

Transportation Advisory Committee Meeting

Wednesday, May 25, 2022 - 3:00 PM

AGENDA

Time	Item	Page
3:00	1. Call to Order / Record of Attendance	
3:02	2. Approval of March 2022 TAC Meeting Minutes	
3:03	3. Public Comments	
3:05	4. TAC member comments	
3:08	5. Chair Report on SRTC Board of Directors Meeting	
	<u>FOR ACTION</u>	
3:10	6. 2022-2026 Transportation Improvement Program (TIP) June Amendment <i>(Kylee Jones)</i>	
	<u>FOR INFORMATION & DISCUSSION</u>	
3:12	7. Transportation Discussion Series: Equity <i>(Michael Redlinger)</i>	2
3:27	8. Spokane Transit Authority: I-90/Valley High Performance Transit Corridor <i>(Hamid Hajjafari, STA)</i>	
3:47	9. 2024-2026 TIP Call for Projects <i>(Kylee Jones)</i>	
4:07	10. Freight Mobility Strategic Investment Board Priorities <i>(David Fletcher)</i>	
4:30	11. Adjournment	

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

Equity

2022 Discussion Series

TRANSPORTATION ADVISORY COMMITTEE (TAC)
AGENDA ITEM 7, PAGE 9
MAY 25, 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

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

Spokane Regional Transportation Council Approved by the SRTC Board of Directors on November 11, 2021			PROJECT SCREENING CRITERIA							
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
				ECONOMIC VITALITY	OPERATIONS, MAINTENANCE, INVESTMENT	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								

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

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

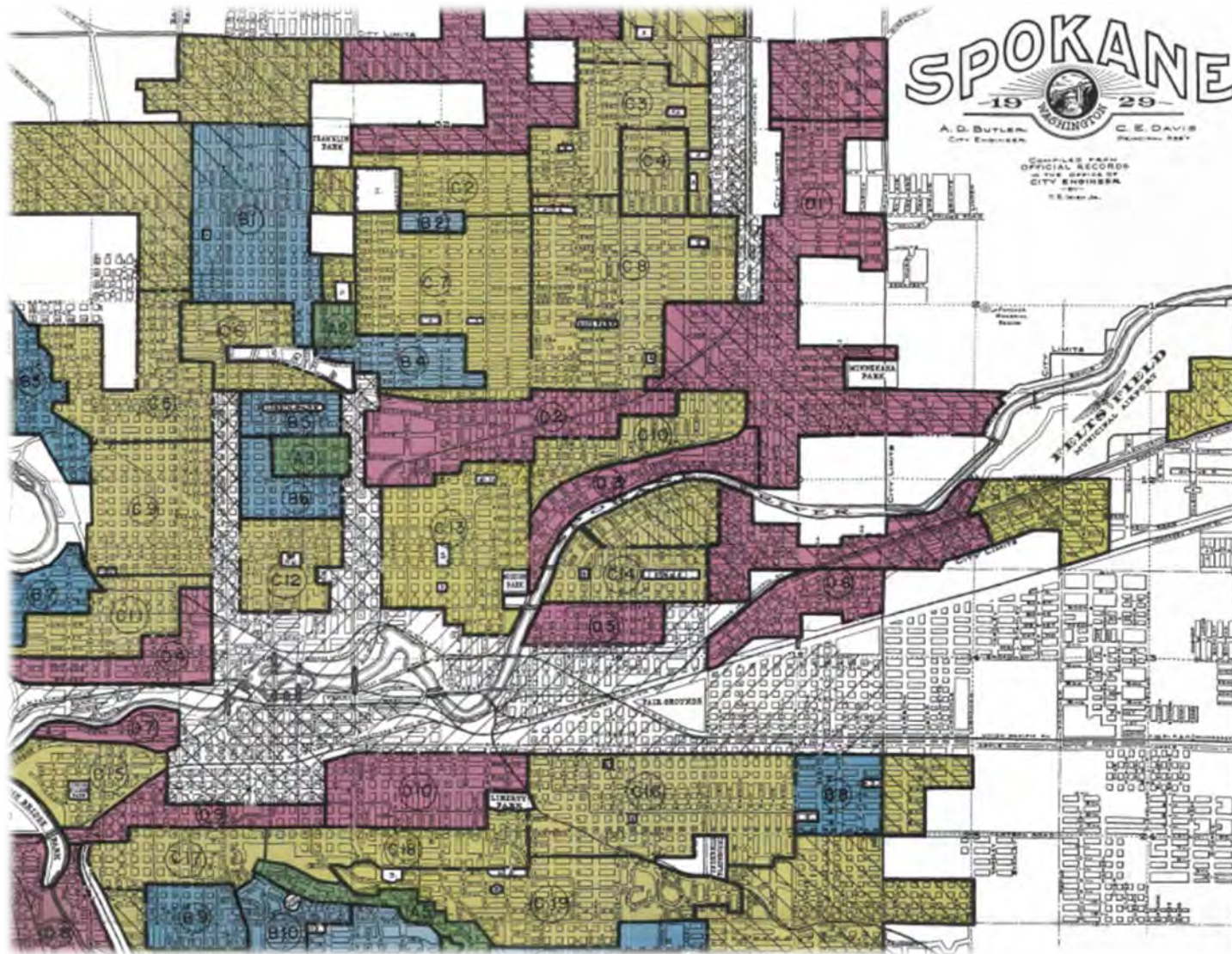
WA State: Healthy Environment for All (HEAL) Act

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



HEAL
WASHINGTON!

A healthy environment for ALL.

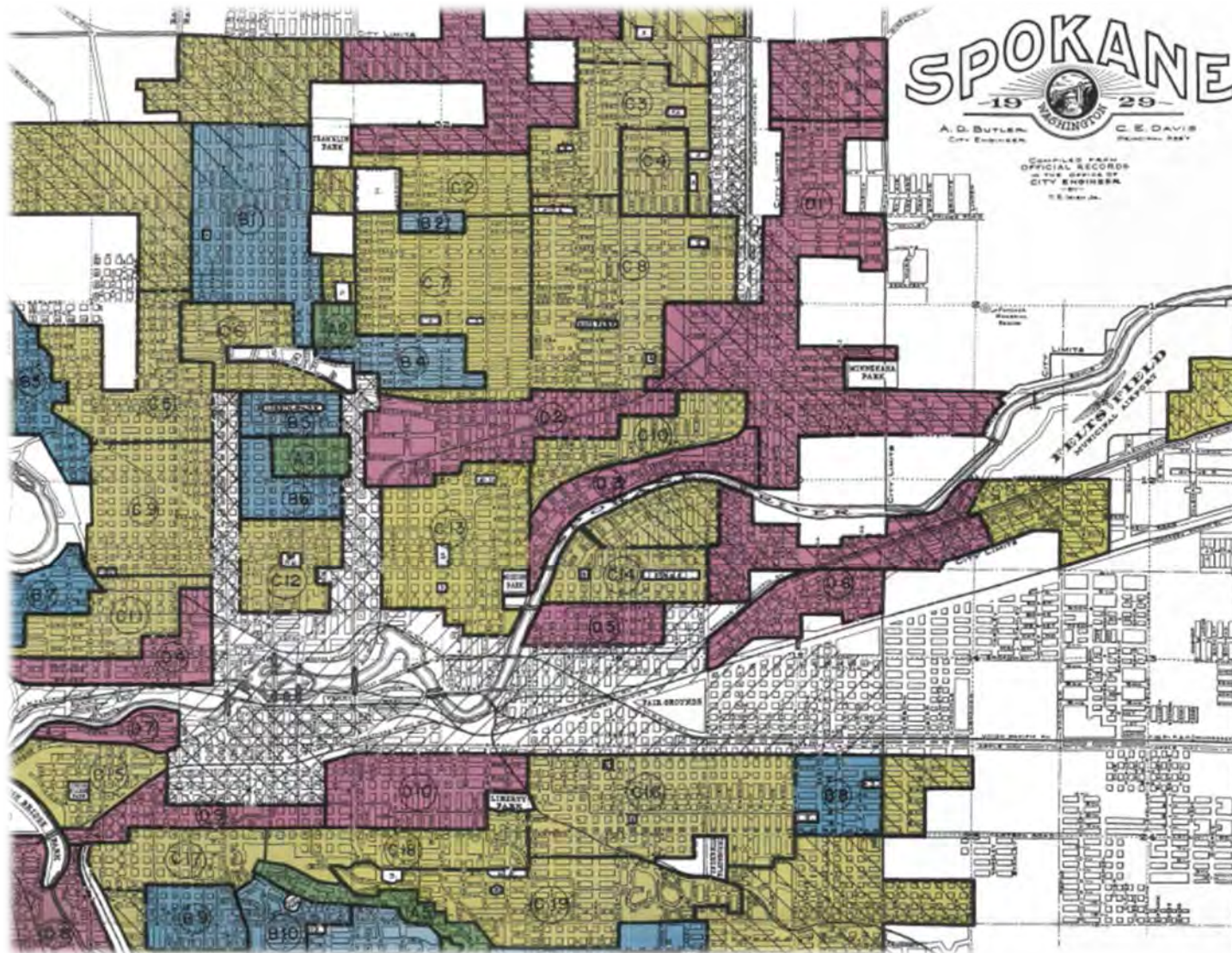


Importance of Equity

Need to counter legacy of inequitable planning policy...

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

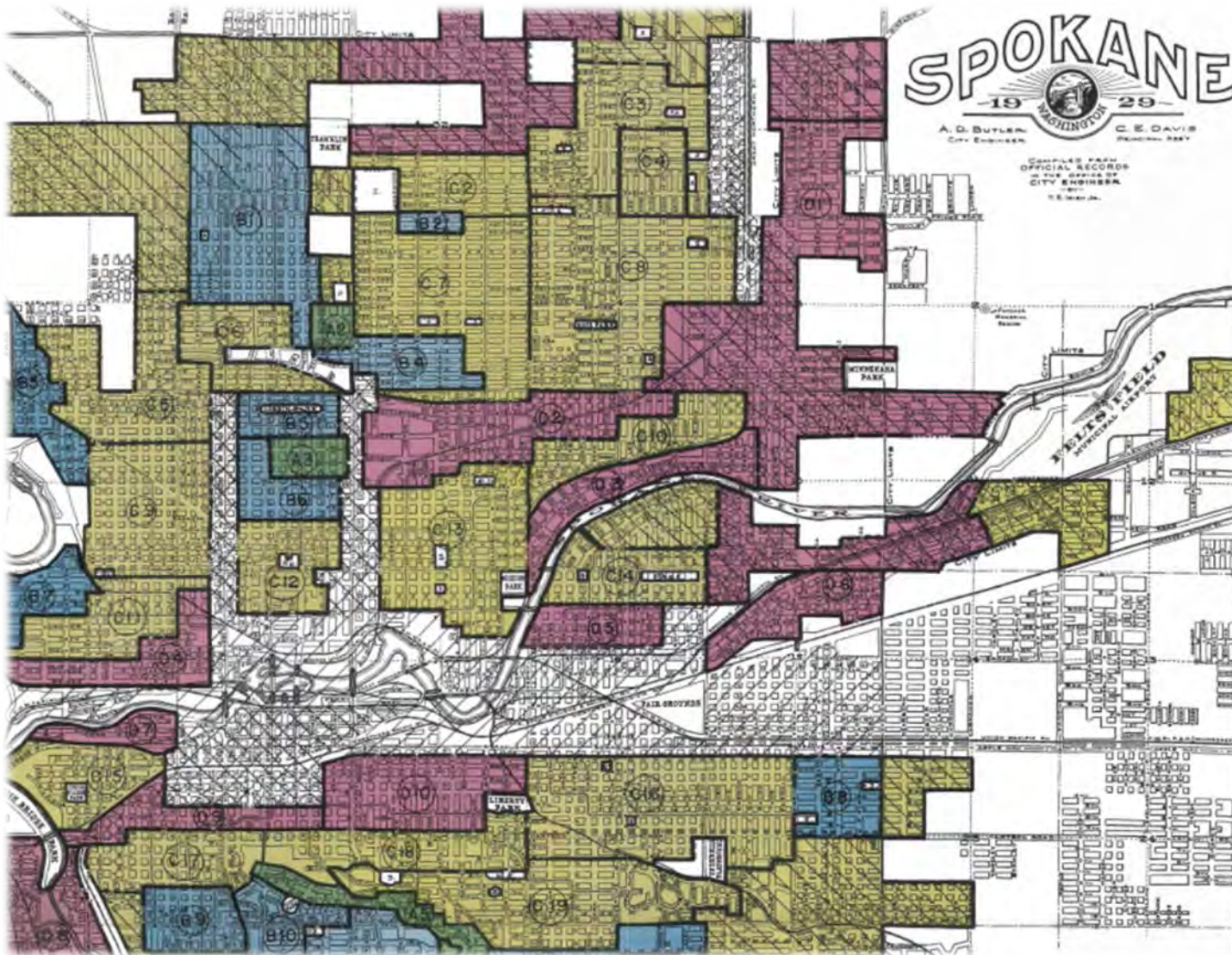
The US General Accounting Office found in 1983 that 3 out of 4 hazardous waste landfills examined were located in communities where African Americans with families below poverty level made up at least 26% of the population.



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.

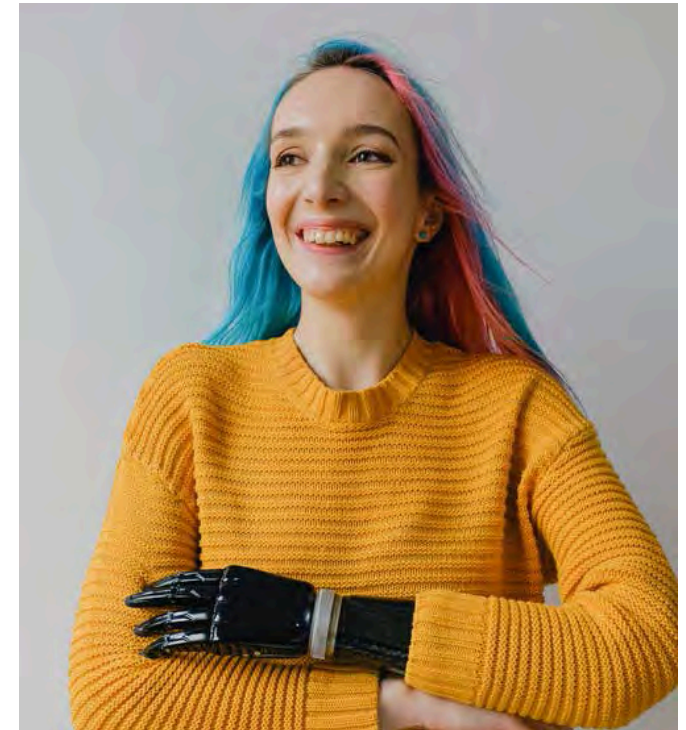
Ideal – race no longer predicts outcomes

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.

<div>  <h2>Unified List of Regional Transportation Priorities</h2> <p><small>SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY</small></p> </div>											
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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?

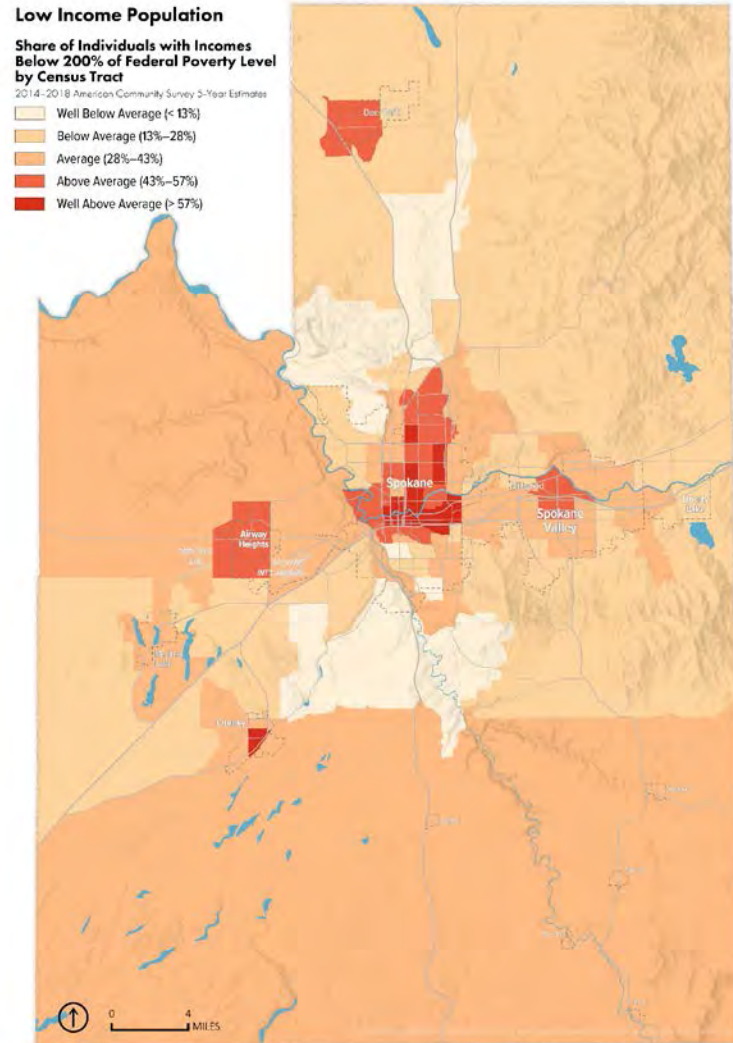
SRTC Unified List of Regional Transportation Priorities

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Equity in Horizon 2045

Six Indicators of Potential Disadvantage (IPDs):

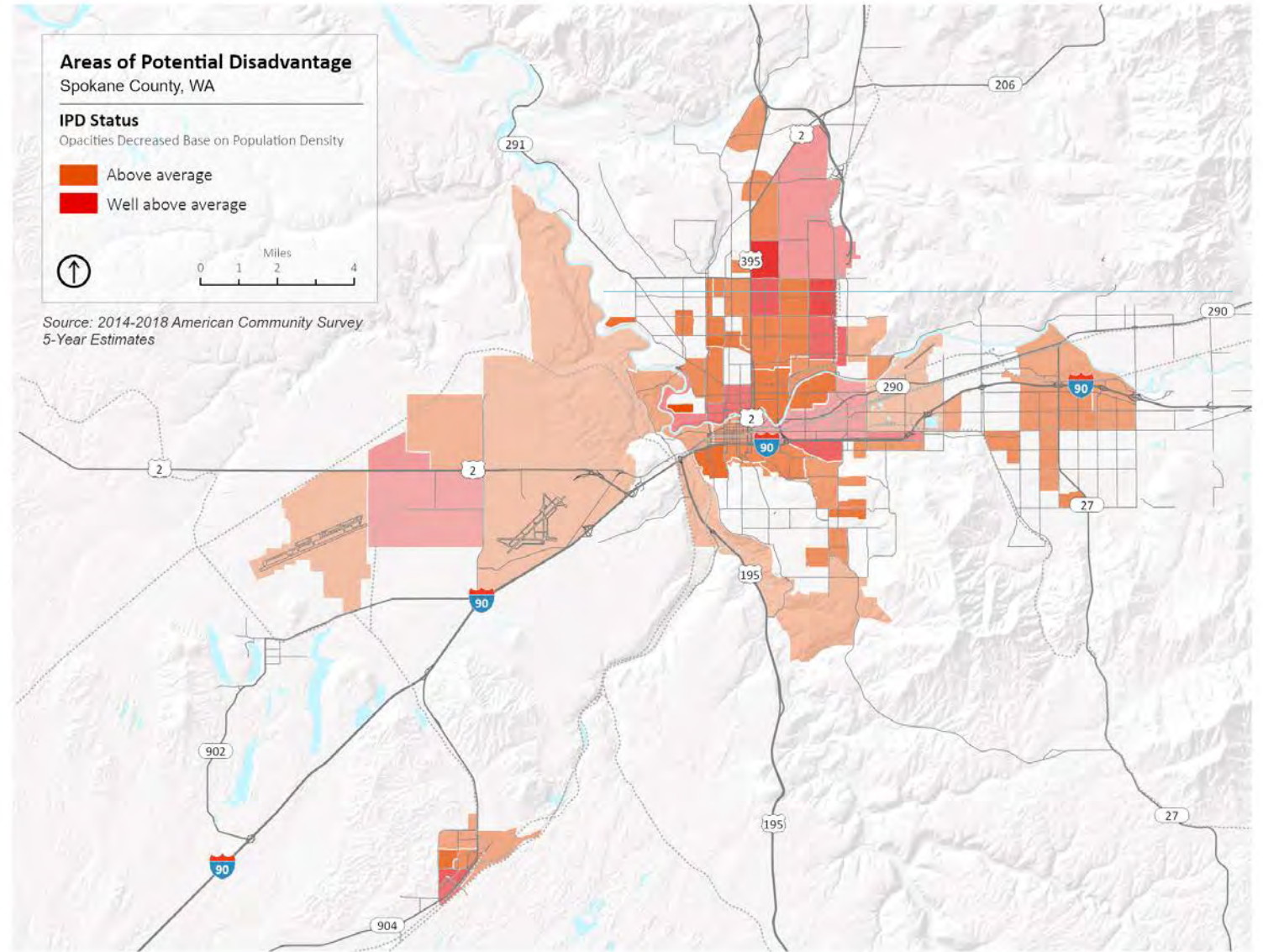
- Low Income
- Minority
- Language
- Vehicle Access
- Elderly and Youth
- Disability

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.

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

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



Work in Progress: Equity Planning Framework

- 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

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

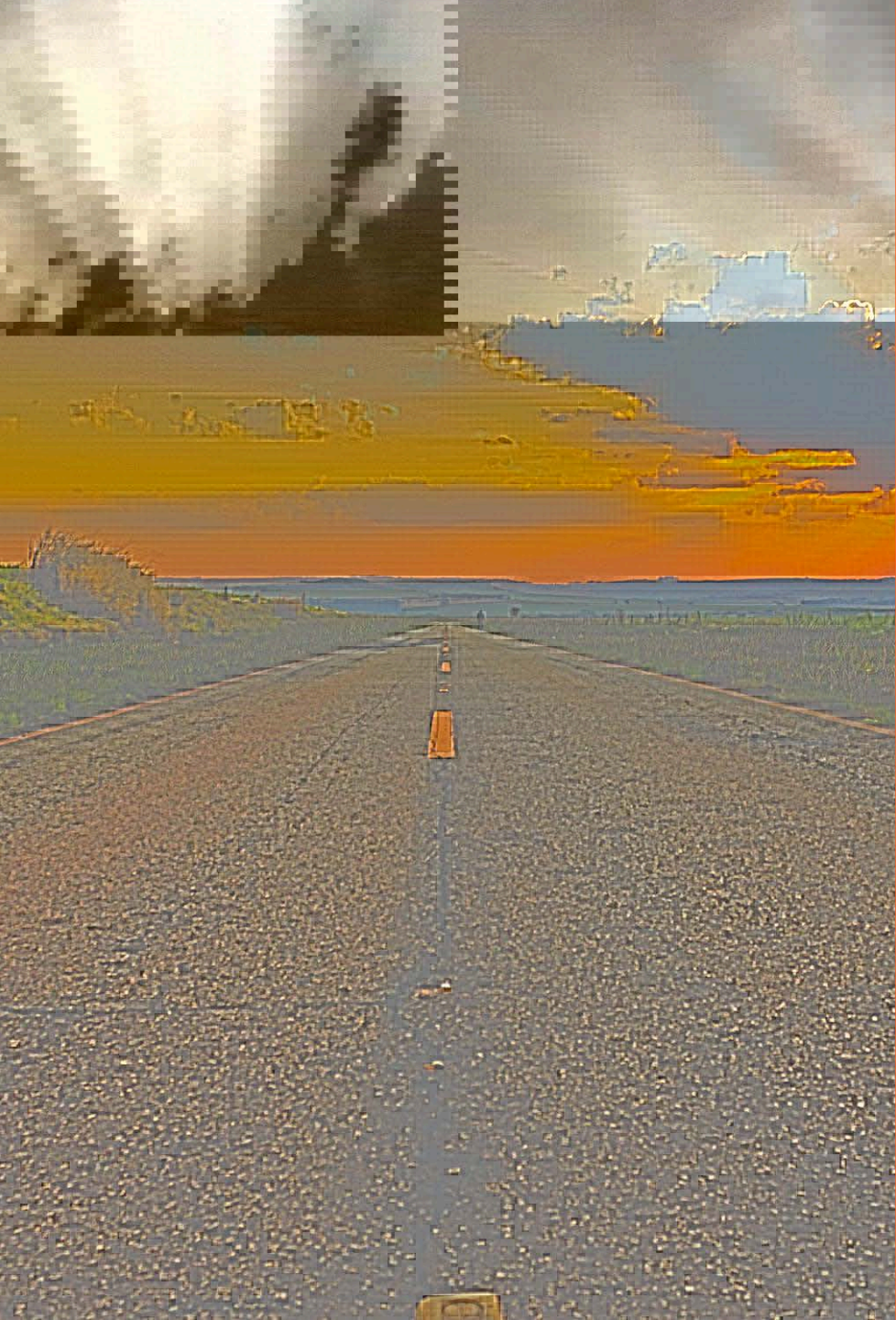
Are there equity-related criteria that could make this process stronger?

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?



Discussion

Do the questions we asked as part of the 2021 Unified List process capture measures of equity?

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

Urban v. Rural differences?



Thank you!

Michael Redlinger
Associate Transportation Planner 2
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2024-2026 Transportation Improvement Program (TIP) Call for Projects

Kylee Jones, Associate Transportation Planner III

Agenda Item 9, Page 10

May 25, 2022

Overview

- **2024-2026 Call for Projects was issued on Feb 11**
- **\$32 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

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.
- 2024-2026 updates included:
 - Improved question clarity
 - Minor scoring adjustments
 - Removed duplicative questions across sections

Application Received & Eligibility

- SRTC received 51 applications from nine member agencies
- Applications include new projects and existing projects' 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.**



Scoring Process – Ranking

2024-2026 SRTC Draft Priority Scoring

							STBG			CMAQ	STBG S
							Urban	Rural	Flex	inside AQ boundaries	Urban
Priority Ranking	Agency	Project Name	Match	Final Score as %	Requested	Project Phase	\$11,198,000	\$1,767,000	\$2,536,000	\$9,267,000	\$2,635,000
1	SV	Pines Rd/BNSF Grade Separation*	33.5%	86.0%	\$23,130,199	CN					
2	STA	Division St BRT Project Development	33.5%	80.8%	\$1,000,000	PE					
3	CoS	Sunset Highway Pathway - Royal St to Spotted Rd*	33.5%	79.8%	\$4,437,000	PE, RW, CN					
4	SV	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	33.5%	77.7%	\$2,212,500	PE					
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (with 2 Roundabouts)	13.5%	74.2%	\$876,991	PE					
6	STA	I90/Valley HPT Line Park & Ride Construction	33.5%	74.0%	\$1,200,000	RW, CN					
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE					
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$5,257,000	PE, RW, CN					
9	SV	Barker Corridor: Appleyway to Sprague	33.5%	69.7%	\$2,095,072	PE, RW, CN					
10	CoS	US 195/Meadowlane	33.5%	69.4%	\$2,417,000	PE, CN					
11	SC	Bigelow Gulch Road Project 2*	33.5%	68.6%	\$6,000,000	CN					
12	CoS	Fish Lake Trail Connection Phases 1-3	23.5%	64.6%	\$19,477,771	PE, RW, CN					
13	CoS	Spokane Falls Blvd Reconstruction - Post St to Division St*	33.5%	63.8%	\$9,074,000	RW, CN					
14	SC	Commute Trip Reduction Program	33.5%	63.0%	\$991,924	Program					
15	CoS	Broadway Ave Reconstruction - Ash St to Lincoln St	33.5%	63.0%	\$7,589,000	PE, RW, CN					

Timeline

May

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

June

- Board feedback – Additional funding allocation questions
- TTC approval - Funding allocations for 2024-2026
- TAC approval - Funding allocations for 2024-2026

July

- Board approval - Funding allocations for 2024-2026

Additional:

- Get feedback from Scoring Team (June)
- Work with TIP Working Group (June)

Programming - Important Considerations

SRTC Obligation Target –

- Funding a variety of project phases ensures a balanced program
- Balancing risks of Right-of-Way & Railroad coordination
- \$11 M per year - Project delivery timelines

HIP Funding –

- HIP funding expires in September 2024

Funding Allocation Questions

1. The #1 ranked project has a significant funding request, how should we handle this request?
2. In practice in the past SRTC has focused on geographic distribution with regards to funding, should we continue that practice?

A high-angle, nighttime photograph of a city, likely Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a vehicle 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

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(509) 343-6378 | kjones@srtc.org | www.srtc.org



I-90 / Valley HIGH PERFORMANCE TRANSIT (HPT) PROJECT

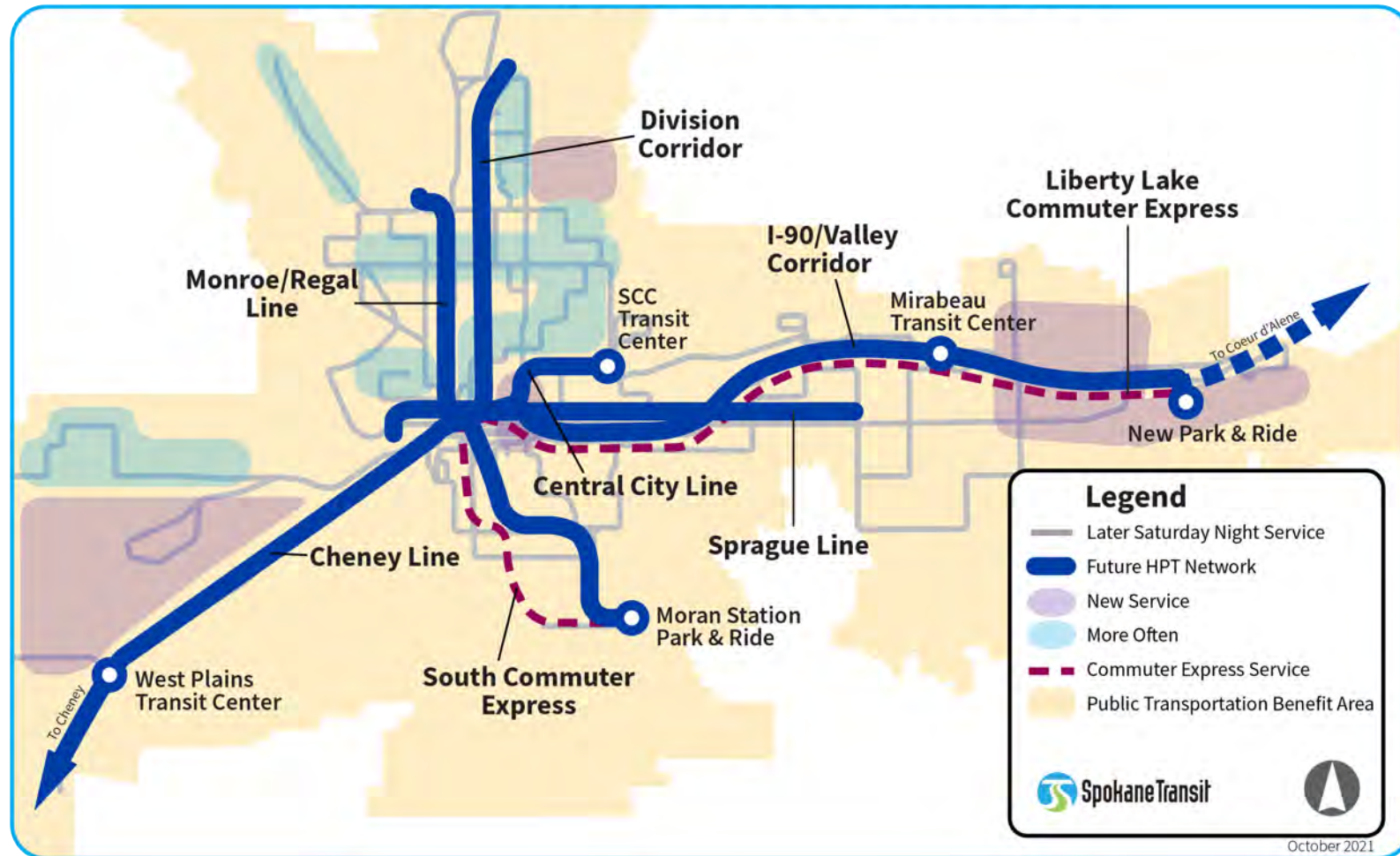
Corridor Development Plan Update

SRTC Transportation Technical Committee Meeting
May 25, 2022

I-90/Valley HPT and STA Moving Forward

- I-90 is one of six High Performance Transit (HPT) corridors slated for improvements in STA Moving Forward (STAMF)
- STAMF commitments include capital and operating projects to be launched in 2025:
 - A new transit center
 - Expanded commuter parking east of Sullivan Road
 - Direct, not-stop peak hour service between Liberty Lake and Spokane
 - Night and weekend service
 - Extend service to Post Falls and Coeur d'Alene on a two-year pilot basis through a cross-state partnership

STA Moving Forward 10-Year Plan



Background

- Other I-90/Valley Corridor elements may include:
 - HPT stations/enhanced stops at other locations in the corridor
 - I-90/Valley service architecture
 - Argonne Road flyer station and park and ride
 - Future facilities in Kootenai County
 - Network redesign informed by new facilities
- Funding for corridor infrastructure includes state and federal grants
 - \$14.45M Total Programmed: \$7.5M State, \$1.84M Federal, \$5.11M Local
- Improvements will include design, engineering, right-of-way acquisition, and construction of transit facilities and infrastructure
- This regional development will benefit a significant number of Spokane County residents and employees who commute to Spokane County from Kootenai County.

Corridor Context

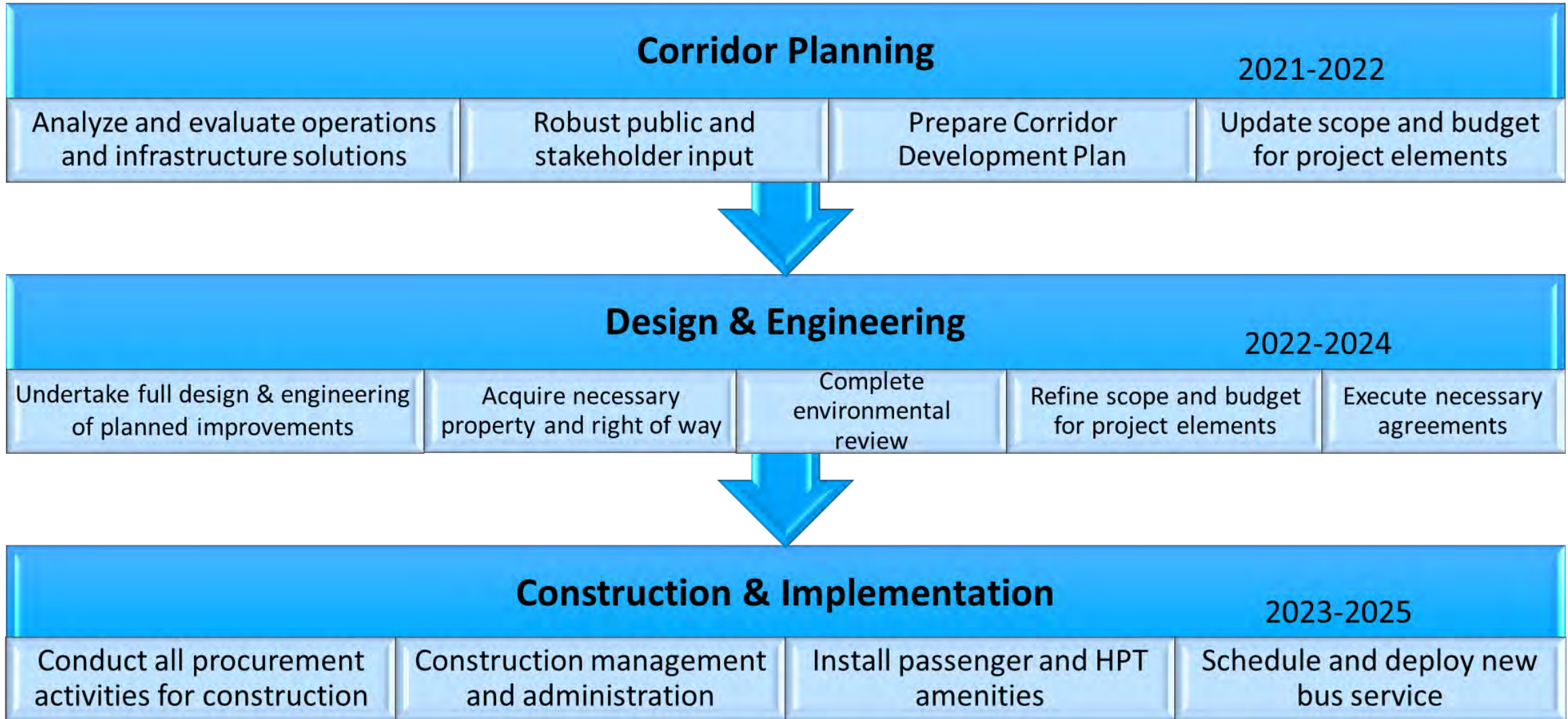
We're Growing...

- **Rapid growth** throughout the corridor
- **Liberty Lake** is experiencing fastest percentage, both jobs and housing
- **Household and Job growth hotspots:** Sprague Avenue, Argonne Road, Spokane Business & Industrial Park, Meadowood Technology Campus, Harvard Rd and Country Vista
- **Kootenai County:** one of the fastest growing metropolitan areas in the U.S.

...and Feeling it

- **I-90:** Daily and Peak Traffic
- **I-90 Hot Spots:** Hamilton St to Thor/Freya, 'S' Curves near Sprague Interchange, Sullivan Rd Interchange to Harvard Interchange, Ramp Terminals in Downtown Spokane, Pines (SR 27), Liberty Lake
- **Interstate Commutes:** Fastest rate of growth in cross-state commute is people commuting from Spokane County to Kootenai County

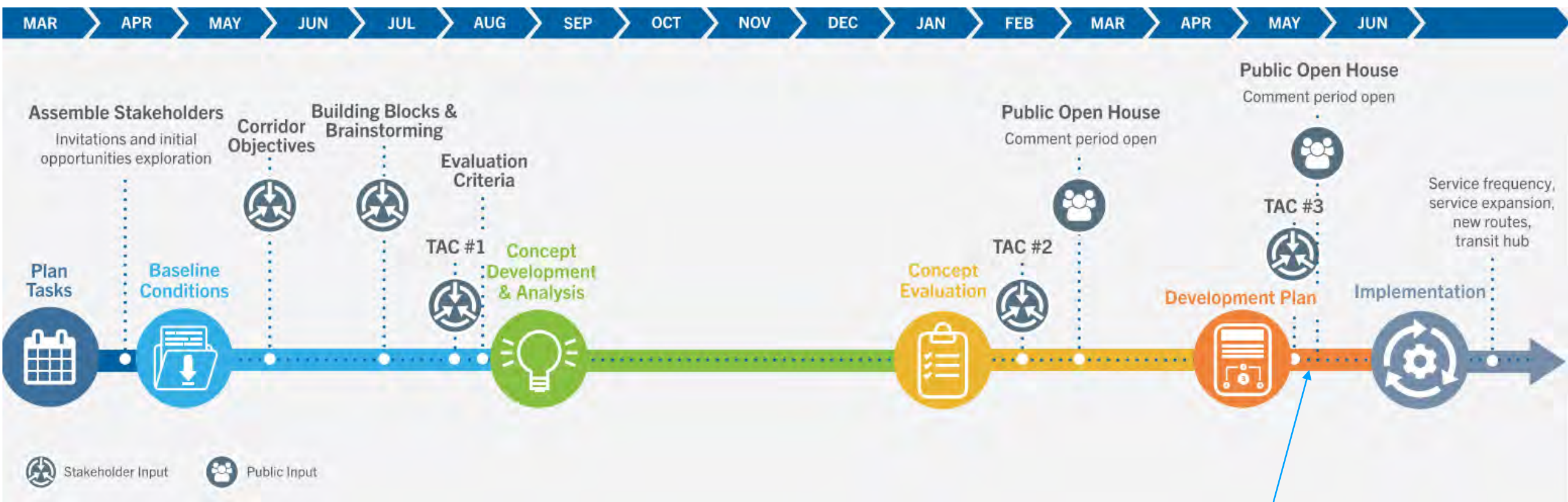
I-90/Valley HPT Corridor Timeline



Corridor Planning Purpose

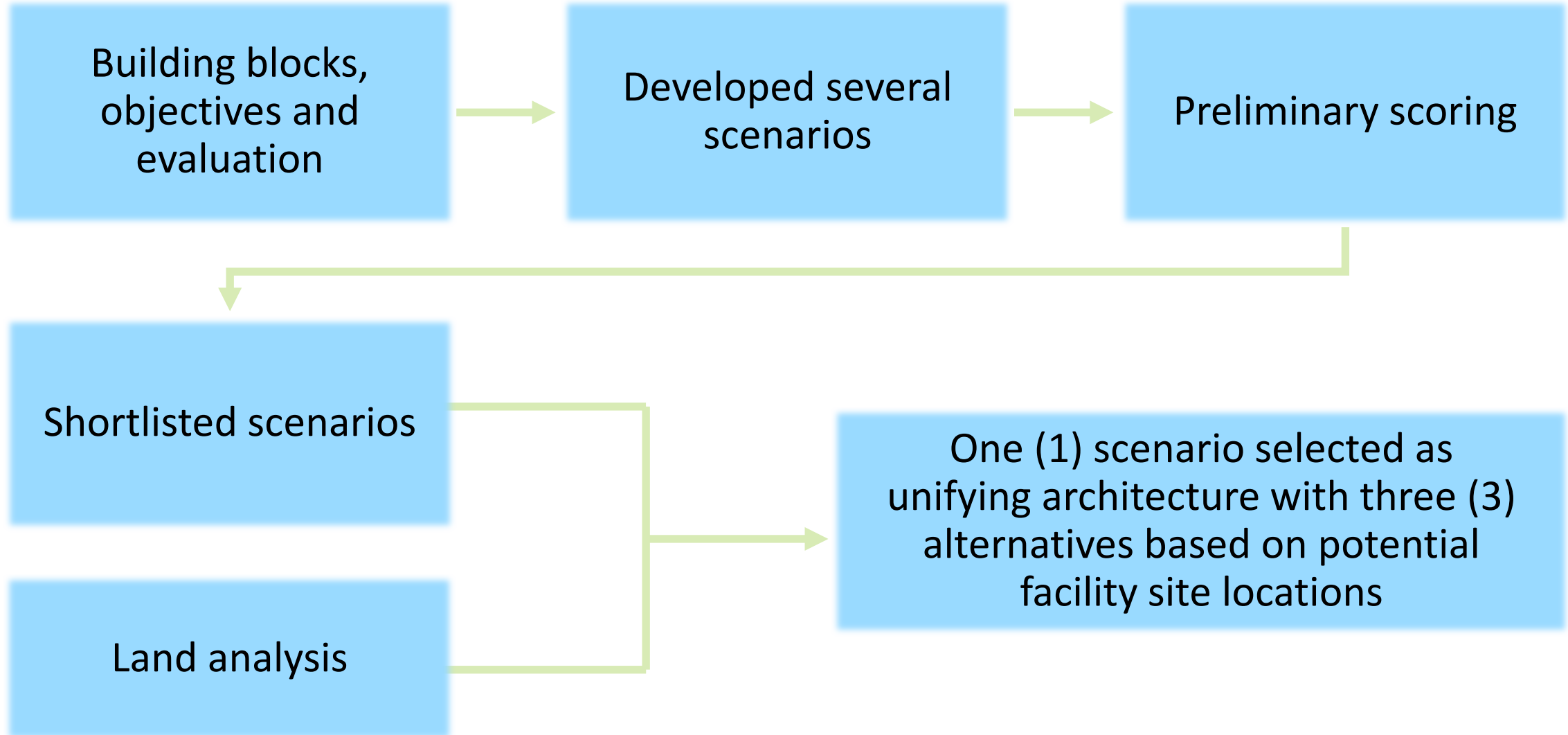
- When finalized, the I-90/Valley Corridor Development Plan will
 - Define service architecture to meet a variety of transportation needs
 - Identify candidate and preferred locations of new stations and corridor infrastructure
 - Provide a road map for planned and possible future phases of corridor build-out
 - Support the planning effort's objectives to support **economic vitality**, advance **transportation equity**, promote **integrated solutions**, engage **our community**, model **regional cooperation** and enhance **community identity and environment**

Timeline and Engagement

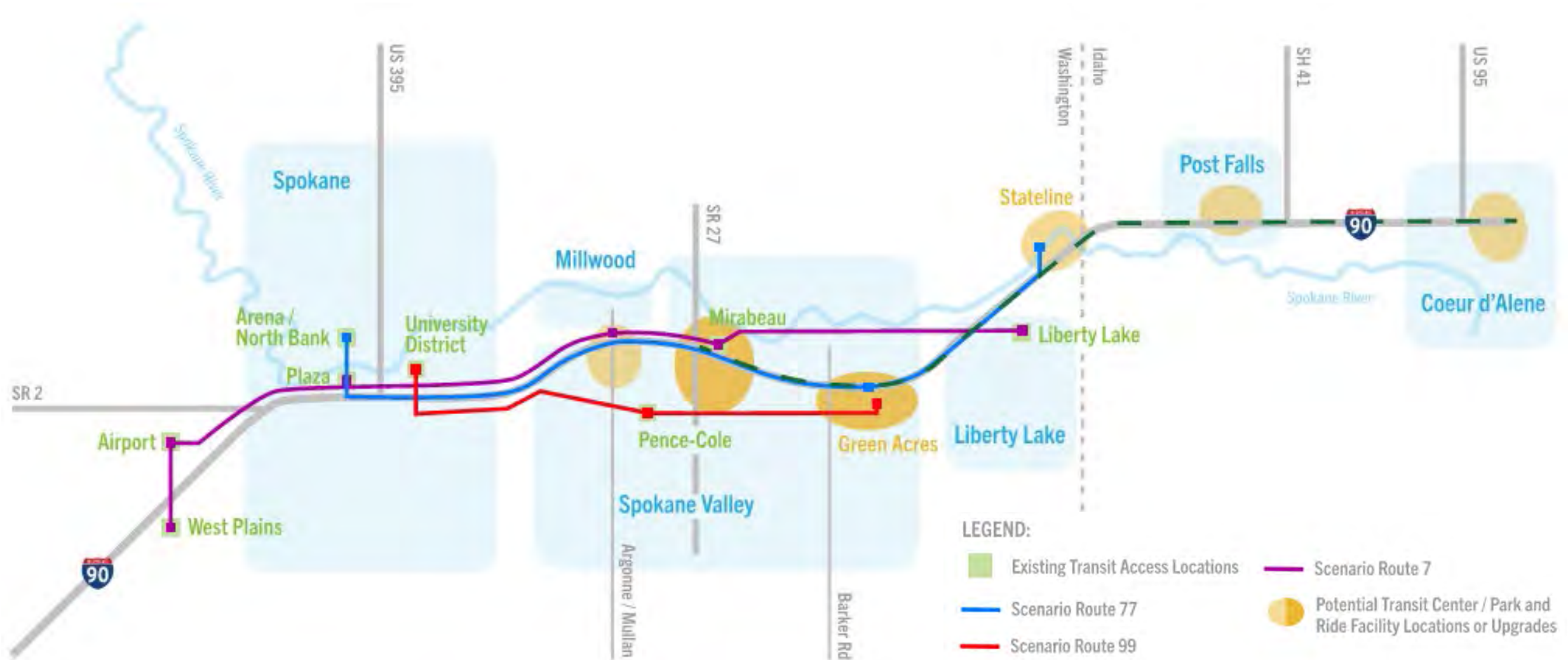


We are here

Scenario Development Process

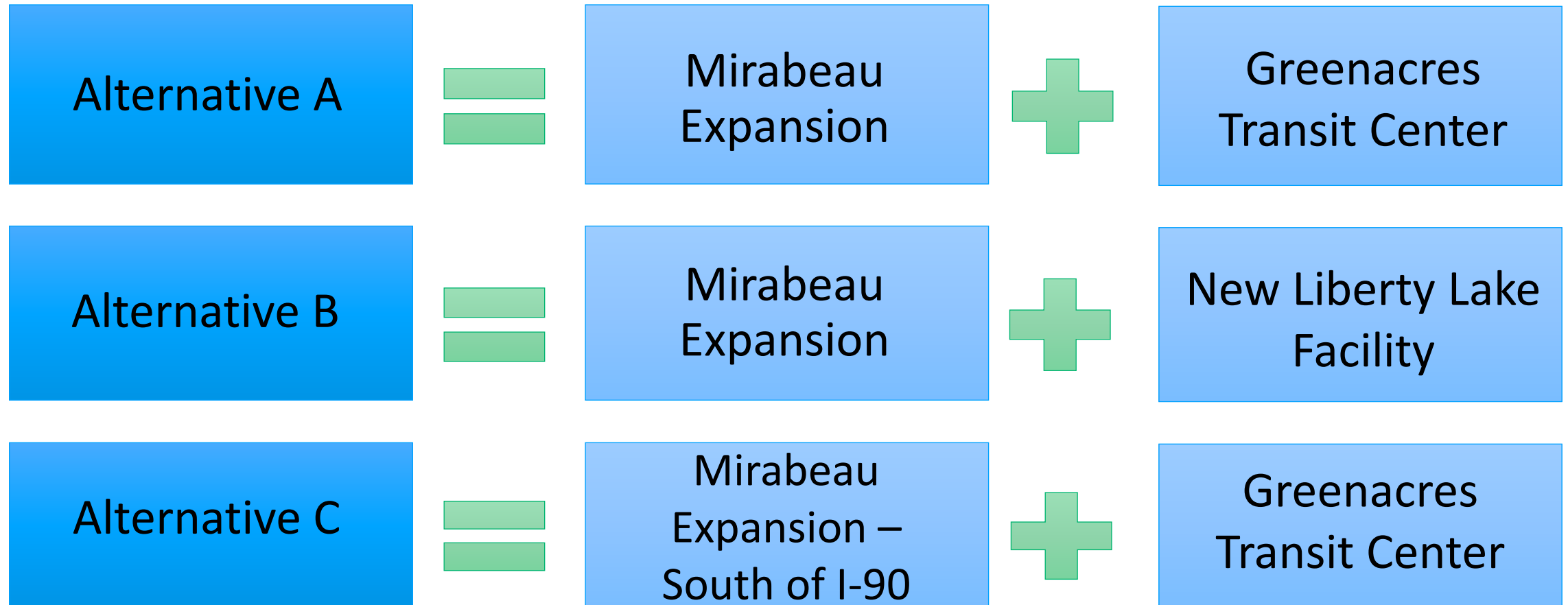


Preferred Scenario for HPT Architecture





Preferred Scenario Alternatives



- Local route networks were devised for each alternative for purposes of ridership and operational modeling

Preliminary Findings – Outreach & Survey

- There is general support for additional transit investments
- Night and weekend service and improved frequency lead by a wide margin as the most desirable improvements
- Spokane County residents support connecting bus service to Idaho (77%) more than Idaho residents (41%)
- Stateline, Sprague and Argonne were identified as the top preferred interchanges for new park-and-ride locations
 - Stateline may provide reasonable strategy for addressing increasing traffic demand from Kootenai County in the coming decade
- Strong interest in exploring ways to ensure investments support connectivity to jobs and destinations in an area more broadly defined than the I-90 corridor

Preliminary Findings – Alternatives Evaluation

- All alternatives appear to result in a multi-fold increase in ridership in the corridor compared to the 2045 baseline
 - Service frequency and improved access are key elements of these outcomes
 - Validates the preferred architecture, including connectivity to West Plains
- The *STA Moving Forward* park and ride investment east of Sullivan Road performs better closer to Barker Road than Harvard Road
- Mirabeau Park and Ride continues to provide value for connectivity and park and ride demand
 - Opportunity to explore ways to improve facility for passengers and buses
- New connectivity at Argonne Road and integrated service to northeast Spokane Valley appear to promising in terms of ridership response

Multiple Account Evaluation Results



Greenacres + Mirabeau
Expansion

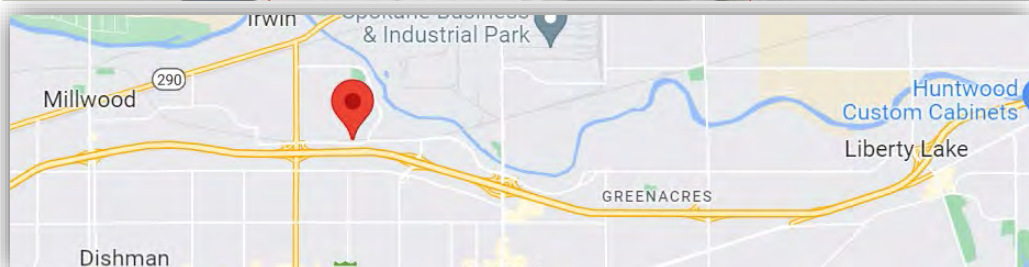
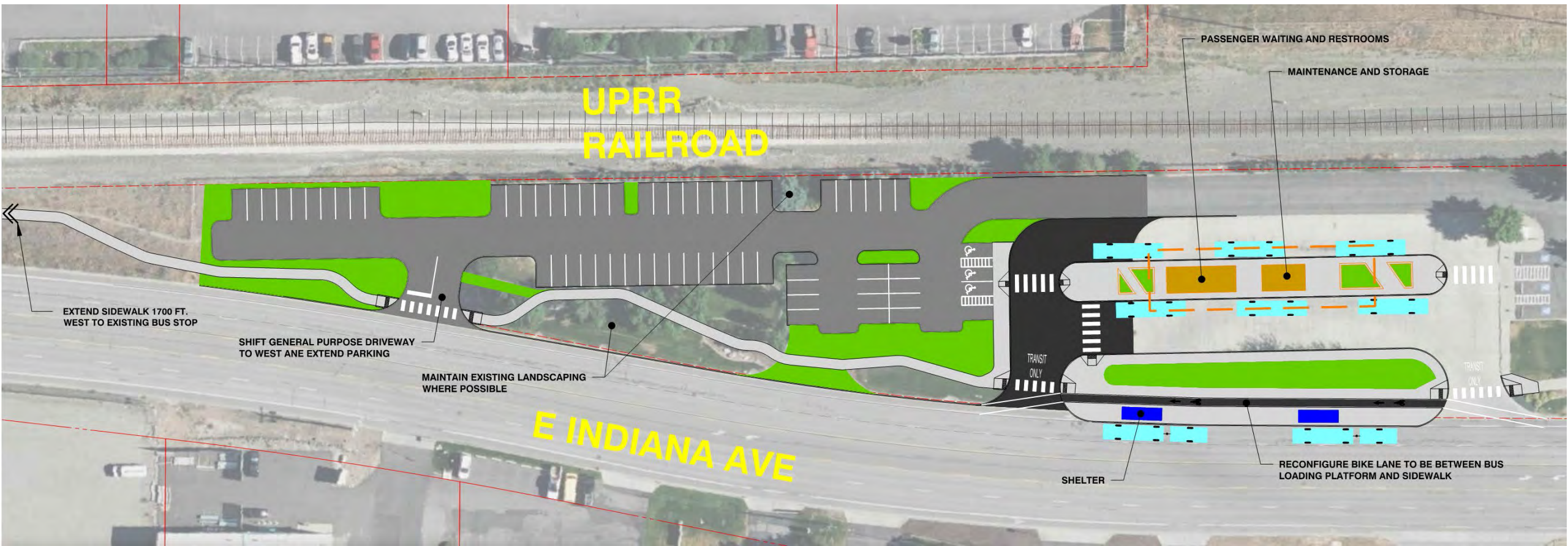
Liberty Lake + Mirabeau
Expansion

Greenacres + Whimsical
Pig

Evaluation Accounts	Baseline Scenario	Alternative A	Alternative B	Alternative C
Transportation				
Economic Development				
Social + Community				
Environment				
Financial				
Deliverability				

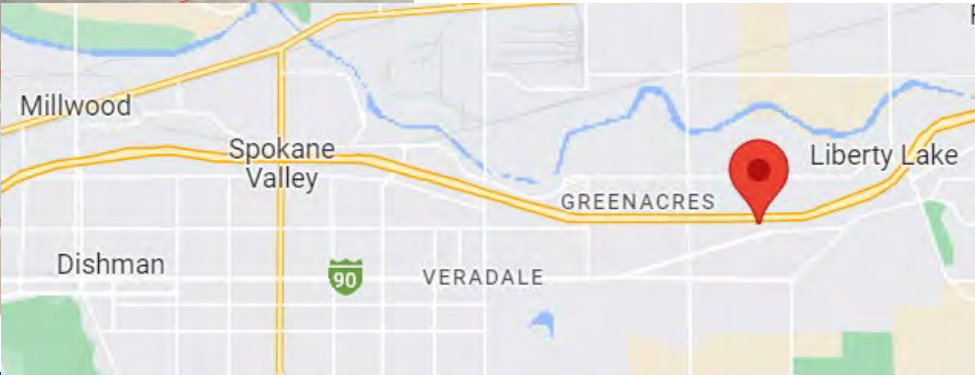
- Higher performing
- Moderate performing
- Lower performing

Draft Preferred Facility Site Concepts



Draft Preferred Facility Site Concepts

Greenacres



Reconciliation of CDP to STA Moving Forward

STA Moving Forward Project	CDP Response
Introduce more nights and weekend services along I-90 between Spokane and Liberty Lake	Existing Route 74 will be renumbered Route 7 and will be the primary route in the corridor and will have night and weekend service
Expand commuter parking capacity east of Sullivan Road	Preferred location at Greenacres Interchange in Liberty Lake
Direct, non-stop peak hour service between Liberty Lake and Spokane	Modify and expand peak express service that will serve Liberty Lake and a new park and ride at Greenacres before traveling express
Construct a new Mirabeau Transit Center	Mirabeau Park and Ride will be expanded in capacity to serve as transit center
As a cross-state partnership, create an extension of HPT: I-90/Valley to Post Falls and Coeur d'Alene on a two-year pilot basis	The preferred architecture accommodates the pilot with service between Mirabeau Transit Center and Coeur d'Alene

Next Steps

Time	Task/Event	Description
Feb 14 – Mar 2	Open House Promotion	Promoting virtual Open House via communication tactics such as personal invitations to partners, STA E-NEWS, Facebook event, social ads, and print ads
Feb 15	TAC Meeting 2	Coordinate scenario development, analyses and evaluation. Review public engagement activities.
Feb 15 – Mar 17	Partner Agency Presentations	Project introduction/update to councils/boards/commissions Liberty Lake (2/15), Spokane Valley (3/1), Millwood (3/8), Spokane (2/28), Spokane County (2/22)
Mar 2	Open House	Virtual Open House to inform the public on STA's progress to provide HPT enhanced service to the corridor. Share study objectives, describe I-90 HPT, introduce the preferred concept and collect public feedback.
Mar 2 – Mar 17	Online Survey	Gather input on project goals and evaluation results of alternatives
March/April	Partner Agency Meetings	Coordinate preliminary preferred alternative and solicit feedback
May 18	TAC Meeting 3	Coordinate DRAFT Development Plan and solicit feedback
June 1	Online Survey	STA will release the second online survey to gather input on CDP
June 14	Public Open House	Public hearing hosted by City of Spokane Valley and Valley Chamber of Commerce



How to Get Involved

- Attend the Virtual Open House (June 14, 12:00 pm)
- Access links will be advertised and posted to the project website (below)

I-90/Valley Corridor HPT Project Website

[Spokanetransit.com/i90](https://spokanetransit.com/i90)