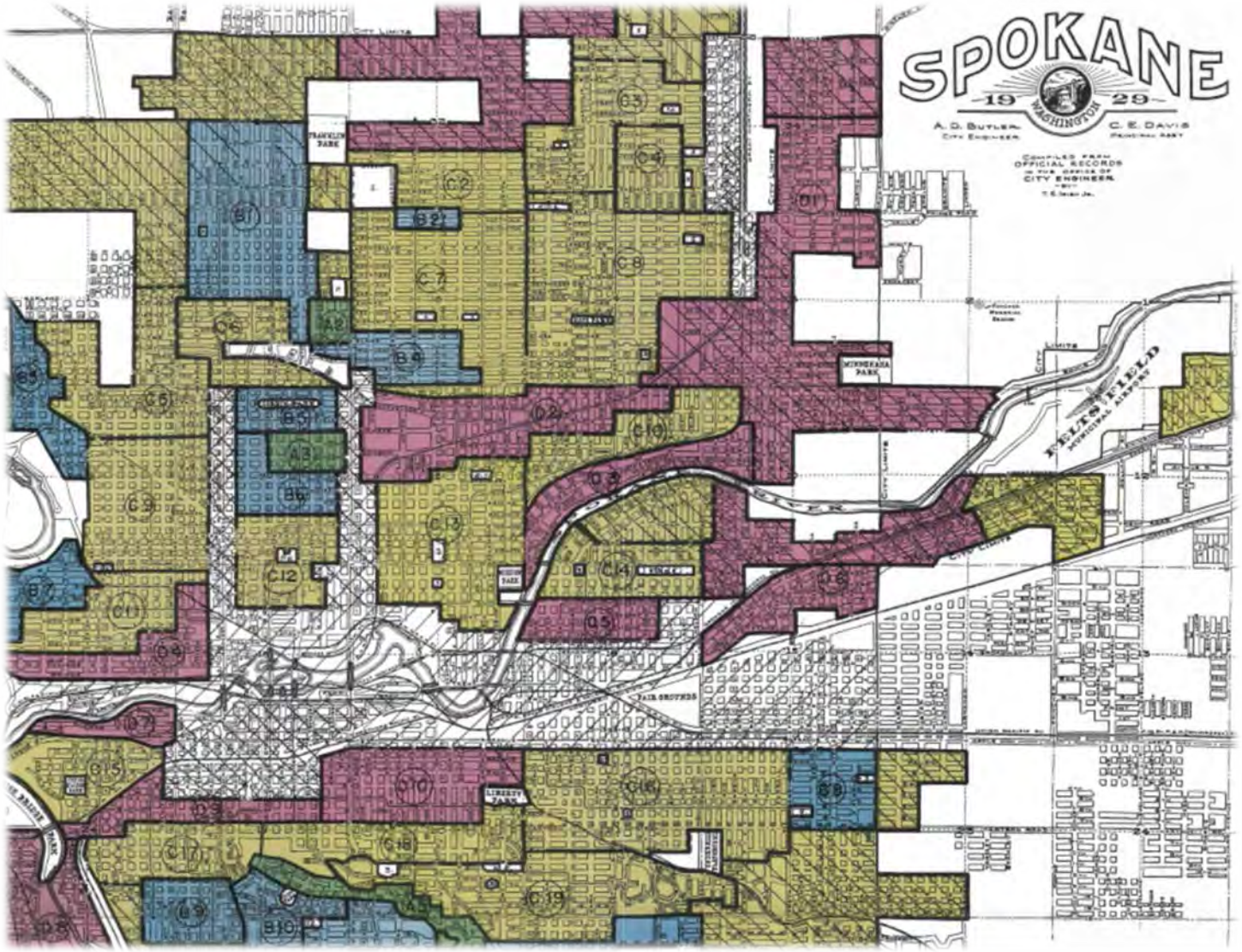
  II. Ensure full and fair participation

  III. Prevent denial, reduction, delay in receipt of benefits

MPO Responsibilities

WA State: Healthy Environment for All (HEAL) Act

Defines environmental justice in state law and outlines how agencies should consider community needs and environmental justice (EJ) in their work.

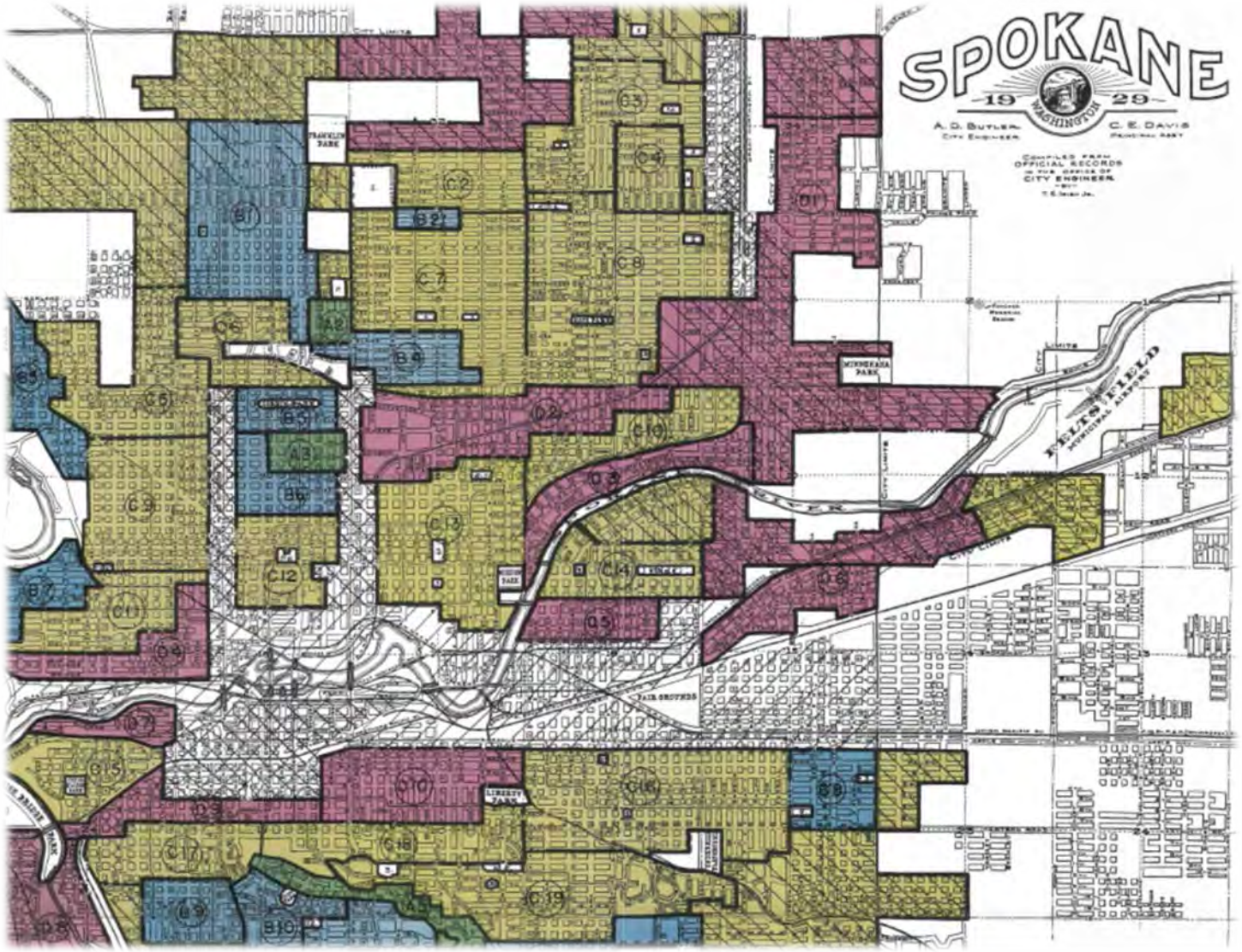


Importance of Equity

Need to counter legacy of inequitable planning policy…

Red-lining and long-term impact of lowest-cost land acquisition.

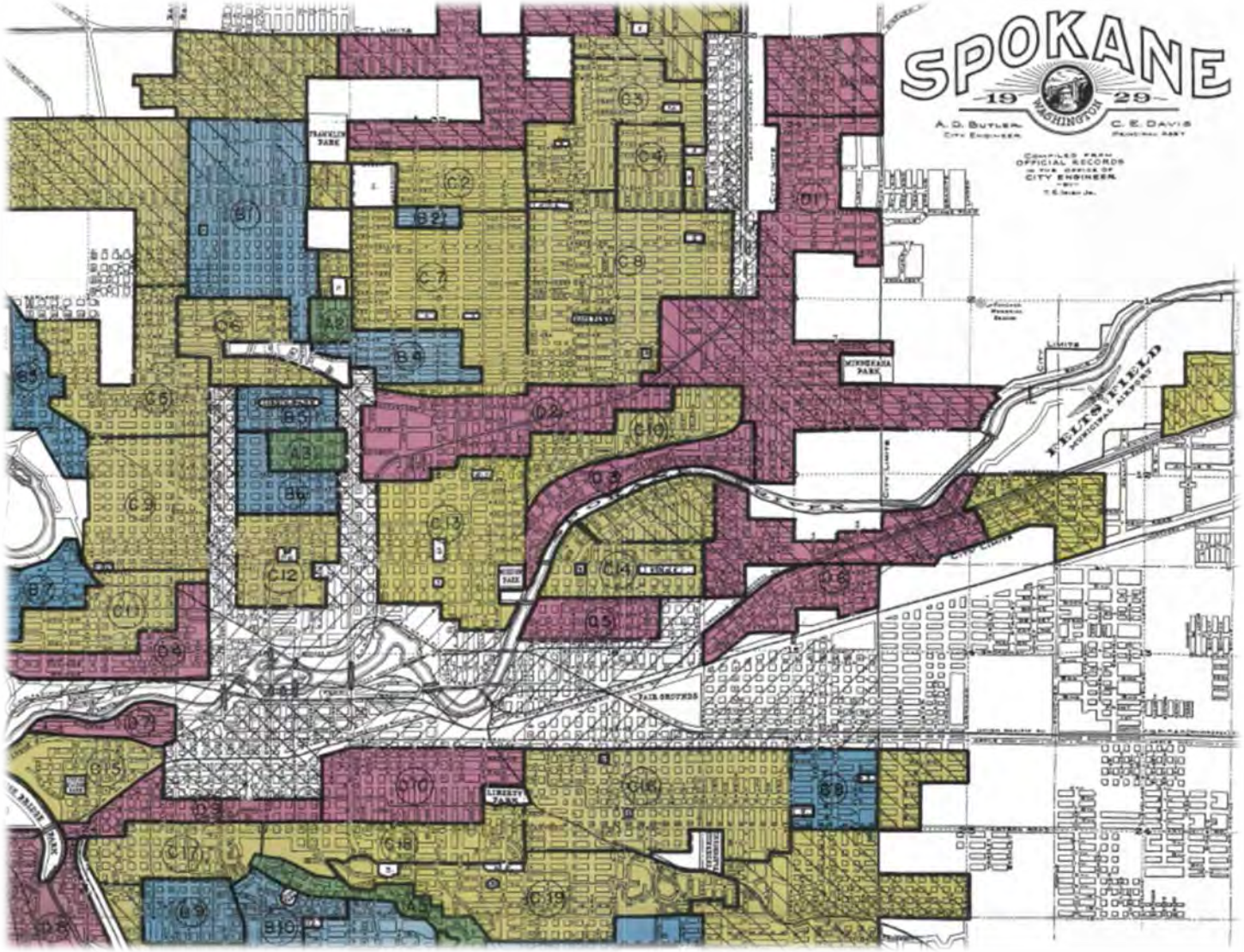
The US General Accounting Office found in 1983 that 3 out of 4 hazardous waste landfills examined were located in communities where African Americans with families below poverty level made up at least 26% of the population.



Importance of Equity

A 2013 study on the size, distribution, and demographics of populations living near high-volume roadways found that poorer and nonwhite communities were disproportionately represented near high traffic volumes and densities.

(Rowangold, 2013)



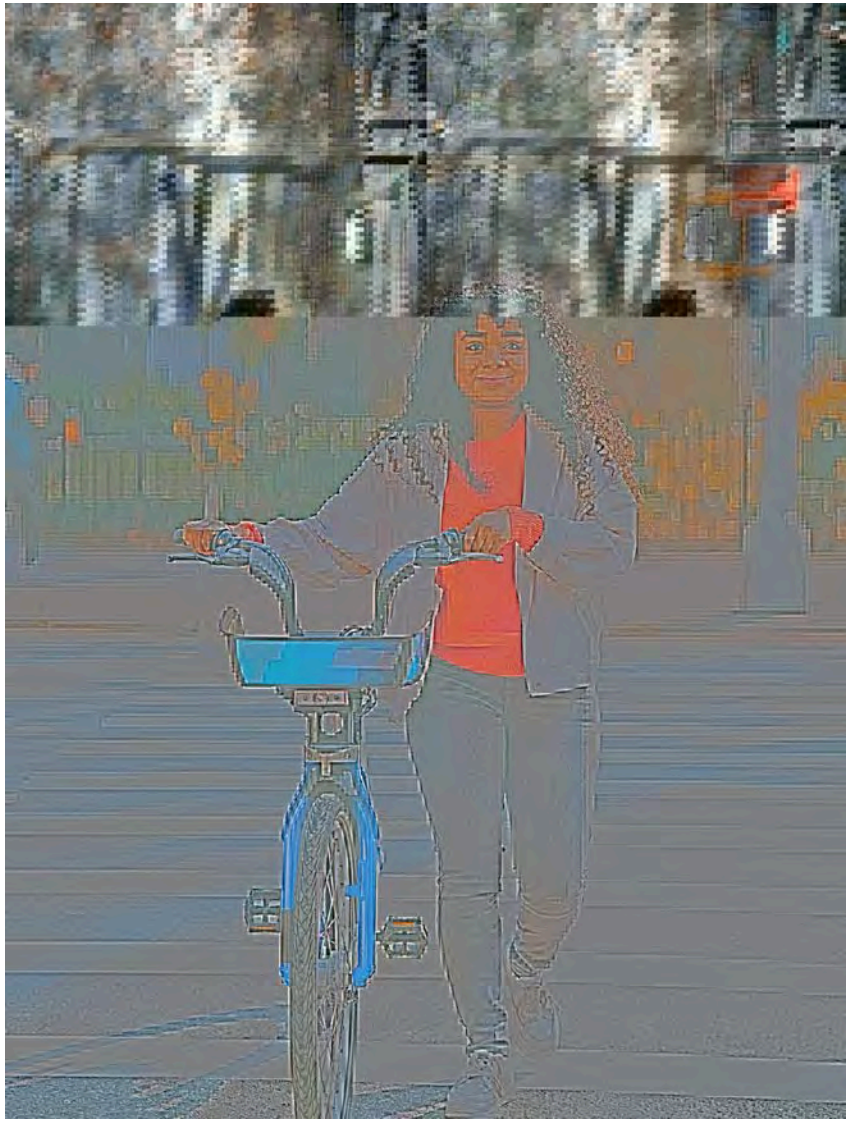
Importance of Equity

Non-white and low-income neighborhoods are 50% less likely to have a recreational facility in their community than are white and high-income neighborhoods.

(The National Recreation and Park Association, 2012)

Horizon 2045 Regional Profile

METRIC	DEFINITION	UNITED STATES	WASHINGTON STATE	SPOKANE COUNTY
Low Income	Percent of Individuals with Incomes Below 200% of the Federal Poverty Level	31.9	26.9	33.2
Minority	Percent of Population Belonging to a Racial and/or Ethnic Minority Group	38.9	30.9	15.1
Language	Percent of Households with Limited English Proficiency	4.4	3.8	1.3
Vehicle Access	Percent of Households with No Vehicle Access	8.7	6.9	7.3
Elderly and Youth	Age Dependency Ratio: Under 18 or 65 and Over	61.4	59.0	60.6
Disabled	Percent of Noninstitutionalized Population with a Disability	12.6	12.6	12.6



Importance of Equity

Why is equity important…

- Building fair and resilient foundations
- Equitable growth important for economic future
- Understand and mitigate possible impacts on vulnerable or disadvantaged populations
- Importance of outreach efforts to "hard to reach" communities
- Right to "live, work, and play" in a safe, clean environment.

Geographic Equity

Geographic equity: Fair distribution over space + geographic features

Where you live has a direct impact on your ability to access health, safety and opportunity.

Rural/urban divide: proximity to urban resources

Other disparities... e.g. distribution of active trans facilities, distribution of services in city et al.

Racial Equity

Legacy of racial discrimination

Equal opportunity as a principle:

- All individuals, regardless of their race, an equal opportunity in education, employment, and politics.

Ideal – race no longer predicts outcomes

Social Equity

Many people with different needs, different structural realities

- All Ages
- All income levels
- Disability status
- English ability

Just and fair inclusion: Safe transportation system with access to benefits for all...

Unified List of Regional Transportation Priorities (ULRTP)

Single check box for equity...

Project developed with a main emphasis on benefiting an area of potential disadvantage.

SRTC

Unified List of Regional Transportation Priorities

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STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	$ 21,600,000	●	◑	●	●	○	○	✓	✓
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Unified List of Regional Transportation Priorities (ULRTP)

Initial analysis process…

Is project in area of potential disadvantage?

- Does the project increase transit or active transportation access, or service frequency, to areas of potential disadvantage?
- Does the project incorporate appropriate countermeasures to address existing safety issues or contribute to STA meeting adopted Public Transit Safety Targets and address areas of potential disadvantage?

SRTC

Unified List of Regional Transportation Priorities

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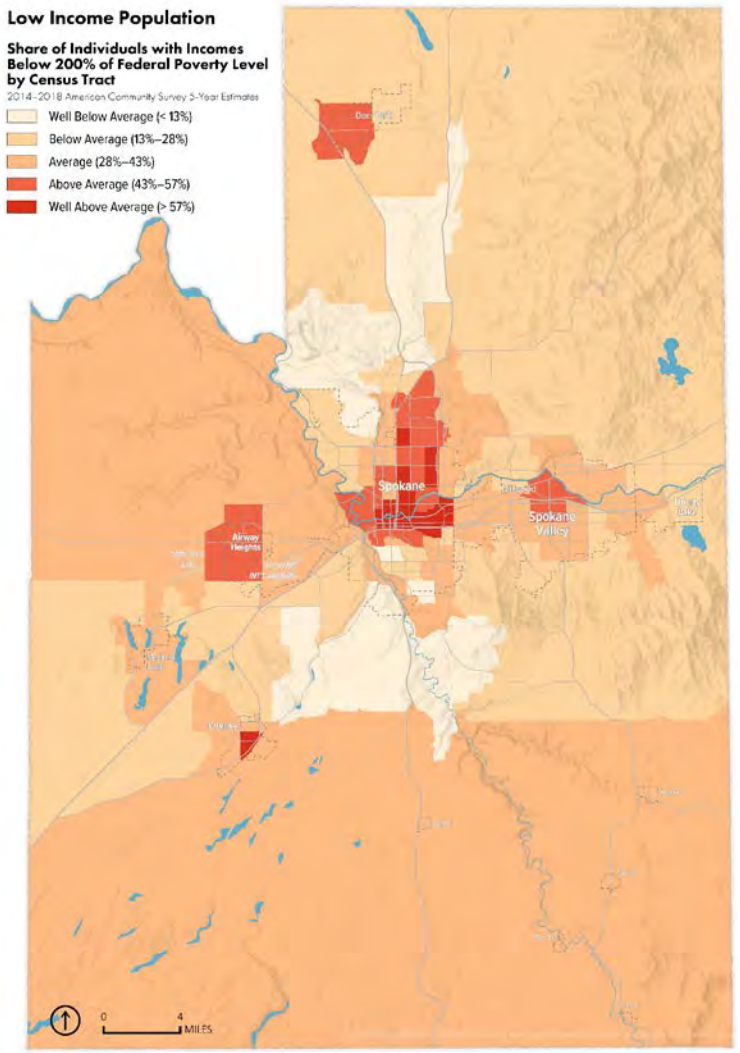
Unified List of Regional Transportation Priorities | Spokane Regional Transportation Council

Page 1



Equity in Horizon 2045

Six Indicators of Potential Disadvantage (IPDs):

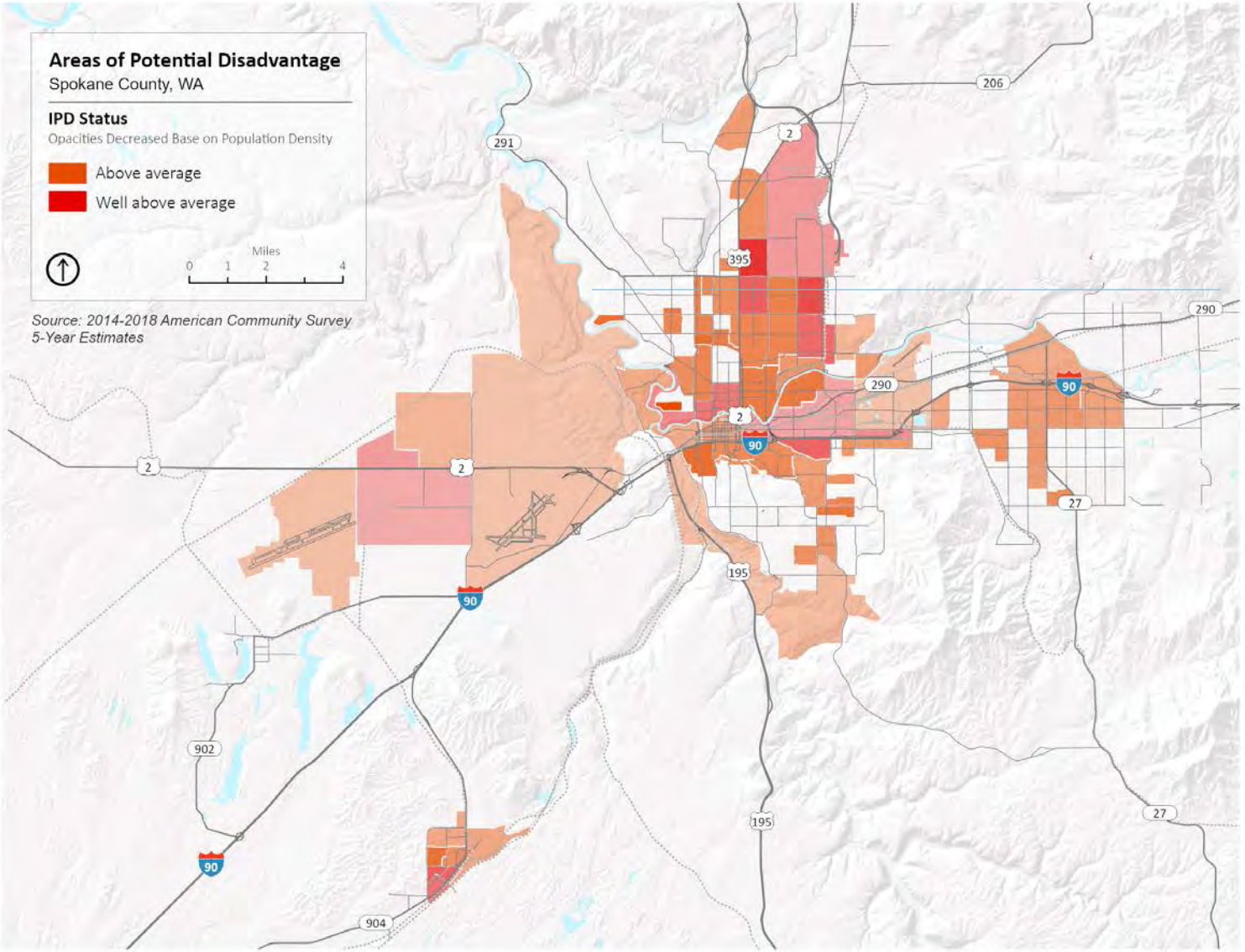
- Low Income
- Minority
- Language
- Vehicle Access
- Elderly and Youth
- Disability

Compared prevalence of each to regional average.

Identified Areas of Potential Disadvantage (APDs) within Spokane County

Spokane County

Areas of Potential Disadvantage (APDs)



Equity and SRTC's Public Participation Plan (PPP)

SRTC updated Public Participation Plan in 2021

Increased focus on outreach and public engagement

Emphasized need for tailored outreach to historically excluded and potentially disadvantaged communities

Developed set of Goals and Strategies for plan implementation

Approved by Board in December 2021

Additionally: Developed tool for staff (Engagement Strategy Template)

Work in Progress: Equity Planning Framework

SRTC developing equity planning framework in 2022.

Update to come!

Unified List of Regional Transportation Priorities (ULRTP)

How can MPOs analyze equity? What else could we look at?

Acquire origin/destination data to identify trips from APDs to key destinations

Differentiate set of equity criteria by project type

Track project investments (by $) within APDs

Percentage of investments (by $) by project type

Potential uses for bike/ped counter data

Are there equity-related criteria that could make this process stronger?

How do you define success in terms of equity? How do we measure that?

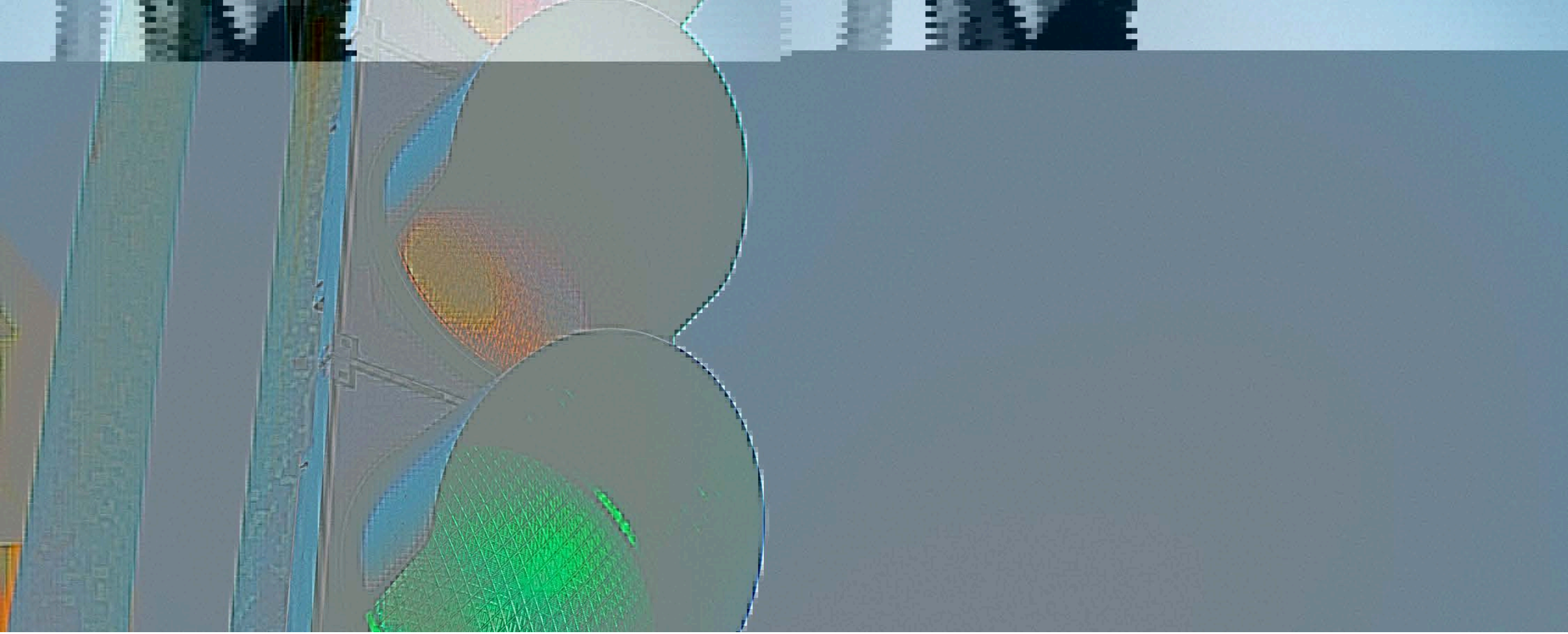
Urban v. Rural differences?

2021 Equity Criteria

If project in area of potential disadvantage...

Does the project increase transit or active transportation access, or service frequency, to areas of potential disadvantage?

Does the project incorporate appropriate countermeasures to address existing safety issues or contribute to STA meeting adopted Public Transit Safety Targets and address areas of potential disadvantage?



Thank you!

Michael Redlinger
Associate Transportation Planner 2
mredlinger@srtc.org

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | @srtc.org | www.srtc.org

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

UPDATE: EQUITY PLANNING FRAMEWORK

Transportation Technical Committee
Information Item: Equity Planning Framework – Update
Agenda Item 9, Page 15

June 2022

Equity Planning Framework

Presented to Board and Committees Jan-Feb

SRTC developing equity planning framework in 2022.

Framework to include recommendations related to policy, project evaluation, data needs, and outreach

Review: Jan-Feb

Working group of committee members (TAC/TTC/Board) meet monthly with SRTC staff developing the framework.

Work group also hearing from guest speakers from other MPOs and community reps

Review: Jan-Feb

Working Group:

Mike Tressider (STA, TTC)

Colin Quin-Hurst (City of Spokane, TTC)

Kim Zentz (Urbanova, TAC)

Bill White (T-O Engineers, TAC)

Rhonda Young (Gonzaga University, TAC)

Raychel Callary (Lilac Services for the Blind, TAC)

Kelly Fukai (WSTC, Board)

Cindy Green (SRHD, TTC)

Review: March - June

- Work group progress…
  - Discussed goals and mission for this work
  - Materials from other MPOs + MPO Guest Speakers
  - Brainstorming range of potential tools and strategies
  - June: Neighborhood Council Guest Speakers
  - June-July: Ongoing targeted outreach, framework development

Steps

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

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

We'll be coming back to you with draft recommendations this autumn

Timeline

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*											

SRTC

SPOKANE REGIONAL TRANSPORTATION COUNCIL

Thank you!

MRedlinger@SRTC.org