

Items in highlighted text had presentations at the meeting and follow this page.

Time Item

1:00 1 Call to Order / Record of Attendance / Excused Absences

1:02 2 Public Comments

FOR ACTION

1:05 3 **Consent Agenda**

- a) September Board of Directors Meeting Minutes
- b) September 2022 Vouchers
- c) 2023-2026 Transportation Improvement Program Air Quality Conformity

1:10 4 **2022 Coordinated Public Transit – Human Services Transportation Plan Update** (Jason Lien)

1:20 5 **2023 Transportation Improvement Program (TIP) Guidebook** (Eve McMenamy)

FOR INFORMATION AND DISCUSSION

1:30 6 **Unified List of Regional Transportation Priorities: Project List and Legislative Priority Statements Draft Review** (Eve McMenamy)

1:50 7 **Equity Planning Framework** (Michael Redlinger)

2:05 8 **Transportation Performance Management: Introduction** (Mike Ulrich)

2:10 9 **Board Member Comments**

2:15 10 **Adjournment**

FOR INFORMATION: No Action or Discussion (Written reports only)

11 Executive Director's Report (Lois Bollenback)

- SRTC Outreach Activity
- FMSIB Recommendations

12 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

13 Future Board Agendas

Coordinated Public Transit-Human Services Transportation Plan

November 10, 2022

Board of Directors

Agenda Item 4, Pg. 11

Requested Action

Approve Resolution R-22-22 (Memo Attachment), adopting the 2022 update of the Coordinated Public Transit-Human Services Transportation Plan

What is the CPT-HSTP?

- Planning effort to:
 - Assess needs and identify strategies for public transportation
 - Benefit people with special transportation needs
 - Low-income
 - Seniors
 - People with disabilities
- Plan update every 4 years



Key Sections of Plan

- Regional Context
- Current Service Inventory
- Assessment of Transportation Services
- Strategies to Meet Regional Needs

Timeline

Feb	March - July	July-Aug	Sept	Sept-Oct	Nov	Dec
Kick-Off	Outreach & Needs Assessment	Develop Draft Plan	Draft Plan complete (Sept 1)	Draft Review to 10/14. TTC/TAC action.	Final Plan and SRTC Board approval 	Consolid. Grant project rankings

Requested Action

Approve Resolution R-22-22 (Memo Attachment), adopting the 2022 update of the Coordinated Public Transit-Human Services Transportation Plan

Thank You

Jason Lien

jlien@srtc.org

509.343.6370



CY 2023 Transportation Improvement Program (TIP) Guidebook

SRTC Board

Agenda Item 5, Page 13

11.10.2022

Action Item

- **Approve Resolution 22-23 updating the CY 2023 Transportation Improvement Plan (TIP) Guidebook**

TIP Guidebook

- Outlines goals & objectives of the TIP
- Identifies policies & procedures
- Important timelines
- Updated annually

DRAFT
2023

Transportation **IMPROVEMENT PROGRAM GUIDEBOOK**

**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**
421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

📞 509-343-6370

✉ contact.srtc@srtc.org

🌐 www.srtc.org

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

2023 Updates

- The addition of a Toll Credits Policy
- Minor update to Policy 3.2
- Updated amendments and administrative modification schedules
- Minor update to Policy 4.4
- Preservation call for projects schedule

Policy 4.4 Revision

If a project phase will not meet its targeted obligation date; the project sponsor **must submit a written request to SRTC** for a one-time extension of up to two (2) years. **The request must include an explanation for the request and identify proposed impacts, such as schedule or budget. Project extension requests will be shared with SRTC Policy Board by SRTC staff. Project extension will be reflected through an approved amendment of the TIP.**

Schedule updates

Amendment & Admin. Mod.

- No July TAC & TTC Meeting
- No Aug Board Meeting

Schedule to be added:

- Call for Preservation Project in 2023

SRTC Call for Capital Maintenance & Preservation Projects Schedule	
2022	
Nov 8	TIP Working Group meeting - Preservation Call for Projects – Principles of Investment & Application Review
Dec 13	TIP Working Group meeting - Preservation Call for Projects – Principles of Investment & Application Review
Dec 14	TTC & TAC meeting - Preservation Call for Projects - Principles of Investment (Informational)
2023	
Jan 12	SRTC Board meeting - Preservation Call for Projects - Principles of Investment (Informational)
Jan 25	TTC & TAC meeting - Preservation Call for Projects - Principles of Investment (Action) – Request Volunteers for Scoring
Feb 9	SRTC Board meeting - Preservation Call for Projects - Principles of Investment (Action)
Feb 10	CALL FOR PROJECTS RELEASED
Apr 14	APPLICATION Package DUE by 3:00 pm.
Apr 17-21	SRTC Staff Review
Apr 24-May 5	Pavement committee fieldwork verification
Apr 24-May 12	TTC & TAC (multi-agency) project scoring
May 24	TTC & TAC meeting - Review preliminary results (Informational)
June 8	SRTC Board - Review preliminary results (Informational)
June 28	TTC & TAC meeting - Recommend preservation funding (Action)
July 13	SRTC Board – Approve awards for preservation projects (Action)
August – October	2024-2027 TIP development process which includes a 30-day public comment period on the draft TIP.

Next Steps

- Sept 28 – TAC & TTC Informational
- Oct 11 – TIP Working Group
- Oct 13 – SRTC Board Informational
- Oct 26 – TAC & TTC Action
- Nov 10 – SRTC Board Approval
- 2023 TIP Guidebook –Active Jan. 15 2023

Action Item

- **Approve Resolution 22-23 updating the CY 2023 Transportation Improvement Plan (TIP) Guidebook**

Unified List of Regional Transportation Priorities: Draft Project List & Legislative Priority Statements

SRTC Board


For Information

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11.10.22



FUNDING
OPPORTUNITIES



Unified List of Regional Transportation Priorities- Purpose

Legislative Priority Statements

Priority One

Completion & Acceleration of the Connecting Washington Program

The 2015 Connecting Washington funding package provides \$16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in Connecting Washington projects in our region.

The SRTC Board supports efforts to maintain funding for the following Connecting Washington projects:

- US 395/North Spokane Corridor (NSC)
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
- I-90/Barker to Harvard
- The City Line

Additionally, the Board supports advancing funds to complete the NSC in 2026 than 2029 as currently programmed.

Priority Two

Increase Transportation System Preservation & Maintenance

The SRTC Board recognizes that current funding levels are not sufficient to maintain our current transpo of good repair. The Board also recognizes that failing to adequately preserve and maintain the transpo significant risks to our overall economic well-being and to the operating efficiency for moving people a The following information illustrates the significance of this issue:

Washington State Department of Transportation has identified the need for \$30 million in addition address growing programmatic preservation and maintenance needs and to address larger und needs. In the current highly constrained budget environment, biennial cash flow is not sufficient to good repair and thus each year increases the risks of system failures that have economic consequ the users of the system.

Over the next ten years in Spokane County, SRTC has identified with local jurisdictions \$2.6 billion in me needs on all local roadways. Based on historical expenditures, local agencies could fund \$11 billio gap of \$1.74 billion over the next ten years. An additional \$65 million per biennium directed into Spoka a portion of unfunded need on important local arterials and collectors and could be reasonably deli

The SRTC Board supports increased funding for existing programs for the preservation and mainte regional transportation networks. The Board recognizes this as a long-term solution to address presen needs.

Priority Three

Maintain Funding for Projects Identified in the Forward W Miles Ahead Washington Spending Bills

During the 2021 Legislative Session various transportation funding packages were considered. In Forward Washington package and the House's Miles Ahead Washington package included important County region.

The SRTC Board supports the inclusion of projects in a new transportation revenue package that were Forward Washington and Miles Ahead Washington programs.



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							STATUS	
			PROJ. COST \$ MIL	ECONOMIC VIABILITY	TRANSPORTATION IMPROVEMENTS	ENVIRONMENTAL IMPACT	QUALITY OF LIFE	SAFETY			
Project Implementation Category											
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	\$ 792,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	\$ 3,900,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	\$ 21,600,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	
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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	

AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



PROJECT INFO SHEET

PROJECT LOCATION



PROJECT OVERVIEW

Relocate Spotted Road outside of a Runway Protection Zone and construct a grade-separated interchange over the inbound and out-bound roadways at Spokane International Airport, improving safety and efficiency for both surface and air transportation.

The total project cost is **\$28,700,000**

✓ In Horizon 2045

PROJECT STATUS: IMPLEMENTATION

Design **In Progress** % Funded **33%**
Right-of-Way **N/A** In Existing Plan? **Yes**
Environmental **In Progress**

PROJECT ATTRIBUTES

- Net present worth value of project benefits: **\$55,700,000**
- Addresses existing safety issues through innovative design that provides separation and reduces conflict points between the multiple modes of transportation operating in and around the Airport (e.g., passengers, shuttles, commercial cargo/freight, school buses, transit, and ride-share companies).
- Relocates the Airport Drive/Spotted Road interchange outside of the Runway Protection Zone to prevent air navigation hazards and increase safety to people on the ground.
- Promotes economic development and accommodates future demand placed on the transportation system as a result of the Airport's increasing commercial and cargo air traffic.
- Reduces greenhouse emissions and utilizes low impact practices.
- Enhances mobility on a Critical Urban Freight Corridor that carries over 360,000 tons of freight annually.

PROJECT FUNDING

Local Funds	\$	4,400,000
Federal/State Funds	\$	5,000,000
Unfunded Need	\$	19,300,000
Total Cost	\$	28,700,000

¹ Washington Aviation Economic Impact Study, July 2020
<https://wsdot.wa.gov/travel/aviation/aviation-plans-studies>

Project Submittals

PROJECT STATUS CATEGORY CRITERIA

INITIATION

- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

DEVELOPMENT

- ✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- ✓ Project is identified in a local, regional, and/or state plan

IMPLEMENTATION

- ✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

SUBMITTED PROJECTS SUMMARY

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST	TOTAL UNFUNDED	PCT FUNDED
IMPLEMENTATION	6	\$ 146,575,713	\$ 70,356,276	52.0%
DEVELOPMENT	11	\$ 388,890,241	\$ 297,958,537	23.4%
INITIATION	12	\$ 206,871,081	\$ 205,130,512	0.8%
TOTAL	29	\$ 742,337,035	\$ 573,445,325	22.8%

LIST OF SUBMITTED PROJECTS **DRAFT**

11/10/2022 Board Meeting

IMPLEMENTATION

< LIST SORTED BY TOTAL SCORE >

							Total Score	Economic Vitality	Cooperation & Leadership	Stewardship	Operations Preservation Maintenance	Safety & Security	Quality of Life	Equity
Project Title	Agency	MAP ID	Project Type	Description	Total Cost	Unfunded Amount								
Pines Road/BNSF Grade Separation Project	Spokane Valley	IP-1	Rail/Hwy Crossing	Construct underpass of SR 27 at the road-rail crossing, replace existing signalized SR 27 & SR 290 intersection w/multi-lane roundabout, and add a shared-use path and trailhead facility.	\$ 39,772,000	\$ 5,000,000	178	25	28	30	30	30	15	20
South Barker Road Corridor	Spokane Valley	IP-2	Roadway Capital	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$ 28,620,000	\$ 18,167,000	168	20	28	20	30	30	10	30
Millwood Trail - Spokane Phase	Spokane	IP-3	Bike/Ped	Construct a shared-use pathway along the south side of the Spokane River, beginning at Spokane Community College just east of Greene St, linking with Centennial and Children of the Sun trails.	\$ 6,405,942	\$ 6,288,884	158	23	30	20	10	15	30	30
Spokane Valley River Loop Trail	Spokane Valley	IP-4	Bike/Ped	Construct 5 miles of new paved trail and install two pedestrian bridges spanning the Spokane River, at Plante's Ferry and near Flora Park.	\$ 16,500,000	\$ 14,750,000	130	27	28	30	10	0	15	20
STA Fleet Electrification	STA	IP-5	Other Transit	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$ 35,800,000	\$ 7,600,000	125	21	24	30	20	0	10	20
Fish Lake Trail Connection Phases 1-3	Spokane	IP-6	Bike/Ped	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$ 19,477,771	\$ 18,550,392	120	10	30	20	10	0	30	20

LIST OF SUBMITTED PROJECTS **DRAFT**

DEVELOPMENT

< LIST SORTED BY TOTAL SCORE >

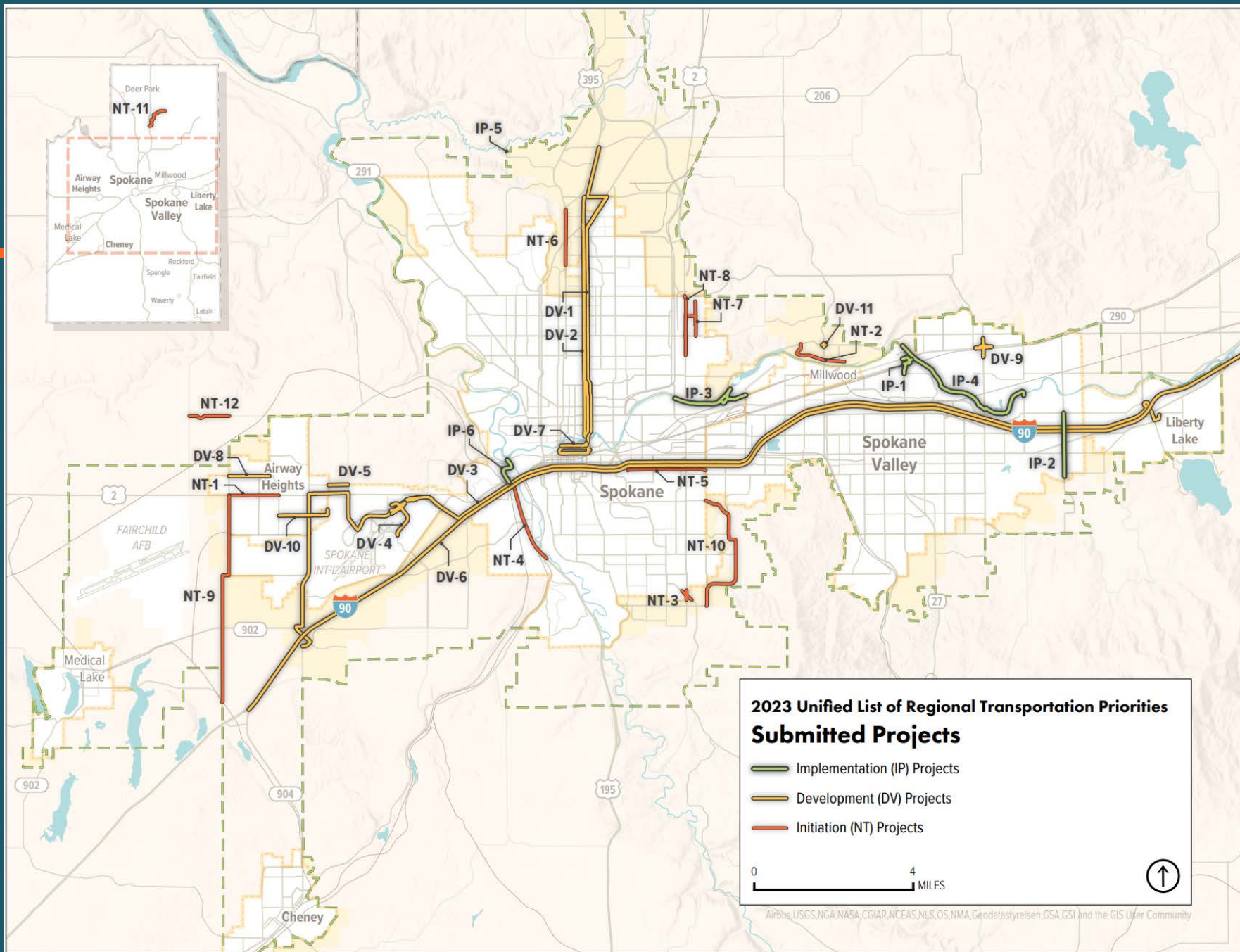
PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
Division Bus Rapid Transit (BRT)	STA	DV-1	HPT	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$ 194,000,000	\$ 141,000,000	203	28	30	30	30	30	25	30
Division Street Active Transportation Access Improvements	Spokane	DV-2	Bike/Ped	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first-mile and last-mile walking and bicycling connections to BRT stations.	\$ 25,727,793	\$ 25,727,793	173	28	30	20	10	30	25	30
I-90/Valley High Performance Transit	STA	DV-3	HPT	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$ 36,000,000	\$ 19,740,000	169	29	30	30	30	0	20	30
Spotted Road & Airport Drive Safety & Multimodal Improvements	SIA	DV-4	Safety	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$ 28,717,324	\$ 14,300,000	154	24	30	20	10	30	10	30
West Plains Connection - Spokane Phase	Spokane	DV-5	Roadway Capital	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$ 4,877,622	\$ 4,877,622	146	21	30	20	10	15	20	30
I-90 TSMO Improvements	WSDOT	DV-6	TSMO	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$ 20,000,000	\$ 20,000,000	140	28	22	10	20	30	10	20
Spokane Falls Blvd	Spokane	DV-7	Roadway Capital	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$ 12,382,835	\$ 11,630,955	139	28	25	10	10	15	20	30
6th Avenue Multimodal Improvements	Airway Heights	DV-8	Bike/Ped	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$ 5,203,800	\$ 2,803,800	125	15	30	30	10	0	10	30
Sullivan/Trent Interchange	Spokane Valley	DV-9	Roadway Capital	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$ 42,950,867	\$ 40,398,367	124	26	28	20	30	0	10	10
Hayford/U.S. 2 Congestion & Safety Project: 21st Avenue Improvements	Airway Heights	DV-10	Roadway Capital	Improve and extend 21st Ave, from Garfield Rd to Deer Heights Rd, including bike lanes, landscaped swales, sidewalk, and a roundabout at 21st Ave & Hayford Rd.	\$ 12,500,000	\$ 11,250,000	113	23	30	20	0	0	10	30
Argonne Road and Upriver Drive Intersection Improvement	Spokane County	DV-11	Reconstruction	Reconstruction of the Argonne Rd and Upriver Dr intersection to increase the performance of one of the busiest intersections in Spokane County.	\$ 6,530,000	\$ 6,230,000	104	17	22	30	20	15	0	0

LIST OF SUBMITTED PROJECTS **DRAFT**

INITIATION

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Roadway Capital	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$ 25,719,210	\$ 24,842,210	150	20	30	30	20	0	30	20
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Bike/Ped	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$ 6,960,000	\$ 6,800,000	138	18	15	30	10	15	20	30
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	Roadway Capital	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$ 4,988,000	\$ 4,900,000	137	24	23	20	20	0	20	30
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$ 18,394,333	\$ 18,394,333	131	11	30	20	0	30	10	30
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	Roadway Capital	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$ 8,000,000	\$ 8,000,000	128	27	26	20	10	0	25	20
Wall Street Safety and Capital Improvement Project	Spokane County	NT-6	Roadway Capital	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$ 27,100,000	\$ 27,100,000	121	22	24	10	20	15	10	20
Northeast PDA: Rowan and Myrtle	Spokane	NT-7	Roadway Capital	Construct new roadways to replace existing gravel roads, including curb, sidewalk, drainage, and utility extensions.	\$ 8,819,954	\$ 8,819,954	115	23	17	20	10	0	15	30
Freya Street: Garland to Francis	Spokane	NT-8	Preservation	Full depth roadway reconstruction and widening with drainage to bio-infiltration facilities aside the roadway. Limited frontage improvements will be constructed.	\$ 10,589,584	\$ 10,589,584	107	24	28	10	10	0	5	30
Craig Road Connection to Four Lake Interchange	Spokane County	NT-9	Reconstruction	Reconstruct Craig Rd to improve traffic flow and safety; reconfigure I-90/Four Lakes interchange to provide access to Craig Rd.	\$ 45,400,000	\$ 45,400,000	105	18	22	10	20	15	10	10
Glenrose Road Reconstruction	Spokane County	NT-10	Reconstruction	Road reconstruction, realignment, and addition of sidewalks where feasible on Glenrose Rd from 57th Ave and up Carnahan Rd to the City of Spokane Valley limits.	\$ 24,000,000	\$ 24,000,000	80	18	22	20	10	0	10	0
Elk Chattaroy Road Reconstruction	Spokane County	NT-11	Reconstruction	Reconstruct road to two 12' travel lanes with 5' paved shoulders on both sides and additional 1' gravel shoulder and guardrails where appropriate. Also includes intersection improvements at Big Meadows Rd.	\$ 22,200,000	\$ 21,584,431	66	7	24	10	10	15	0	0
Deno Road Reconstruction	Spokane County	NT-12	Roadway Capital	Deno Road is a 18' wide gravel road with substandard horizontal alignment; this project proposes a 30' wide paved road with 11' lanes, 4' shoulders, and guardrails where appropriate.	\$ 4,700,000	\$ 4,700,000	60	6	24	20	10	0	0	0



Projects Funded

- Bigelow Gulch- Spokane County
- Wellesley Avenue, Freya to Havana-City of Spokane
- Pacific Avenue Greenway- City of Spokane

Legislative Statements- Options

Safety

Maintenance & Preservation

RTPOs

Affordable Housing

Unified List of Regional Transportation Priorities

Clean Fuel Strategies

Loss of gas tax revenue

Options for Legislative Statements

A: Expand resources to improve transportation safety in support of Target Zero

- Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
- Promote increased coordination and integration between WSDOT and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.

B: Pursue strategies to effectively address maintenance & preservation needs

- Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

Options for Legislative Statements

C: Support increased funding for Regional Transportation Planning Organizations (RTPOs)

- Increase the RTPO program budget as needed to achieve transportation planning outcomes and mandate of RCW 47.80.

D: Ensure access to transportation in support of affordable housing strategies

- Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

E: Fund regionally critical projects on the SRTC Unified List

- Fund projects that provide transportation performance and mobility improvements for both the state and the region.

Options for Legislative Statements

F: Encourage diversity in the development and application of clean fuel technologies

- Assess the need for and continue to develop electric charging infrastructure capacity.
- Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.

G: Address funding gaps that are anticipated due to the loss of gas tax revenue

- Create a strategy to address the loss of gas tax revenue including the public's awareness and understanding of the issue.
- Support pilot projects that will assist in identifying transportation revenue strategies.

Top Priorities...

Safety

Maintenance & Preservation

RTPOs

Affordable Housing

Unified List of Regional Transportation Priorities

Clean Fuel Strategies

Loss of gas tax revenue

2023 Unified List of Regional Transportation Priorities

List Update Schedule


	AUG 2022					SEPT 2022				OCT 2022					NOV 2022				DEC 2022			
Project Tasks (red & blue cells indicate TTC/TAC/Board touches)	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26
(t1) Develop Draft Criteria				24		8																
(t2) Develop Project Information Form				24		8																
(t3) Project Submittal Period (Sept 12 thru Oct 5)							12			5												
(t4) Finalize Criteria									28		13											
(t5) Develop Draft Project List													26									
(t6) Draft Updated Priority Statements													26		10							
(t7) Finalize Updated Priority Statements																16			8			
(t8) Finalize Project List																16			8			
Project Deliverables (light gray cells indicate preliminary drafts, dark gray cells indicate final drafts)																						
Project Evaluation Criteria				C		B			C		B											
Updated Priority Statements											B				B				B			
Project List													C		B	C			B			
Board & Committee Touches																						
TTC/TAC Info Item (Aug 24, Oct 26 meetings)				24									26									
TTC/TAC Action Item (Sept 28, Nov 16 meetings)									28							16						
Board Info Item (Sept 8, Nov 10 meetings)						8									10							

2023 Unified List of Regional Transportation Priorities

Project Evaluation Criteria Approved 10/13/22

The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agencies current regional transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC is committed to annually updating the Unified List.

Economic Vitality 30 points possible Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.	Question 1a (5 points): Does the project provide access within or between two or more regional/local activity centers? Question 1b (5 points): If yes to 1a, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center.	Question 2 (10 points): What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?	Question 3 (10 points): Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5
Cooperation & Leadership 30 points possible Relates to SRTC's role to provide a regional forum to identify regional transportation needs, establish regional priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.	Question 1 (15 points): Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?	Question 2 (15 points): Is the project identified in other agency plans and/or has it gone through a documented public outreach process?	
Stewardship 30 points possible Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.	Question 1 (10 points): Does the project incorporate electrification or other clean fuel strategies?	Question 2 (10 points): Does the project increase resilience by adding redundancy in areas of limited connectivity? <i>Note: This question was listed under economic vitality in 2022 Unified List.</i>	Question 3 (10 points): Does the project reduce air quality emissions or VHT/ VMT? <i>Note: This questions relates to the State Vehicle Miles of Travel Targets Proviso.</i>

 Grey shading indicates project scores will be binary, based solely on whether or not the criteria is met

 Yellow shading indicates project scores will be scaled based on the criteria

Bold text indicates criteria was included in the 2022 Unified List project evaluation criteria

Red text indicates revisions made since September 8, 2022 SRTC Board Meeting

Operations, Maintenance & Preservation 30 points possible	Question 1 (10 points): Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>		Question 2 (10 points): Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	Question 3 (10 points): Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
Safety & Security 30 points possible	Question 1 (15 points): What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets? <i>Review collision data to see if countermeasures address existing issues.</i> <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>		Question 2 (15 points): Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	
Quality of Life 30 points possible	Question 1 (10 points): Is the project on the Regional Bicycle Priority Network and does it have active transportation supportive elements a bike-supportive element(s) ; or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?		Question 2 (10 points): Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)? <i>Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.</i>	
			Question 3 (10 points): Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? <i>Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Millwood, and Appleway</i>	
Equity 30 points possible	Question 1 (10 points): Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 2 (10 points): Does the project incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 3 (10 points): Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?	Question 4* (not scored): Does the project include potential negative impacts to areas of potential disadvantage? If yes, please describe efforts to mitigate these impacts. <i>*Question not scored; asked for informational purposes only. SRTC is actively developing a methodology to evaluate negative equity impacts for future updates to the Unified List.</i>
Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments. <i>*These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.</i>				

EQUITY PLANNING FRAMEWORK

SRTC Board of Directors

Information Item: Equity Planning Framework

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November 2022

Equity Planning Framework - Review

- SRTC developing equity planning framework - CY 2022
- Framework includes recommendations related to equity in SRTC's planning and outreach
- Recruited work group of TAC, TTC + Board members to help discuss, formulate recommendations
- Will be returning to the Board next month with refined framework document (action item)

Equity Planning Framework - Purpose

- Addressing equity takes regional coordination
- Requirements + Competition for funding - changing situation at state, federal levels
- Access – to opportunity, services, etc
- Community strength - Equitable growth as ideal growth

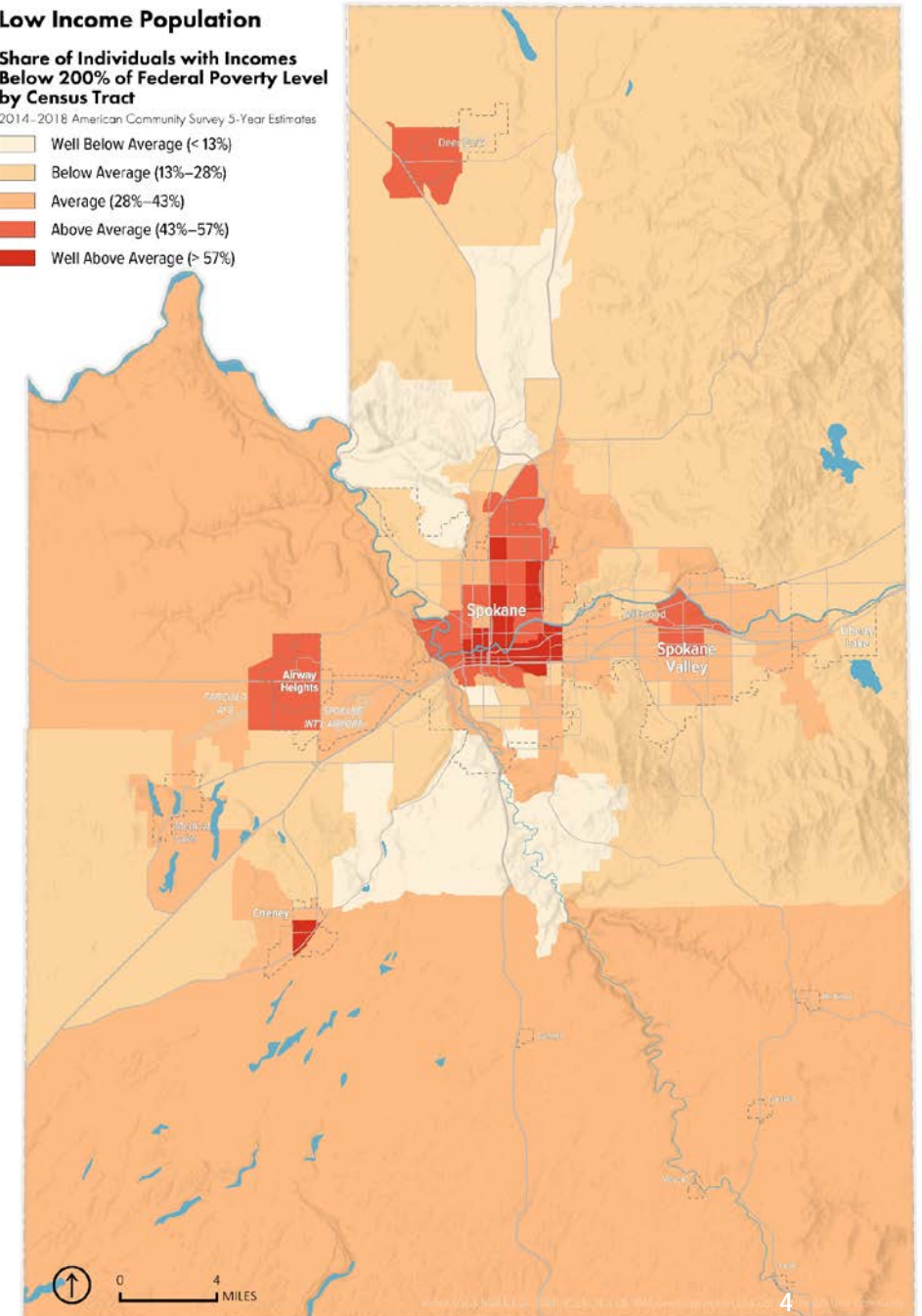
Equity Planning Framework - Purpose

- Spokane region home to many potentially disadvantaged residents
- Many reasons why this work is important to SRTC

Low Income Population

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

2014-2018 American Community Survey 5-Year Estimates



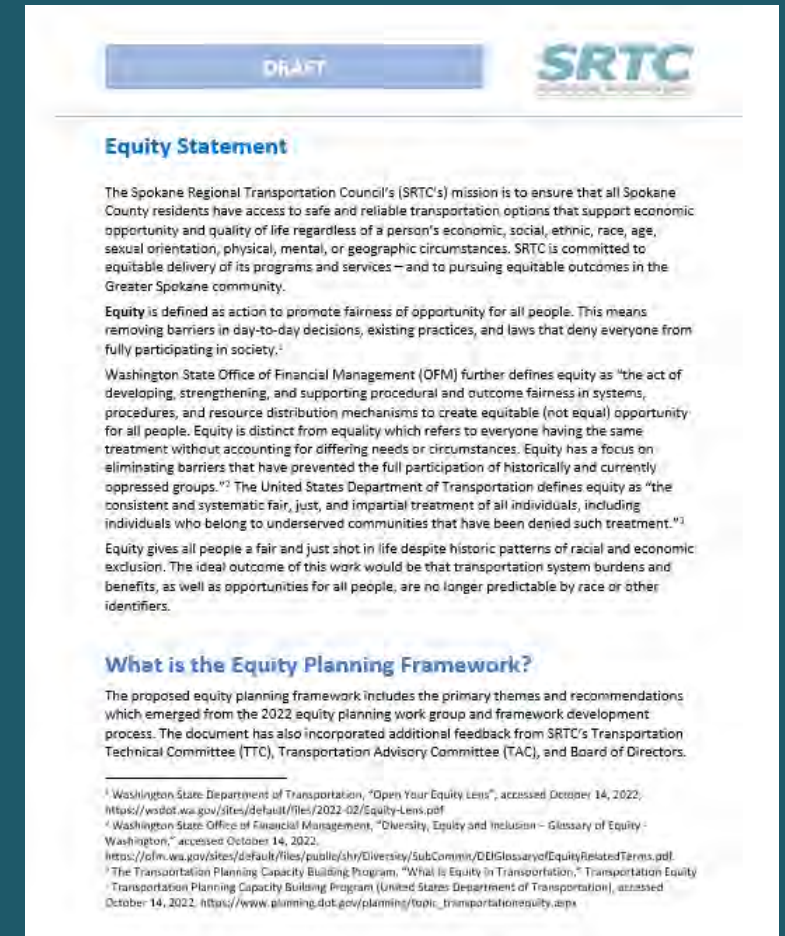
Timeline

Work Plan: SRTC 2022 Equity Framework Development	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
<i>Numbers indicate anticipated work group meetings.</i>												
Draft committee [C], board [B] touches	C	B				B, C			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 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												

Updated October 2022

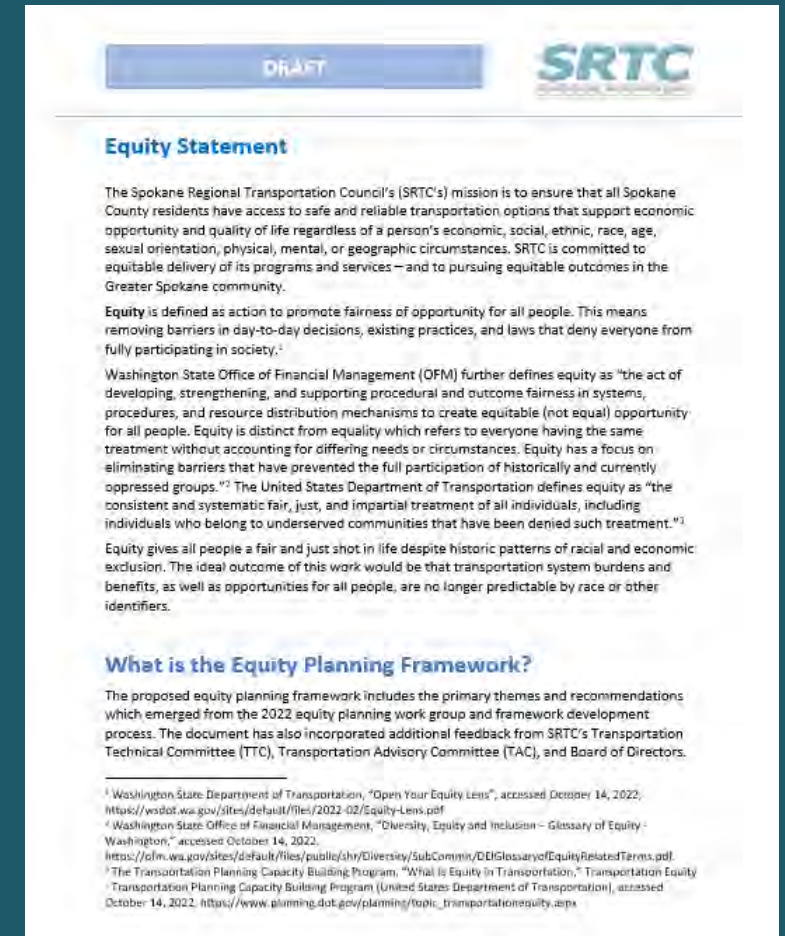
Equity Framework - Attachment

- Attached in packet: Draft Framework
- Opportunity to review, ask questions, provide comments



Equity Framework – Draft Document

- Draft document includes...
- Introduction, definition, equity statement
- Overview
- Equity work group members, development process
- Recommendations
- Documentation of all tools and strategies we discussed throughout the year



Equity Framework - Themes



Engagement Processes

Increasing Access to Opportunities

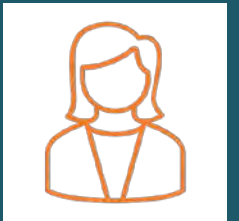


Sustainability, Health and Safety

Equity Spending + Project Prioritization



Performance Evaluation Metrics



Equity Framework – Recommendations

2023-2024



- Equity should be included in the guiding principles. This would ensure equity is used as performance measure for major projects (such as the MTP, TIP, and Unified List).
- Ask sponsors to report the level of engagement during project planning and outreach.
- Establish an equity work group or advisory group as a continuing activity.
- Equity planning assessment for projects.

Equity Framework – Recommendations

Mid and Long Term



-
- Track (year over year) investment levels likely to be used by / targeted towards EJ communities.
 - Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations.
 - Consider including equity in our annual Performance Management Framework (federally mandated measures).

Equity Planning Framework

- Looking for Board feedback
- Recommendations would still go through implementation processes
- Will be returning to the Board next month with framework document + action item



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 | www.srtc.org

Transportation Performance Management

Board of Directors Meeting

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November 10, 2022

MAP - 21

The Moving Ahead for Progress in the 21st Century Act

- *funding and authorization bill to govern US federal surface transportation spending*
- *passed by Congress in June of 2012 and became law during the Obama administration.*

Section 1203 of MAP-21

defined seven goals to establish national performance measures for the Federal-aid highway program

TPM

Collectively, those rules establish transportation performance management (TPM) requirements that address:

- safety,
- infrastructure condition,
- system performance,
- traffic congestion,
- on-road mobile source emissions,
- and freight movement.

PM1 - Safety

Measure	Applicable Facilities
Number of fatalities	All public roads
Rate of fatalities	
Number of serious injuries	
Rate of serious injuries	
Number of non-motorized fatalities and non-motorized serious injuries	

Target Setting

PM 1 – Safety:

annual target reported by WSDOT through the Highway Safety Improvement Program annual report

PM2 - Infrastructure

Measure	Applicable Facilities
Percentage of pavements of the Interstate System in Good condition	The Interstate System
Percentage of pavements of the Interstate System in Poor condition	
Percentage of pavements of the non-Interstate NHS in Good condition	The non-Interstate NHS
Percentage of pavements of the non-Interstate NHS in Poor condition	
Percentage of NHS bridges classified as in Good condition	NHS
Percentage of NHS bridges classified as in Poor condition	

PM3 - System Performance

Measure	Applicable Facilities
Percent of the person-miles traveled on the Interstate that are reliable	The Interstate System
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	The non-Interstate NHS
Truck Travel Time Reliability (TTTR) Index	The Interstate System
Annual Hours of Peak Hour Excessive Delay Per Capita	SRTC and PSRC planning areas
Percent of Non-SOV travel	
Total Emissions Reduction	All projects financed with funds from the CMAQ Program

Public Transit Targets

- **Asset Management (State of Good Repair)**
- **Safety**
 - Reduce Casualties and Occurrences
 - Robust Safety Culture
 - Safe & Efficient Systems/Equipment

***updated through separate process on different schedule**

Performance Period

January 1, 2022 to December 31, 2025

PM 2 – Infrastructure: 2- and 4-year targets

PM 3 – System Performance: 2- and 4-year targets

WSDOT

Sets statewide targets for each of the TPM measures

Option A

agree to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure

Option B

commit to a quantifiable target for that performance measure for their metropolitan planning area

[illegible]

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384