Transportation Advisory Committee Meeting

Wednesday, November 16, 2022 | 3:00 PM
Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:
https://us02web.zoom.us/j/84341612522?pwd=Mk4vZTB5QXRYVitLdThJRmxuem4vUT09
Meeting ID: 843 4161 2522 | Passcode: 008608

By Phone at: 1-253-215-8782
Meeting ID: 843 4161 2522 | Passcode: 008608

Or find your local number: https://us02web.zoom.us/u/ki43Mzu9x

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 12:00pm the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Our Mission – To develop plans and programs that coordinate transportation planning in the Spokane region.
Our Values – Regional Leadership, Collaboration, Accountability, Innovation, Transparency, Inclusiveness, Integrity

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Transportation Advisory Committee Meeting Agenda

Wednesday, November 16, 2022 | 3:00 PM
NOTE THE MEETING IS ONE WEEK EARLIER THAN USUAL

Time	Item		Page
3:00	1	Call to Order / Record of Attendance	
3:02	2	Approval of October 2022 TAC Meeting Minutes	3
3:03	3	Public Comments	
3:05	4	TAC Member Comments	
3:10	5	Chair Report on SRTC Board of Directors Meeting	

ACTION ITEMS

3:15	6	**Equity Planning Framework** *(Michael Redlinger)*	6
3:30	7	**Unified List of Regional Transportation Priorities** *(Eve McMenamy)*	18
3:45	8	**2023 TAC Officer Elections** *(Jason Lien)*	24

INFORMATION AND DISCUSSION ITEMS

3:50	9	**Expression of Interest for the Corridor Identification & Development Program** *(Jason Lien)*	25
4:00	10	**Agency Update** *(Jason Lien)*	n/a
4:05	11	**Adjournment**	

Spokane Regional Transportation Council - Transportation Advisory Committee

October 26, 2022 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane WA 99201 and virtually on Zoom

1   Call to Order/Record of Attendance
Chair Rhonda Young called the meeting to order at 3:00 pm.

IN ATTENDANCE

TAC Members:		*SRTC Staff:*
Raychel Callary	Paul Vose	Jason Lien, *Principal Transportation Planner*
Todd Coleman	Todd Williams	Eve McMenamy, *Deputy Executive Director*
Charles Hansen	Rhonda Young	Mike Ulrich, *Principal Transportation Planner*
Carlie Hoffman	Kim Zentz	David Fletcher, *Principal Transportation Planner*
		Michael Redlinger, *Associate Transportation Planner II*

Guests

Greg Griffin, *Administrative Services Manager*

Charles Hamilton*, All Board Washington*

Gary Wirt*, All Board Washington*

Robert Hyslop

2   Approval of September 2022 TAC Meeting Minutes
Ms. Zentz made a motion to approve the minutes. Mr. Hansen seconded. Motion passed unanimously.

3   Public Comments
There were no comments.

4   Technical Member Comments
There were no comments.

5   Chair Report on SRTC Board of Directors Meeting
Chair Young summarized actions and discussion of the October SRTC Board meeting.

ACTION ITEMS

6   2023 Transportation Improvement Program (TIP) Guidebook
Ms. McMenamy highlighted the uses of the TIP Guidebook and shared the details of revisions to the 2023 edition:
- Addition of a Toll Credits policy
- Minor updates to Policies 3.2 and 4.4
- Updated schedules for TIP Amendments and TIP Administrative Modifications
- Updated the term "Regional Project Priority List" to "Contingency List" throughout the document

She discussed the edits to Policy 4.4 based on feedback from the Transportation Technical Committee and the TIP Working Group. The Board will be asked to approve in November. There were no questions or discussion.

Mr. Coleman made a motion to recommend Board approval of the 2023 TIP Guidebook. Ms. Zentz seconded. Motion passed unanimously.

 # 7   Coordinated Public Transit – Human Services Transportation Plan

Mr. Lien provided a background of the plan and noted progress of the plan update has been shared with the TAC a few times this year. He recapped the purposes of the plan and noted that it focuses on people with special transportation needs. He shared information about the community outreach and public input activities, summarized key sections of the plan, and reviewed the timeline. There were no questions or discussion.

Mr. Vose made a motion to recommend Board approval of the 2022 CPT-HSTP. Mr. Williams seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

 # 8   Human Services Transportation Plan: Consolidated Grant Ranking Process

Mr. Lien spoke about WSDOT's Consolidated Grant program and its link to the Human Services Transportation Plan. The call for projects under the grant program is currently open with a deadline of 10/27/22. Regional Transportation Planning Organizations, such as SRTC, are responsible for facilitating the Consolidated Grant application scoring/ranking process.

SRTC is seeking volunteers from the TTC and TAC to assist with application scoring/ranking. Typically, fewer than 10 applications are submitted. Mr. Vose, Mr. Hansen, and Mr. Coleman volunteered.

The final project ranking list will be brought before the Board in January 2023.

 # 9   Equity Planning Framework

Mr. Redlinger reviewed the development process since it began in early 2022; the Equity Planning Work Group has met for the final time and the draft document is available for review. Staff went through the list of recommendations in the document and provided additional details for each.

The group discussed:
- Being intentional about closing the loop on the public engagement process
- Design element implementation
- Engineering standards are sometimes counter to neighborhood recommendations
- There should be a mechanism in place to adapt to engineering standards but still meet the needs of a neighborhood as identified by its residents

 # 10   Unified List of Regional Transportation Priorities List & Priority Statements

Ms. McMenamy reminded the group about the use of the Unified List as a tool for member agencies and community partners to communicate with legislators regarding funding for regional transportation priorities. The development process for the Unified List is as follows:
1. Develop a focused, strategic list of regional priority projects
2. Develop legislative priority statements
3. Develop educational project information sheets

Last month the Board approved the project evaluation criteria and the development schedule and began discussing Legislative Statements. SRTC has been working with member jurisdictions to develop a list of projects. The group reviewed the draft project evaluation scoring; staff is currently verifying information with local agencies.

Ms. McMenamy spoke about the legislative statements under consideration by the Board. The TAC will be asked to make a recommendation next month and the Board will be asked to approve the final list in December.

 # 11   Transportation Performance Management: Introduction
Mr. Ulrich provided a background Transportation Performance Management (TPM) and noted it emerged out of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. He said in the upcoming months, the TAC be presented with in-depth information in the TPM measurement categories of PM1 Safety, PM2 Infrastructure, and PM3 System Performance.

He explained that each of the three targets has its own time period by which MPOs must choose to either support state targets or create their own and shared the proposed schedule through mid-2023. There were no questions or discussion.

 # 12   TAC Officer Elections
Mr. Lien reported that next month the group will be asked to select a Chair and Vice Chair to serve in 2023. Information about the positions' responsibilities were in the packet. The group discussed the bylaws regarding eligibility for the existing Chair to be re-elected. The Chair is eligible to be elected to an additional one-year term according to the bylaws.

 # 13   Passenger Rail
Mr. Gary Wirt, Vice President of All Aboard Washington, shared information about new funding opportunities from the Bipartisan Infrastructure Law for passenger rail expansion and what being considered and evaluated in Washington state.

The group discussed:
- Possible reasons why WSDOT has stated they will not sign a letter of support for exploring the passenger rail corridor between Spokane and Seattle
- Why additional analysis is needed to show the needs and cost for this east-west route
- AAWA Coordination with Tribal governments along the corridor

 # 14   Agency Update
Mr. Lien announced that SRTC will be recruiting for a Community Engagement Program Coordinator position next week. He said the November TAC meeting will be held one week early due to Thanksgiving.

 # 15   Adjournment
There being no further business, the meeting adjourned at 4:37pm.

Julie Meyers-Lehman, Recording Secretary

SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL

421 W RIVERSIDE AVE, SUITE 500 · SPOKANE, WA 99201 · 509.343.6370 · WWW.SRTC.ORG

To: Transportation Advisory Committee 11/09/2022

From: Michael Redlinger, Associate Transportation Planner 2

TOPIC: **EQUITY PLANNING FRAMEWORK**

Requested Action:

Recommend SRTC Board approval of SRTC's Equity Planning Framework.

Key Points:

- SRTC's State Fiscal Years 2022-2023 Unified Planning Work Program (UPWP) defines SRTC's work task to create an equity planning framework in 2022.

- SRTC is developing an equity planning framework to maximize regional competitiveness for funding opportunities, meet state and federal requirements, improve existing equity planning methodologies, and positively impact our community.

- Earlier this year, SRTC assembled a working group comprised of TAC and TTC members as well as one Board member. The working group met eight times – once each month in March through October.

- In August, the working group began prioritizing recommendations from potential tools and strategies that were discussed throughout the year.

- Please review the Draft Equity Planning Framework document, see **Attachment**.

- The document includes an introduction and equity statement, recommendations, as well as a short section documenting the equity planning work group process.

- SRTC is asking the TAC to recommend approval of the Equity Planning Framework to the SRTC Board.

- If you would like additional information, please reach out to the SRTC staff contact.

Board/Committee Discussions:

This item was first presented to the Transportation Advisory Committee in January. This item was most recently presented to the TAC during their October meeting.

Public Involvement:

All Board and committee meetings are open to the public.

Staff Contact: Michael Redlinger, SRTC | mredlinger@srtc.org | 509.343.6370

Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.[1] The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.[2]

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.[2]

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.[3]

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

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[1] Washington State Department of Transportation, "Open Your Equity Lens", accessed October 14, 2022, https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf

[2] Washington State Office of Financial Management, "Diversity, Equity and Inclusion – Glossary of Equity - Washington," accessed October 14, 2022, https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommit/DEIGlossaryofEquityRelatedTerms.pdf.

[3] The Transportation Planning Capacity Building Program, "What Is Equity in Transportation," Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

We can only maximize our success as a region when we fully address existing inequities and fully demonstrate positive outcomes. In order to drive positive transformative actions in our community as they relate to transportation, the equity planning work group proposed SRTC commitment to pursuing the recommendations listed in this document. Through this effort, SRTC will advance our core values - Regional Leadership, Collaboration, Accountability, Innovation, Transparency, Inclusiveness, and Integrity.

All items are recommendations, for which a secondary implementation process may be required.

Development

The equity planning work group was assembled from members of SRTC's Transportation Technical Committee, Transportation Advisory Committee, and Board of Directors between January and February 2022. Additional participants from SRTC's member jurisdictions were also welcomed on a voluntary basis. Not all work group members were present for every meeting, but a detailed overview and recording of each meeting was provided to those who were unable to attend.

The work group met eight times – monthly between March and October – to discuss equitable transportation planning in Spokane County, propose potential tools and strategies, and prioritize top recommendations. The work group also reviewed materials from other agencies, heard from guest speakers from other Metropolitan Planning Organizations (MPOs), and heard guest speakers from two of Spokane's historically overburdened neighborhoods. Each meeting was at least an hour in duration.

Board and Committee members on the equity planning work group:

Colin Quin-Hurst, City of Spokane, TTC

Cindy Green, Spokane Regional health District, TTC

Mike Tressider, Spokane Transit Authority, TTC

Kelly Fukai, Washington State Transportation Commission, SRTC Board of Directors

Kim Zentz, Urbanova, TAC

Raychel Callary, Lilac Services for the Blind, TAC

Bill White, T-O Engineers, TAC

Rhonda Young, Gonzaga University, TAC

Char Kay, Washington State Department of Transportation, TTC

Other equity planning work group members:

Paul Kropp, Spokane Plan Commission Transportation Subcommittee

SRTC Staff Participants:

Michael Redlinger, Associate Transportation Planner II

Kylee Jones, Associate Transportation Planner III

Eve McMenamy, Deputy Executive Director

Equity Planning Themes

Through this work, five important themes emerged which we utilized to help organize our recommendations. The five themes are:

Engagement Processes

Increasing Access to Opportunities

Sustainability, Health, and Safety

Equity Spending and Project Prioritization

Performance Evaluation Metrics

Recommendations

The following list includes the top recommendations by theme. Items are not in any particular order, and some items may appear under more than one theme. Symbols as illustrated below indicate the estimated staff requirements, costs, timeframe, and requirements for member agencies.

Staff Resources and Costs:

$ - $ $ $ $

In terms of staff personnel and time as well as additional cost to the agency.

Member Agency Activities:

✔

Will action be required of member agencies or committee members?

Estimated Timeframe:

Short (2023-2024)
Mid (-2025)
Long (-2026 or beyond)

Engagement Processes

- **Recommendation:** Establish an equity work group or advisory group as a continuing activity. This would require Board action to establish the work group, including its composition and responsibilities. The group could include members of the TAC and/or TTC, Board, and community representatives. The group could complement and support external SRTC outreach to EJ communities/service providers.

  $ $ $ ✔ Short

  o **Purpose and benefit:** If established, an equity advisory group could help SRTC by serving two (or three) key functions.
    - Advise the agency on criteria and targets for project-level assessment.
    - Review projects and programs to determine which projects have been effective in their stated goals vs. those that have been less impactful.
    - Ensure equity remains a living, evolving topic in SRTC's planning process.

- **Recommendation:** Ask sponsors to report the level of engagement during project planning and outreach. Support projects with greater community support. Define what qualifies as meaningful engagement.

  $ $ ✔ Short

  o **Purpose and benefit:** Ensure that all communities' voices are heard and that projects that truly benefit local communities rise to the top when it comes to equity. Improve SRTC's understanding of who we (and our members) are reaching and who we are not so that we can prioritize projects that benefit our most impacted communities.

- **Recommendation:** Add an equity statement into SRTC's Public Participation Plan as an update.

  $ Short

  o **Purpose and benefit:** An equity statement included in our Public Participation Plan would make SRTC's emphasis clear to both the public and our stakeholders. It would build on work done during the last PPP update and indicate the important place of equity within our public engagement protocols.

- **Recommendation:** Regular staff-level training for SRTC staff and SRTC members. This could be coordinated by SRTC staff, or through a common third-party resource (such as WSDOT). Important topics include: What does meaningful engagement look like? What does SRTC mean by equity? Though this would include equitable engagement, training and education should also go beyond engagement and include how SRTC functions as an equitable organization.

  $ $ $ ✔ Short

  o **Purpose and benefit:** SRTC staff and member agencies should understand how we analyze equity to maximize meaningful participation in agency activities. Member agencies should have a common understanding of what meaningful engagement means to the agency and what that practically looks like within the transportation planning process.

- **Recommendation:** Consider an SRTC policy (or Public Participation Plan update) to standardize compensation and incentives for public input in targeted outreach situations. This would include research on the most effective way(s) to utilize incentives as well as policy compliance with the federal and state government.

$ $ $ Mid

  o **Purpose and benefit:** A single policy would help organize our protocols for incentives, organizing, and hiring consultants - as well as provide guidance for when incentives may bolster the effectiveness of targeted outreach efforts.

Increasing Access to Opportunities

- **Recommendation:** An equity planning assessment for projects (such as WSDOT's forthcoming environmental justice assessment tool or the University of South Florida's Center for Urban Transportation Research's Transportation Equity Toolkit). Once equity is included among SRTC's guiding principles, criteria and targets could be set by the SRTC Board with the input of SRTC's committees and staff.

  $ $ $ $ ✔ Short

  o **Purpose and benefit:** An equity assessment for projects would:
    - Help provide a backbone for equity project scoring for multiple planning efforts.
    - Position SRTC to review and potentially adopt the environmental justice assessment set by the state of Washington as part of the HEAL Act implementation process. That assessment tool, once completed (no later than 7/1/23), will be applied at the state level to all projects and programs (≥ $15 million) receiving state dollars.

- **Recommendation:** Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations. This process could be utilized to help identify areas where projects may be impactful, as well as to help review project impact. As an initial step, SRTC would need to identify an effective origin/destination data source, acquire data, and establish a methodology for analysis. The data would be kept up to date through regular updates or acquisitions of new data.

  $ $ $ $ Mid

  o **Purpose and benefit:** Help identify barriers to access as well as potential projects that are likely to improve connectivity. Provide SRTC additional tools to look at built projects and their impact on the flow of people.

Sustainability, Health, and Safety

- **Recommendation:** Improve SRTC Safe & Complete Street Policy by identifying potential areas to improve transportation equity.

  $ $ ✔ Short

  o **Purpose and benefit:** Help SRTC improve the overall equity of the region's transportation system by identifying additional areas to improve safe and complete streets and/or additional projects that should be included under the safe & complete streets policy.

- **Recommendation:** Work on ensuring that design elements are implemented and built. The equity work group heard from neighborhood councils that there is sometimes a gap between the final design of projects and the expected design elements the community recommended. Work with jurisdictions to ensure communication with the community and that project designs meet community needs.

  $ $ $ ✔ Long

  o **Purpose and benefit:** Improve communication so that the community is involved and fully informed when expectations evolve throughout stages of project development. At the MPO level, this may include additional emphasis on regular and meaningful engagement by project sponsors with community members.

Equity Spending and Project Prioritization

- **Recommendation:** 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) and allow the Board to set targets. The SRTC Board and staff will work with local agencies on the setting of targets. It is the working group's recommendation that equity be considered an agency value throughout programs and activities.

  $ $ ✔ Short

  o **Purpose and benefit:** Equity as a guiding principle would help frame future activities and standardize transportation equity assessment among project evaluation criteria for the agency's major planning and project prioritization efforts. This would ensure that equity remains important to how we function at all levels as an organization.

- **Recommendation:** An equity planning assessment for projects (such as WSDOT's forthcoming environmental justice assessment tool or the University of South Florida's Center for Urban Transportation Research's Transportation Equity Toolkit). Once equity is included among SRTC's guiding principles, criteria and targets could be set by the SRTC Board with the input of SRTC's committees and staff.

  $ $ $ $ ✔ Short
  - **Purpose and benefit:** An equity assessment for projects would:
    - Help provide a backbone for equity project scoring for multiple planning efforts.
    - Position SRTC to review and potentially adopt the environmental justice assessment set by the state of Washington as part of the HEAL Act implementation process. That assessment tool, once completed (no later than 7/1/23), will be applied at the state level to all projects and programs (≥ $15 million) receiving state dollars.

- **Recommendation:** Track (year over year) investment levels likely to be used by / targeted towards EJ communities. It is important that SRTC begins to track its investments in transportation equity. SRTC is obligated to ensure that the benefits of the transportation system are distributed fairly with regard to historically excluded and disadvantaged communities. Data would be maintained regularly to ensure accuracy and efficacy.

  $ $ Mid
  - **Purpose and benefit:** This would grant the agency increased awareness of potential needs as well as investment gaps and inequities. A better understanding of where SRTC dollars go (and where dollars have gone) would improve performance management and better position the agency to get ahead of discussions at the state (and federal) level.

Performance Evaluation Metrics

- **Recommendation:** Establish an equity work group or advisory group as a continuing activity. This would require Board action to establish the work group, including its composition and responsibilities. The group could include members of the TAC and/or

TTC, Board, and community representatives. The group could complement and support external SRTC outreach to EJ communities/service providers.

$ $ $ ✔ **Short**

- o **Purpose and benefit:** If established, an equity advisory group could help SRTC by serving two (or three) key functions.
    - ▪ Advise the agency on criteria and targets for project-level assessment.
    - ▪ Review projects and programs to determine which projects have been effective in their stated goals vs. those that have been less impactful.
    - ▪ Ensure equity remains a living, evolving topic in SRTC's planning process.

- **Recommendation:** Consider including equity in our annual Performance Management Framework (federally mandated measures). The tracking of investments over time and the forementioned equity work group or advisory group could play a role in pursuing this recommendation.
- **$ $** **Mid**
    - o **Purpose and benefit:** Ensure that we're setting effective goals, that we're successful on the goals we set forth, and that we continue making progress towards equitable transportation outcomes.

- **Recommendation:** Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations. This process could be utilized to help identify areas where projects may be impactful, as well as to help review project impact. As an initial step, SRTC would need to identify an effective origin/destination data source, acquire data, and establish a methodology for analysis. The data would be kept up to date through regular updates or acquisitions of new data.

$ $ $ $ **Mid**

- o **Purpose and benefit:** Help identify barriers to access as well as potential projects that are likely to improve connectivity. Provide SRTC additional tools to look at built projects and their impact on the flow of people.

Additional Tools and Strategies

In addition to the top recommendations, many tools and strategies were discussed by the working group. Many of these items may be addressed within the top recommendations but appear here in a slightly different form. These items were:

Incorporate equity into SRTC mission, vision, and values.

Measure closure of observed gaps (access and demographic data). Identify gaps, measure whether gap is addressed and how well.

Create or adopt a scorecard to track the performance of the entire transportation system. (To evaluate comparative performance of transp. system in EJ areas)

Create (and leverage existing) survey data with location. (Board can make targets)

Ensure projects have received local community support. (Must be demonstrated)

Add an equity statement to the 'About SRTC' web page.

Draft internal policy on utilization of engagement strategy template tool.

Draft high-level strategic goal to increase access to opportunity for disadvantaged communities.

Track percent of investments going to active transportation - use EJ community data

Place additional focus on identifying existing gaps.

Draft additional questions or review process for projects that may impact areas of potential disadvantage.

Differentiate equity performance measures by project type.

Create more opportunities for targeted public involvement/public feedback data.

Look at changes in adjacent property value when evaluating projects and project areas.

Formalize translation policy and apply to major planning/mapping products.

Expand availability of non-English translations of important SRTC documents (and/or maps)

Integrate equity into administrative processes/internal operations (hiring, training, management)

Host regular public workshops or meetings about equity with EJ group representative groups and service providers.

Generate public-facing videos or education series.

Create/ maintain interactive public comment map (or other interactive web tools).

Create system to share feedback from outreach efforts between agency partners/committees. (and vice versa)

Leverage available bike/ped counter data in reviewing projects

Look for opportunities to install additional bike/ped counters for data collection

Place additional priority on projects where the features of project are in compliance with safe & complete streets process

Look to additional scenario modeling for reviewing specific groups of projects.

Incorporate additional GIS-based analysis.

Invest in access to Urban Footprint or similar service. Start by identifying communities vulnerable to different scenarios.

Study or needs analysis to help Identify benefits and negative impacts.

Define EJ economic justice areas

Include access to transit in EJ areas to project scoring

SPOKANE REGIONAL
TRANSPORTATION
COUNCIL

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

To: Transportation Advisory Committee   11/09/2022

From: Eve McMenamy, Deputy Executive Director

TOPIC: UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Requested Action:
Recommend Board approval of the Unified List of Regional Transportation Priorities as specified by the committee.

Key Points:

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agency's regional transportation priorities to state legislators and members of Congress for potential funding opportunities. SRTC is committed to annually updating the Unified List.

- Seven agencies sent 29 project submittals to the Unified List process. The results of the project evaluation process can be found in the **Attachment**.

- The 2021 version of the Unified List included 22 projects. Feedback from State Legislators requested a more focused list to ensure they are supporting the projects that are most important to the region.

- While all these projects have value, the committee will be asked to narrow or focus the list so the region can strategically make progress on advancing our highest priorities which will make room for new projects the following year. Some thoughts to consider include:

  o The implementation portion of the list includes six projects and $70M in need. These projects already have significant commitment from agencies through prior investments. The committees may want to consider bringing all these projects as they are closer to completion.

  o The development portion of the list included 11 projects and $298 in need. The previous list included only seven projects.

  o The initiation category includes 12 projects and $205M in need. Several of these projects could advance with locally controlled funding to support their initial development. The previous list included only four projects seeking funding.

- Staff will request guidance from the SRTC Board on 11/10/22 to assist the committees in focusing the list.

- In preparation for the 2023 legislative session, Board action will be requested on this item on 12/8/22.

Board/Committee Discussions:

- In 2021 the SRTC Transportation Discussion series provided an opportunity for project evaluation criteria development.

- The SRTC Board approved the Unified List Process and Criteria at their 10/13/22 meeting.

- The TTC and TAC reviewed the draft project listings at their 10/26/22 meeting.

Public Involvement:
All meetings at which the Unified List will be presented to the committees are open to the public.

Staff Contact: Eve McMenamy, SRTC | evemc@srtc.org | 509.381.9466

2023 Unified List of Regional Transportation Priorities
LIST OF SUBMITTED PROJECTS DRAFT

IMPLEMENTATION

< LIST SORTED BY TOTAL SCORE >

PROJECT EVALUATION CRITERIA

Project Title	Agency	Map ID	Project Type	Description	Total Cost	Unfunded Amount	Total Score	Economic Vitality	Cooperation & Leadership	Stewardship	Operations Preservation Maintenance	Safety & Security	Quality of Life	Equity
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

PROJECT STATUS CATEGORY CRITERIA

INITIATION
- ✓ Design is < 30% complete
- ✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study

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

DEVELOPMENT

< LIST SORTED BY TOTAL SCORE >

PROJECT EVALUATION CRITERIA

Project Title	Agency	Map ID	Project Type	Description	Total Cost	Unfunded Amount	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[1]	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[2]	Spokane	DV-5	Roadway Capital	0.5 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as a 2-lane boulevard or 3-lane urban collector for of 3.65 miles; adding bike lanes, 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[3]	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	26	10	10	15	20	30
6th Avenue Multimodal Improvements	Airway Heights	DV-8	Bike/Ped	1 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as an urban collector for of 3.65 miles. Project includes 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
Argonne Road and Upriver Drive Intersection Improvement	Spokane County	DV-10	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	119	17	22	30	20	30	0	0
Hayford/U.S. 2 Congestion & Safety Project: 21st Avenue Improvements	Airway Heights	DV-11	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

Notes:
[1]Division Street Active Transportation Improvements is included in the Development category due to design work completed as part of the Division Connects study.
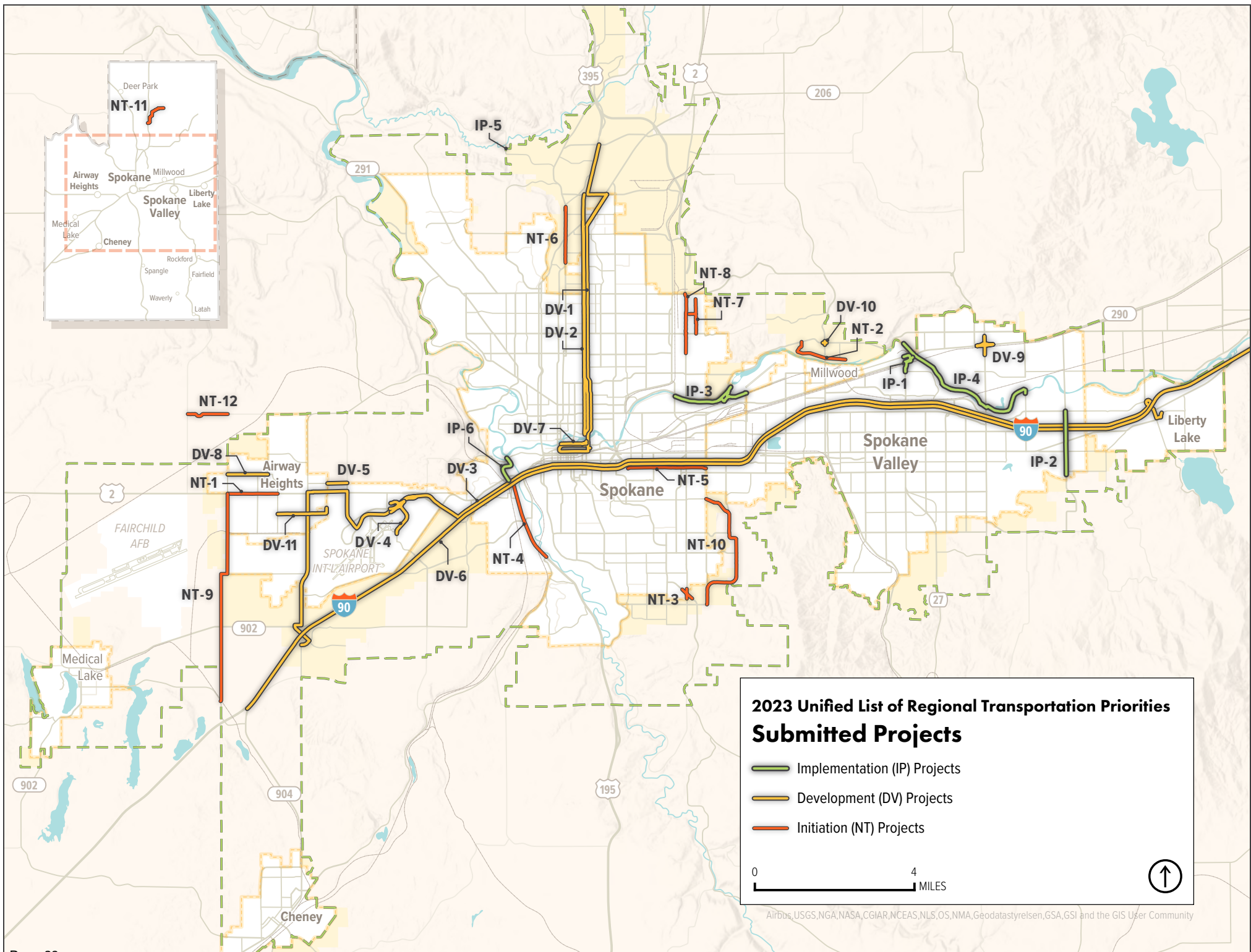[2]West Plains Connection - Spokane Phase included in the Development category due the significant amount of investment already made in identifying and designing improvements to this corridor.
[3]I-90 TSMO Improvements are identified in the I-90 Operation Study and is included in the Development category due to the amount of investment already made in implementing the study recommendations.

2023 Unified List of Regional Transportation Priorities
LIST OF SUBMITTED PROJECTS DRAFT

INITIATION

< LIST SORTED BY TOTAL SCORE >

PROJECT EVALUATION CRITERIA

Project Title	Agency	Map ID	Project Type	Description	Total Cost	Unfunded Amount	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

2023 Unified List of Regional Transportation Priorities
Submitted Projects

— Implementation (IP) Projects
— Development (DV) Projects
— Initiation (NT) Projects

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MILES

Airbus,USGS,NGA,NASA,CGIAR,NCEAS,NLS,OS,NMA,Geodatastyrelsen,GSA,GSI and the GIS User Community

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

421 W RIVERSIDE AVE, SUITE 500 · SPOKANE, WA 99201 · 509.343.6370 · WWW.SRTC.ORG

To: Transportation Advisory Committee   10/19/2022

From: Jason Lien, Principal Transportation Planner

TOPIC: ELECTION OF 2023 TAC OFFICERS

Requested Action:

Election of TAC Chair and Vice-Chair positions to serve during calendar year 2023.

Key Points:

- [SRTC Transportation Advisory Committee Bylaws](#) state that the TAC shall annually select and recommend to the SRTC Board of Directors one of its members to serve as Chair and one to serve as Vice-Chair for a one-year term.

- The TAC Chair will preside over TAC meetings and represent the group on the Board of Directors. The TAC Vice-Chair will perform all duties of the Chair in their absence. The Bylaws provide a description of Chair and Vice-Chair responsibilities.

- The TAC shall recommend by majority vote the Committee Chair and Vice-Chair to the SRTC Board for approval.

- New TAC officers will be seated at the SRTC Board meeting in January 2023 and begin presiding over the TAC at the 01/25/2023 TAC meeting.

Board/Committee Discussions:
Staff briefed the TAC on this item at the October 2022 mreeting .

Public Involvement:
All TAC meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

To: Transportation Advisory Committee   11/09/2022

From: Jason Lien, Principal Transportation Planner

TOPIC: EXPRESSION OF INTEREST FOR THE CORRIDOR IDENTIFICATION & DEVELOPMENT PROGRAM

Requested Action:
For information, discussion, and consideration of a recommendation to the SRTC Board.

Key Points:

- At the October 2022 TAC meeting, All Aboard Washington (AAWA) presented on the Corridor Identification & Development Program.

- The Bipartisan Infrastructure Law (BIL) provides funding for intercity passenger rail. The BIL contains sections about conducting a study to evaluate the restoration of Amtrak long distance routes that have been discontinued and establishing a program to facilitate the development of intercity passenger rail corridors.

- The Federal Rail Administration (FRA) in its 05/13/2022 Federal Register announcement described the establishment of the Corridor Identification & Development Program which encourages expressions of interest by eligible entities.

- The presentation by AAWA at the October TAC & TTC meetings can be found **HERE**.

Board/Committee Discussions:
At their 11/16/22 meeting, both the TAC and TTC will discuss the possibility of making a recommendation to the Board regarding this topic.

Public Involvement:
All meetings at which this topic will be discussed are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370