



Board of Directors Meeting

Thursday, December 8, 2022 at 1:00 PM

Hybrid In Person/Virtual Meeting

- In Person at SRTC, 421 W Riverside Ave, Suite 504, Spokane WA 99201
- Online on Zoom

<https://us02web.zoom.us/j/9394879626?pwd=ZFRmL2RJTkx4SGowV2YwOUdxMGVTZz09>

Meeting ID: 939 487 9626 | Passcode: 234239

By Phone 1-253-215-8782

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Or find your local number: <https://us02web.zoom.us/j/9394879626?pwd=ZFRmL2RJTkx4SGowV2YwOUdxMGVTZz09>

SRTC welcomes public comments. The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email to contact.srtc@srtc.org
- By mail to 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone to 509.343.6370

Verbal comments may be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, 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.

Time	Item #		Page #
1:00	1	Call to Order / Record of Attendance / Excused Absences	
1:02	2	Public Comments	
<u>FOR ACTION</u>			
1:05	3	Consent Agenda	
	a)	November Board of Directors Meeting Minutes	3
	b)	November 2022 Vouchers	7
	c)	Application of Cost of Living Adjustment to the Executive Director	8
	d)	Appointment of 2023 Transportation Technical Committee and Transportation Advisory Committee Chairs and Vice-Chairs	9
1:10	4	Equity Planning Framework (<i>Michael Redlinger</i>)	11
1:20	5	Unified List of Regional Transportation Priorities: Project List (<i>Eve McMenamy</i>)	25
1:35	6	Legislative Priority Statements (<i>Eve McMenamy</i>)	31
<u>FOR INFORMATION AND DISCUSSION</u>			
1:45	7	DATA Project Update: Household Travel Survey Final Report (<i>Mike Ulrich</i>)	35
2:05	8	WSDOT Consolidated Grant Rankings (<i>Jason Lien</i>)	36
2:15	9	Board Member Comments	
2:20	10	Adjournment	
<u>FOR INFORMATION: No Action or Discussion</u> (Written reports only)			
11		Executive Director's Report (<i>Lois Bollenback</i>)	37
		<ul style="list-style-type: none"> Safety Project Priorities Pilot Program Unified Planning Work Program Update Community Engagement Coordinator Job Posting Executive Director Appointment as Chair of MPO/RTPO/WSDOT Coordinating Committee 	
12		Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	38
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Spokane Regional Transportation Council – Board of Directors

November 10, 2022 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane, WA and remotely via Zoom

1 Call to Order/Record of Attendance/Excused Absences

Chair Paul Schmidt brought the meeting to order at 1:01 pm and roll was taken.

IN ATTENDANCE

Board Members:

Council Member Paul Schmidt, *City of Cheney* (Chair)
 Mayor Cris Kaminskas, *City of Liberty Lake*
 Council Member Zack Zappone, *City of Spokane*
 Mayor Pam Haley, *City of Spokane Valley*
 Council Member Rod Higgins, *City of Spokane Valley*
 Doug Yost, *Major Employer Representative*
 Matt Ewers, *Rail/Freight Representative*
 Council Member Micki Harnois, *Small Towns Representative*
 Commissioner Al French, *Spokane County*
 Commissioner Mary Kuney, *Spokane County*
 Susan Meyer, *Spokane Transit Authority*
 Council Member Tiger Peone, *Spokane Tribe of Indians*
 Rhonda Young, *Transportation Advisory Committee Chair*
 Inga Note, *Transportation Technical Committee Chair*

Board Alternates:

Larry Larson, *WSDOT-Eastern Region*

Guests:

Karl Otterstrom, *Spokane Transit Authority*
 Charles Hansen, *Transportation Advisory Committee*
 Francis SiJohn, *Spokane Tribe of Indians*
 Char Kay, *WSDOT-Eastern Region*
 LeAnn Yamamoto, *CommuteSmartNW*
 Kevin Picanco, *City of Spokane*
 Paul Kropp
 Madeline Arredondo, *Spokane Transit Authority*
 Gloria Mantz, *City of Spokane Valley*

Staff:

Lois Bollenback, *Executive Director*
 Eve McMenemy, *Deputy Executive Director*
 Jason Lien, *Principal Transportation Planner*
 Mike Ulrich, *Principal Transportation Planner*
 David Fletcher, *Principal Transportation Planner*
 Michael Redlinger, *Assoc. Transportation Planner II*
 Greg Griffin, *Administrative Services Manager*
 Julie Meyers-Lehman, *Admin.-Exec. Coordinator*
 Megan Clark, *Legal Counsel*

Chair Schmidt stated that Council Member Betsy Wilkerson, Kelly Fukai, Mayor Kevin Freeman, and Council Member Dee Cragun had requested excused absences.

Commissioner French made a motion to approve the excused absences. Council Member Higgins seconded. Motion passed unanimously.

2 Public Comments

There were no comments.

ACTION ITEMS

3 Consent Agenda

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

Commissioner French made a motion to approve the Consent Agenda as presented. Council Member Higgins seconded. Motion passed unanimously.

4 Coordinated Public Transit – Human Services Transportation Plan Update

Mr. Lien stated that the CPT-HSTP is updated every four years, in partnership with Spokane Transit. He defined the purpose of the plan and outlined the target populations served by the CPT-HSTP. Key components of the plan include a current service inventory, assessment of transportation services and strategies to meet regional needs. He summarized the timeline of the plan update, community engagement activities and the ways in which community input was obtained. The draft plan was open for public review from 9/1/22 to 10/14/22. There were no questions or discussion.

Ms. Meyer made a motion to approve Resolution #22-22 adopting the 2022 update of the Coordinated Public Transit – Human Services Transportation Plan. Mr. Yost seconded. Motion passed unanimously.

5 2023 Transportation Improvement Program (TIP) Guidebook

Ms. McMenemy explained the purposes and uses of TIP Guidebook, which is updated each year. The modifications to the 2023 version are:

- Addition of a Toll Credits Policy (approved by the Board on 05/12/22)
- Modifications to Policy 3.2 and Policy 4.4
- Update to the 2023 TIP amendment and administrative modification schedules
- Addition of the 2023 Call for Preservation Projects schedule
- Changing the term “Regional Project Priority List” to “Contingency List” throughout the guidebook

There was discussion about tracking project status and the role of the TIP Working Group.

Mr. Ewers made a motion to approve Resolution #22-23 adopting the 2023 TIP Guidebook. Council Member Higgins seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

6 Unified List of Regional Transportation Priorities: List and Legislative Priority Statements

Ms. McMenemy summarized development of the Unified List project and the three steps involved. Last month the Board approved the project evaluation criteria; member agencies submitted projects from their legislative agendas for inclusion on the Unified List of Regional Transportation. She described the scoring process, the three project status categories, geographic distribution of the projects, and total dollar amounts. The Board was asked to consider how SRTC should convey the most vital regional priorities.

The group discussed and comments included:

- The list a communication tool; having too many projects or too much information dilutes the message
- The projects in the implementation phase should be the primary focus, with an understanding that those coming up the pipeline have importance as well
- The Craig Rd project has modified slightly from what is being presented; it now includes enhancement to the I-90 interchange
- All the projects in the implementation category certainly should be included on the priority list, but consideration should also be given to what is happening in the legislature. For example, the legislative emphasis on safety may mean that those projects with a high score in the safety category should be brought forward as well.
- There was discussion about weighting the criteria equally or weighting the safety criteria more heavily
- The legislature is not likely to have a big transportation package this session so the list should be focused and strategic
- There was a suggestion that twelve total projects is a good number for the priority list.

Ms. McMenamy reviewed each of the seven options for legislative statements with background information and asked the group for feedback/input. Mr. Ewers appreciated the inclusion of the statement encouraging diversity of clean fuel technologies rather than solely focusing on electric. Ms. Bollenback said the language in the statements is very strategic and designed to build support for SRTC and its member agencies.

7 Equity Planning Framework

Mr. Redlinger reviewed the Equity Planning Framework development process, which was done by staff and a working group consisting of volunteer Transportation Technical Committee and Transportation Advisory Committee members and a Board member. He shared highlights from the draft document and reviewed the framework's primary recommendations, which are:

- Addition of Equity to the SRTC Guiding Principles
- Ask project sponsors to report on level of engagement during project planning and outreach
- Establish a standing Equity Work Group or Advisory Group
- Incorporate equity planning assessment for projects
- Track yearly investment levels likely to be used by or targets towards Environmental Justice communities
- Acquire origin/destination data to analyze trips originating from EJ areas and potentially disadvantaged communities.
- Consider including equity in SRTC's annual Performance Management Framework

He stated that the Board will be asked to adopt the document next month.

Comments and questions included:

- Discussion about the framework's recommendation to form an Equity Workgroup rather than having the Transportation Advisory Committee take on equity conversations. Support was expressed for development of a separate Equity Workgroup.
- Challenges in removing subjectivity from equity criteria discussions.

- While there have been discussions by many different organizations and entities about how to measure equity, this is still an evolving area with some questions still to be answered. The Board will ultimately make these decisions for SRTC.

8 Transportation Performance Management: Introduction

Mr. Ulrich provided a background of Transportation Performance Management (TPM) emerging from the congressional Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012. MAP-21 required Metropolitan Planning Organizations, such as SRTC, to set performance targets for Safety, Infrastructure, and System Performance. He provided details about the definition and measurements in the three categories.

Over the next six months, the Board will receive in-depth information for discussion and be asked to take action on the performance measures listed above. There were no questions or discussion.

9 Board Member Comments

Mr. Ewers said 90% of freight coming into Spokane County arrives by truck. While the trucking industry is currently working towards a carbon-free fuel solution, current electric technology is insufficient for the needs of long-haul freight movement. The use of hydrogen fuel is being researched, but it will likely be many years before diesel is replaced for heavy equipment, agricultural applications, and long-distance freight. He also spoke about the potential of a rail workers strike.

Commissioner French spoke about the recent ribbon cutting ceremony for the rail-truck transload facility at the Spokane International Airport.

Chair Schmidt reminded the group to remember Veteran's Day is tomorrow.

10 Adjournment

There being no further business, the meeting adjourned at 2:30 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF NOVEMBER 2022

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
11/4/22	V121977	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2022-22	160.00
	V121978	Jason Lien	JL Reimbursement for airfare to AMPO conf; Mnpls MN 10/24-28/22	337.20
	V121979	Washington Trust Bank	Sftwr subscptns; Office splys/eqpt; Admin phone; Conf travel/reg; Panelist travel/f	3,107.34
	V121980	Visionary Communications, Inc.	Fiber Services, November 2022	986.96
	V121981	WA State Dept of Retirement	Employee and Employer Contributions: October 2022	13,181.59
	V121982	Resource Systems Group	Proj 21105 Tasks 2,3,4,5,6 - D.A.T.A. Project - July 2022	65,159.64
	V121983	Resource Systems Group	Moved to December 2022	-
	V121984	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for November 2022	6,865.64
	V121985	American Planning Association	APA / AICP membership dues for JL 2022/23	575.00
	V121986	Pacific Office Automation	Copier Lease/Usage September 2022	172.62
	V121987	Intrinium	Managed IT Services - Mnthly November	2,518.58
	V121988	Intermax Networks	VOIP telecom November 2022	252.89
	V121989	Rehn & Associates	Admin fee October '22	75.00
	V121990	Greg Griffin	GG per diem for Vision User's Conference; Leavenworth WA 10/12-14/22	26.00
	V121991	Lois Bollenback	LB perdiem, travel & lodging reimbursement for AMPO conf Mnpls MN	871.50
11/18/22	V121992	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2022-23	160.00
	V121993	David Fletcher	Perdiem and airport mileage for AMPO Conf 11/25-27/22 Mnpls, MN	116.88
	V121994	AWC Employee Benefit Trust	Dec '22 Benefit Insurance Premiums	10,331.08
	V121995	EMLVO P.C.	Oct '22 legal svcs: Oct Board mtg; ETS sub-recpt agrmts	1,983.20
	V121996	Julie Meyers-Lehman	JM-L Travel & Perdiem for Public Records Office Conf 10/27/22 Tacoma, WA	428.26
	V121997	Jason Lien	JL Perdiem for AMPO Conf; Mnpls MN 10/24-28/22	176.00
11/28/22	V121998	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for December 2022	6,865.64
		Reimbursement(s)	AWC reimburse GG EBAC travel & AWC wellness grant for staff event	(187.19)
		Salaries/Benefits	Pay Periods Ending: 10/29/22 & 11/12/22	75,755.06
10/31/22		Spokane County Treasury	Monthly SCIP fee - 2022	18.50
TOTAL November 2022				\$ 189,937.39

Recap for November 2022:

Vouchers: V121962 - V121976	\$ 114,163.83
Salaries/Benefits Pay Periods Ending: 10/29/22 & 11/12/22	\$ 75,755.06
Spokane County Treasury Monthly SCIP fee - 2022	\$ 18.50
	\$ 189,937.39

As of 12/08/22, the Spokane Regional Transportation Council Board of Directors approves the payment of the November 2022 vouchers included in the list in the amount of: **\$189,937.39**

Chair

To: Board of Directors

12/01/2022

From: Paul Schmidt, SRTC Board Chair

TOPIC: APPLICATION OF COST OF LIVING ADJUSTMENT TO THE EXECUTIVE DIRECTOR

Requested Action:

Approval to include the Executive Director in the application of the Cost of Living Adjustment designated for staff in the Calendar Year 2023 Budget.

Key Points:

- In July 2022, the SRTC Board of Directors approved a salary increase for the Executive Director based upon their initial review of performance. The Board also recognized the need to revisit compensation as part of the annual review cycle completed near the end of each calendar year.
- In October 2022, the SRTC Board approved a Calendar Year 2023 Budget that included a 4.5% across the board Cost of Living increase for staff.
- Past practice of SRTC has been to address the Executive Directors salary adjustments independently and the Cost of Living adjustments have not applied to the Executive Director.
- This action is being recommended to align the Executive Directors compensation adjustment with the Cost of Living adjustments approved for staff during the budgeting process and to revisit compensation of the Executive Director as previously recommended by the board.
- This recommendation is consistent with the budget approved by the SRTC Board for Calendar Year 2023.

Board/Committee Discussions:

This is the first time the Board has discussed this topic.

Public Involvement:

All Board and committee meetings are open to the public.

Staff Contact: Greg Griffin, SRTC | ggriffin@srtc.org | 509.343.6370

To: Board of Directors 12/01/2022
From: Ryan Stewart, Principal Transportation Planner
Topic: **2023 OFFICERS FOR THE TRANSPORTATION TECHNICAL COMMITTEE**

Requested Action:

Board approval of the following Transportation Technical Committee (TTC) officers for calendar year 2023:

- **Chair:** Charlene Kay, WSDOT-Eastern Region
- **Vice-Chair:** Heather Trautman, City of Airway Heights

Key Points:

The [SRTC Transportation Technical Committee Bylaws](#) state on page two that the TTC shall annually select and recommend to the SRTC Board one of its members to act as Chair and one as Vice-Chair for a term of one year and the Board will appoint the officers at a regularly scheduled meeting.

Board/Committee Discussions:

On 11/16/22 the TTC unanimously voted to recommend approval of the Chair and Vice-Chair listed above.

Public Involvement:

All Board and advisory committee meetings are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370

To: Board of Directors

12/01/2022

From: Jason Lien, Principal Transportation Planner

TOPIC: 2023 OFFICERS FOR THE TRANSPORTATION ADVISORY COMMITTEE

Requested Action:

Board approval of the following Transportation Advisory Committee (TAC) officers for calendar year 2023:

- **Chair:** Kim Zentz
- **Vice-Chair:** Charlie Wolff

Key Points:

The [SRTC Transportation Advisory Committee Bylaws](#) state on page two that the TAC shall annually select and recommend to the SRTC Board one of its members to act as Chair and one as Vice-Chair for a term of one year. The Board will appoint the officers at a regularly scheduled meeting.

Board/Committee Discussions:

On 11/16/22 the TAC unanimously voted to recommend approval of the Chair and Vice-Chair listed above.

Public Involvement:

All Board and advisory committee meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jl原因@sr原因tc.org | 509.343.6370

To: Board of Directors

12/01/2022

From: Michael Redlinger, Associate Transportation Planner 2

TOPIC: EQUITY PLANNING FRAMEWORK

Requested Action:

Approval of Resolution R-22-24, adopting the SRTC Equity Planning Framework, see **Attachment A**.

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.
- Equity Planning Framework document provided as **Attachment 1**.
- The document includes an introduction and equity statement, recommendations, and a section documenting the equity planning work group process.
- Specific framework recommendations will be introduced for implementation through the agency's forthcoming SFY 2024-2025 Unified Planning Work Program.

Board/Committee Discussions:

This item was first presented to the Board in February. The Board was presented updates in July and November. The TTC and TAC both recommended the framework for approval at their 11/16/22 meeting.

Public Involvement:

All Board and committee meetings are open to the public.

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

RESOLUTION
of the BOARD of DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R 22-24

APPROVING THE SRTC EQUITY PLANNING FRAMEWORK

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the HEAL Act mandates state agencies, including the Washington State Department of Transportation (WSDOT), to prioritize vulnerable populations and overburdened communities by integrating environmental justice (EJ) into strategic plans, community engagement plans, and decision processes for budget development, expenditures, and granting or withholding benefits; and

WHEREAS, on January 27, 2021, the Biden-Harris Administration created the Justice40 Initiative in Executive Order 14008 to confront and address decades of underinvestment in disadvantaged communities; and

WHEREAS, existing and new programs created by the Bipartisan Infrastructure Law and other legislation that make investments in climate change, clean transit, and five other key areas are to be considered Justice40 covered programs; and

WHEREAS, an effort to develop and Equity Planning Framework was identified as an SRTC effort in the agency's state fiscal year (SFY) 2022-2023 Unified Planning Work Program; and

WHEREAS, the Equity Planning Work Group met monthly from March through October 2022, comprised of members of SRTC's Transportation Technical Committee, Transportation Advisory Committee, and Board of Directors, and developed key recommendations related to equity in SRTC activities; and

WHEREAS, the Equity Planning Framework is intended to inform SRTC planning activities related to equity in order to drive positive outcomes related to health as well as access to jobs, services, and quality of life destinations; and

WHEREAS, the Equity Planning Framework is intended to help position the greater Spokane region to be more competitive for funding opportunities at all levels of government.

NOW THEREFORE, BE IT RESOLVED by the SRTC Board that:

1. The Equity Planning Framework is hereby approved as documented in Attachment 1.
2. The Executive Director of SRTC is authorized to begin introducing Framework recommendations for implementation into SRTC's work plan through the Unified Planning Work Program.

Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, Clerk of the Board

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.

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 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 and described in this document. Through this effort, SRTC will advance its 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 and agencies 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

Char Kay, Washington State Department of Transportation, 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

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 McMenemy, 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

- **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:** Support project 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

- **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

- **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

- **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

- **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

- **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

- **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

- **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

- **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

- **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

- **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**
 - **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

- **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

To: Board of Directors

12/01/2022

From: Eve McMenamy, Deputy Executive Director

TOPIC: UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES: 2023 PROJECT PRIORITY LIST

Requested Action:

Approval of Resolution R-22-25 adopting the 2023 Unified List of Regional Transportation Priorities including projects as recommended by the Board, see **Attachment A**.

Key Points:

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agency's current regional transportation priorities to local, state and federal legislators for potential funding opportunities. SRTC is committed to annually updating the Unified List.
- The SRTC Board approved the Unified List Process and Criteria at their 10/13/22 meeting. Seven agencies sent 29 project submittals to the Unified List process which were scored based on the criteria.
- The Transportation Technical Committee (TTC) recommended twenty projects for potential Board approval, see **Attachment 1**. Their recommendation includes:
 - All projects from the implementation category
 - The first nine projects from the development category
 - The first five projects from the initiation category
- The Transportation Advisory Committee (TAC) recommended eighteen projects for potential Board approval, see **Attachment 1**. Their recommendation includes:
 - All projects from the implementation category
 - The first seven projects from the development category
 - The first five projects from the initiation category
- The committee recommendations differ only in the development category. SRTC staff will explain the differing approaches taken by the committees.

Board/Committee Discussions:

The Board discussed draft priority projects at their meeting on 11/10/22.

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

RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-25

APPROVING THE 2023 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the Unified List of Regional Transportation Priorities is a strategic tool developed under the direction of the SRTC Board to communicate current regional transportation priorities to local, state and federal legislators for potential funding opportunities; and

WHEREAS, the Unified List of Regional Transportation Priorities collaboratively identifies critical transportation investments to improve the performance of the regional and statewide transportation system; and

WHEREAS, the Unified List of Regional Transportation Priorities was developed in coordination with members of SRTC's Transportation Technical Committee, Transportation Advisory Committee, and the SRTC Board; and

WHEREAS, the Unified List of Regional Transportation Priorities was developed using Board approved screening criteria that considers economic vitality, safety, stewardship, planning cooperation, system operations and asset condition, quality of life, and equity to ensure beneficial outcomes; and

NOW, THEREFORE BE IT RESOLVED, that SRTC Board adopts the 2023 Unified List of Regional Transportation Priorities for the Spokane Region.

PASSED and APPROVED on this 8th day of December 2022 by the Spokane Regional Transportation Council Board of Directors.

Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, Clerk of the Board

2023 Unified List of Regional Transportation Priorities

LIST OF SUBMITTED PROJECTS **DRAFT**

FOR ACTION

AGENDA ITEM 5

Attachment 1

12/08/2022 Board Meeting

November 30, 2022

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
TAC & TTC RECOMMENDATION: INCLUDE ALL IMPLEMENTATION PROJECTS														

PROJECT LIST SUMMARY

All Submitted Projects					TAC Recommendation				TTC Recommendation			
PROJECT STATUS	PROJECTS	TOTAL COST	UNFUNDED	% FUNDED	PROJECTS	TOTAL COST	UNFUNDED	% FUNDED	PROJECTS	TOTAL COST	UNFUNDED	% FUNDED
IMPLEMENTATION	6	\$ 146,575,713	\$ 70,356,276	52.0%	6	\$ 146,575,713	\$ 70,356,276	52.0%	6	\$ 146,575,713	\$ 70,356,276	52.0%
DEVELOPMENT	11	\$ 388,890,241	\$ 297,958,537	23.4%	7	\$ 321,705,574	\$ 237,276,370	26.2%	9	\$ 369,860,241	\$ 280,478,537	24.2%
INITIATION	12	\$ 206,871,081	\$ 205,130,512	0.8%	5	\$ 64,061,543	\$ 62,936,543	1.8%	5	\$ 64,061,543	\$ 62,936,543	1.8%
TOTAL	29	\$ 742,337,035	\$ 573,445,325	22.8%	18	\$ 532,342,830	\$ 370,569,189	30.4%	20	\$ 580,497,497	\$ 413,771,356	28.7%

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

2023 Unified List of Regional Transportation Priorities

November 30, 2022

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	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 ²	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
TAC RECOMMENDATION: INCLUDE DEVELOPMENT PROJECTS ABOVE THIS LINE														
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
TTC RECOMMENDATION: INCLUDE DEVELOPMENT PROJECTS ABOVE THIS LINE														
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:

¹Division Street Active Transportation Improvements is included in the Development category due to design work completed as part of [the Division Connects study](#).

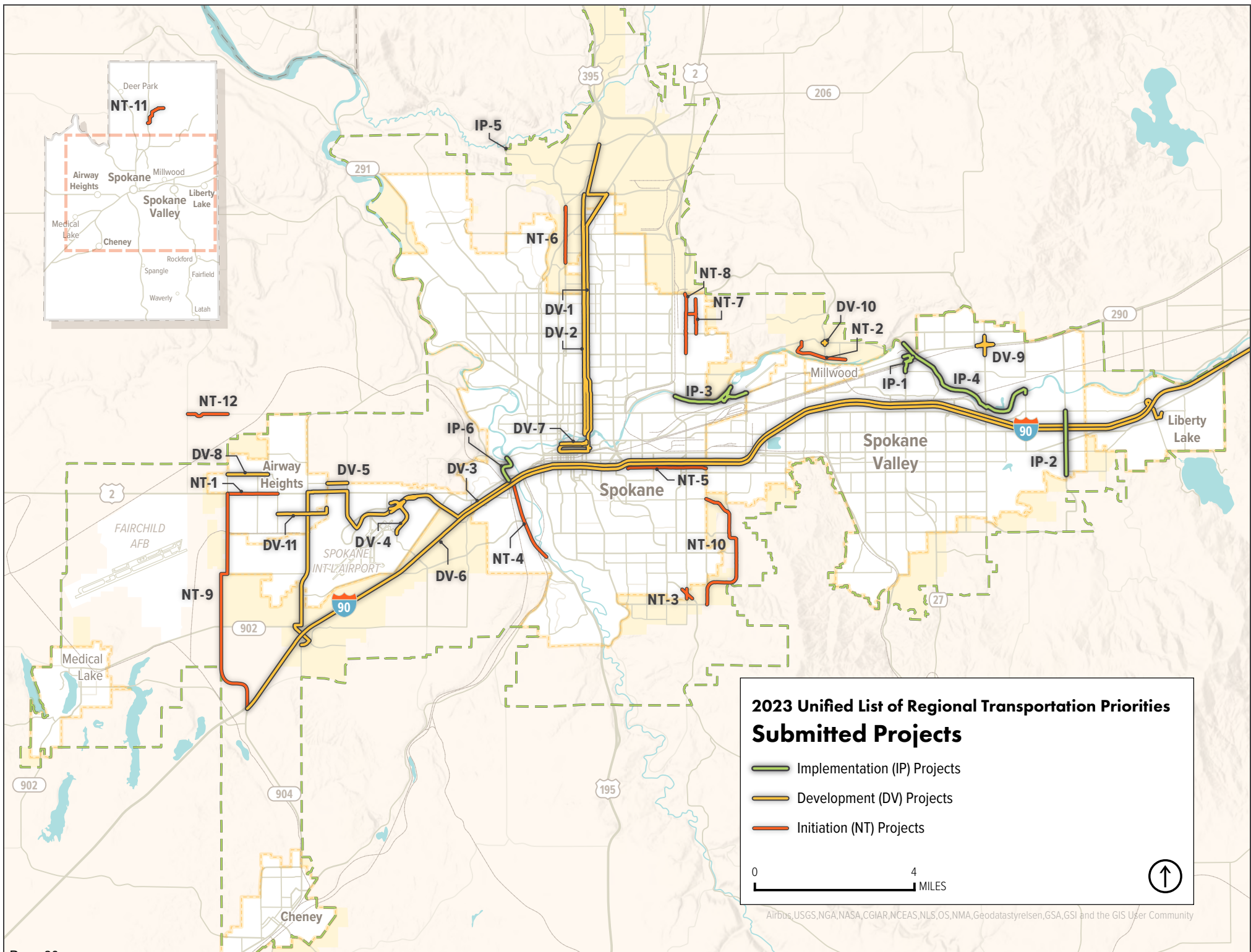
²I-90 TSMO Improvements are identified in the [I-90 Operation Study](#) and is included in the Development category due to the amount of investment already made in implementing the study recommendations.

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
TAC & TTC RECOMMENDATION: INCLUDE INITIATION PROJECTS ABOVE THIS LINE														
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



To: Board of Directors
From: Eve McMenamy, Deputy Executive Director
TOPIC: 2023 SRTC LEGISLATIVE PRIORITY STATEMENTS

12/01/2022

Requested Action:

Approval of Resolution R-22-26 to adopt the 2023 SRTC Legislative Priority Statements, see **Attachment A**.

Key Points:

- Each year the SRTC Board develops Legislative Priority Statements to communicate specific transportation needs with the local, state, and federal legislators.
- Staff has been coordinating with the SRTC Board and other transportation stakeholders in the development of the Legislative Priority Statements. Stakeholders include local agencies, Chambers of Commerce, Washington State Department of Transportation, the Washington State Transportation Commission, the Association of Washington Cities, and the Washington State Association of Counties.
- The current draft of the 2023 SRTC Legislative Priority Statements are provided as **Attachment 1**.

Board/Committee Discussions:

The Board discussed draft priority statements at their meeting on 10/13/22 and 11/10/22.

Public Involvement:

All meetings at which the legislative statements will be presented are open to the public.

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

RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-26

APPROVING THE 2023 SRTC LEGISLATIVE PRIORITY STATEMENTS

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the 2023 SRTC Legislative Priority Statements were developed under the direction of the SRTC Board to communicate specific needs to improve transportation with local, state, and federal legislators; and

WHEREAS, the 2023 SRTC Legislative Priority Statements are aligned with other public sector and Chambers of Commerce transportation improvement efforts within the Spokane region and the State of Washington; and

NOW, THEREFORE BE IT RESOLVED, that SRTC Board adopts the 2023 SRTC Legislative Priority Statements as document in Attachment 1.

PASSED and APPROVED on this 8th day of December 2022 by the Spokane Regional Transportation Council Board of Directors.

Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST

Julie Meyers-Lehman, Clerk of the Board

2023 Legislative Priority Statements **DRAFT**

Priority 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, MPOs, and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.

Since 2014 roadway fatalities and serious injuries in Washington have been on the rise. Even more troubling, in 2021 the Washington State Department of Transportation (WSDOT) reports another notable increase in fatalities and serious injuries in Washington from 2020.

The Federal Highway Administration (FHWA) policy of Vision Zero indicates that the loss of life on our roads is both unacceptable and preventable and zero is the only acceptable number of deaths on our roads. WSDOT and SRTC have committed to this goal and support the State Target Zero policy. SRTC firmly believes that getting to zero will require new strategies, additional financial resources, and sustained commitments of collaboration between our transportation partners.

Priority 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.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. To respond to this need, SRTC increased the set-aside for preservation projects in 2022 by close to 50%. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion however the timeframe to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming year. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.

In 2021, WSDOT identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. SRTC identified an additional \$65 million per biennium for local jurisdictions in Spokane County to cover a portion of unfunded local need.



Priority C

Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- » Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPO's have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Duties outlined in RCW 47.80 include developing Long-Range Transportation Plans, creating Transportation Improvement Plans, coordinating with local planning agencies, and conducting public outreach to name a few. Since the inception of RTPOs duties have been expanded to include additional initiatives and RTPOs are struggling to keep up with requirements at the current funding levels. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPO's. An initial request provided through the WSDOT budgeting process is appreciated but, if approved, is not expected to fully address the funding gap. SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.

Additional Priority Areas **DRAFT**

Priority 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.

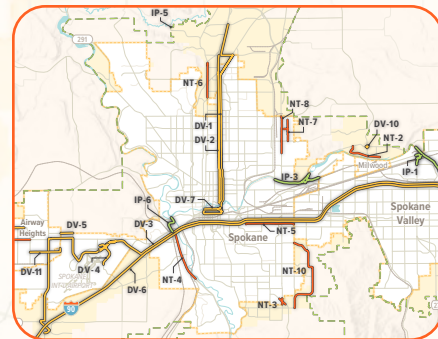
The Spokane region has significant housing demand and affordability challenges related to regional growth. The Association of Washington Cities (AWC) is requesting new tools, incentives, and strategies to comprehensively address the crisis. One recently created tool, HB 5853, allows WSDOT to lease property to the Department of Commerce or to a community-based nonprofit corporation to be used for community purposes (e.g. - housing). Other such creative tools and strategies are necessary to develop affordable housing options. The US Department of Transportation reports housing costs are the single largest expense for most households when combined with transportation and account for approximately half of the average US household budget. SRTC supports affordable housing solutions that ensure access to affordable and reliable transportation options to help reduce household financial burdens. This may include implementation of safe and complete streets and/or increased access to and frequency of transit.

Priority E

Fund regionally critical projects on the SRTC UNIFIED LIST

- » Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



Priority F

Encourage diversity in the development 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.

Recent advances in clean fuel technologies have included a focus on the development of electric vehicles and the installation of charging infrastructure to support the Washington state goal for all new car sales to be zero emissions by 2030. A robust system of charging infrastructure will be required to support this goal. Electrification alone will not meet the needs of the full spectrum of vehicle types. SRTC also supports the development of additional clean fuel technologies for freight, aviation, and heavier vehicle types.

Priority 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 that includes increasing the public's awareness and understating of the issue.
- » Support pilot projects that will assist in identifying transportation revenue strategies.

The Washington State Transportation Commission (WSTC) has studied the impact of the transition to more fuel-efficient vehicles and electric vehicles (EV); gas tax revenue will decline and become a less dependable source of funding for transportation. This reduction in revenue is known and anticipated; it is time to create a strategy to address the loss of gas tax revenue and the funding gap it will create. Public awareness of the issue will be important to ensure a smooth transition to alternative funding opportunities. Pilot projects are vital to understanding feasibility, managing risks, identifying benefits and essential activities for success.



To: Board of Directors

12/1/2022

From: Mike Ulrich, Principal Transportation Planner

TOPIC: DATA PROJECT UPDATE: HOUSEHOLD TRAVEL SURVEY

Requested Action:

None. For information and discussion.

Key Points:

- In 2018 the SRTC Board designated \$1M in Surface Transportation Block Grant (STBG) funding to improve the agency's ability to apply data to the long-range planning process.
- As part of the project data was collected from a region-wide household travel survey to support a variety of planning applications. For example, the socioeconomic and travel behavior data serve as inputs into the region's travel demand model.
- Beginning in February 2022, 80,000 invitations were mailed to residents of SRTC's planning area and participants were given the option to participate using either a smartphone app, a website, or calling into a call center.
- The goal of the effort was to have 1,500 respondents which would have represented a sample size of 0.7% of the population. Ultimately, the task achieved a sample rate of 1.0% of the population with 1,953 persons surveyed.
- Data from the completed surveys was weighted to adjust for survey non-response, survey participation mode, and geographic bias due to oversampling and other factors. The final weighted dataset will help analyze and make inferences about the population at large. At the December Board meeting, staff will present a summary of the findings of the survey, compare those findings to the 2005 survey, and explain how this data fits into the long-range planning context.

Board/Committee Discussions:

This project was presented to the TTC at their October 2018 meeting. After that presentation, a project team was formed consisting of member jurisdiction technical staff. That group met on 01/29/2019 and 05/13/2019 to provide feedback that was incorporated into the RFQ. This project was presented at the March SRTC Board Administrative Committee and the April 2019 SRTC Board Meeting. The Board authorized the Executive Director to execute an agreement with RSG at their December 2019 meeting.

Public Involvement:

The funds for this project were included in the 2019-2022 TIP which was adopted 10/11/2018. A public meeting was held on 09/19/2018 to review and discuss the 2019-2022 TIP. A public comment period of thirty days ran from September 1 to September 30. All Committee and Board meetings where this project has been discussed have also been open to the public.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

To: Board of Directors

12/01/2022

From: Jason Lien, Principal Transportation Planner

TOPIC: WSDOT CONSOLIDATED GRANT PROJECT RANKINGS

Requested Action:

None. For information and discussion.

Key Points:

- The WSDOT Consolidated Grant Program released a call for projects in July for the 2023-2025 biennium. The program supports public transportation related projects across the state, including service between cities and within rural areas, paratransit/special needs transportation, mobility management, and new/replacement vehicles. Project guidance is from our local Coordinated Public Transit-Human Services Transportation Plan.
- The state's application review process requires RTPOs to submit regional rankings for projects submitted to the Consolidated Grant Program. As the RTPO for Spokane County, SRTC facilitates the project ranking process. Rankings are based on A-B-C allocations from the state.
- Staff assembled a team of TTC and TAC members to assist with local project rankings. The scoring team reviewed four applications:
 - Deer Park Dial-A-Ride and Community Shuttle
 - Purchase Replacement Buses to Sustain Deer Park Services
 - Spokane County Mobility Management Project
 - SNAP Neighbors on the Go
- The TTC and TAC scoring for these applications will be averaged and used to determine A-B-C ranking results. Staff will seek recommendations from the committees at their December meetings, with approval of the final rankings brought to the SRTC Board in January 2023. Once approved, the project rankings will be submitted to the state and amended into Appendix C of the 2022 Coordinated Public Transit-Human Services Transportation Plan.

Board/Committee Discussions:

This item was presented to the TTC and TAC in October, where committee members were recruited to help with the application scoring process.

Public Involvement:

All SRTC Board and Committee meetings are open to the public.

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

To: Board of Directors
From: Lois Bollenback, Executive Director
TOPIC: EXECUTIVE DIRECTOR'S REPORT

12/01/2022

Requested Action:

None. For information.

Key Points:

- **Potential Safety Project Priorities Pilot Program**
 - SRTC staff and WSDOT Eastern Region continue to discuss a pilot program for identifying and pursuing transportation safety improvements that will help meet targets established in the region.
 - The purpose of the effort is to develop a communication and collaboration model that will lead to a more efficient and effective decision-making process that can potentially be replicated throughout the state and across other areas of transportation.
- **Unified Planning Work Program Update (UPWP)**
 - The UPWP is a 2-year program of activities that will be pursued by SRTC along with the financial resources available to support the proposed work plan.
 - An overview of the UPWP along with proposed planning and outreach activities will be presented to the SRTC advisory committees and board for feedback as the draft work plan is developed.
- **Community Engagement Program Coordinator Job Posting**
 - SRTC is currently seeking applicants to fill the Community Engagement Coordinator position.
- **SRTC Executive Director Appointed as Chair of MPO/RTPO/WSDOT Coordinating Committee**
 - Members of the Coordinating Committee voted recently to support Ms. Lois Bollenback, SRTC Executive Director as Chair of the committee for calendar year 2023.

Staff Contact: Lois Bollenback, SRTC | lbollenback@srtc.org | 509.435-3823

ACTION ITEMS

Equity Planning Framework – Staff reviewed the development of the Equity Planning Framework, its purposes, and summarized the recommendations outlined in the draft document. This is not a binding document, but a guide for regional transportation planning. The group discussed and comments included:

- Although the document lists recommendations, not planned actions, it still may be under-representing to call it a non-binding or guiding document. Suggested referring to the document as a “useful framework”.
- Concern that recommendations of the framework will be considered “guidance” now, but will ultimately develop into policy requirements, which can be very challenging for the small cities/towns who have limited staff and resources.
- Any actions will have to go through the budget process, be incorporated into the Unified Planning Work Program, and ultimately approved by the Board.

A motion to recommend Board approval of the Equity Planning Framework passed with 15 votes in favor, none opposed, and one abstention.

Unified List of Regional Transportation Priorities – The group discussed this topic at great length. Discussion/comments included:

- Large number of projects in the West Plains area.
- Setting a threshold scoring number could narrow down the number of projects on the list in a non-subjective way.
- This is not meant to be a funding or competitive list; it’s a regional project priority list to help inform legislators.
- The scoring process continues to evolve; this is only the second year SRTC has developed a regional priority list.
- Safety is a focus of the state legislature right now; suggested looking at safety projects regardless of score.
- Suggested bringing some focus onto the dollar amount of the projects.
- Importance of selecting projects that encompass the region equitably.

The group unanimously approved a motion to recommend Board approval of the inclusion of all projects on the Implementation list, and projects in the Development or Initiation List with a score of 125 or above onto the Unified List of Regional Transportation Priorities.

2023 TTC Officer Elections – A motion to recommend Board approval of Char Kay, WSDOT as the 2023 TTC Chair and Heather Trautman, City of Airway Heights as 2023 TTC Vice Chair passed unanimously.

INFORMATION & DISCUSSION ITEMS

Joint Transportation Commission Funding Splits – Ms. Bollenback shared details about the federal program funding splits between state and local agencies as recommended by the IJA Working Group.

Expression of Interest for the Corridor Identification & Development Program – Members expressed support for sharing the recent information from All Board Washington regarding federal funding for passenger rail expansion with the SRTC Board. Ms. Bollenback explained that inter-city rail is not reflected in SRTC’s Unified Planning Work Program or in any other planning document at this time. The TTC can consider recommending this topic be added as a Board meeting agenda item.

ACTION ITEMS

Equity Planning Framework – Staff shared the background of the Equity Planning Framework development process, the purposes of the framework, and outlined some of recommendations contained in the draft document. Staff stated that the recommendations are not directives; any action would need to go through the budget process and incorporated into the Unified Planning Work Program. Members discussed:

- WSDOT's environmental justice analysis tool for projects of \$15M and higher
- While MPOs are not required to perform equity analysis at this time, it may be something SRTC should look in to, especially for projects with a cost below \$15M
- The meeting frequency of a future Equity Work Group
- Formation of an Equity Work Group will need to be approved by the Board

Motion to recommend Board approval of the Equity Planning Framework passed unanimously.

Unified List of Regional Transportation Priorities –Discussion/comments included:

- Possibility of taking the top five projects from each list
- Development of a safety list in 2023
- Weighting of criteria and outside funding sources
- Three of the five Implementation projects are bike/pedestrian projects, which demonstrates the regional need for non-motorized facilities

The group voted unanimously in favor of a motion to recommend Board approval including (1) All projects on the Implementation List (2) the top seven projects on the Development List and (3) the top five projects on the Initiation List onto the Unified List of Regional Transportation Priorities.

2023 TTC Officer Elections – Motion to recommend Board approval of Kim Zentz as the 2023 TAC Chair and Charlie Wolff as the 2023 TAC Vice Chair passed unanimously.

INFORMATION & DISCUSSION ITEMS

Expression of Interest for the Corridor Identification & Development Program – Members discussed the importance of studying the Spokane-Seattle rail corridor and expressed interest in this topic being presented to the Board.

Draft Future Board Agenda Items	
For Action	For Information
JANUARY	
Election of 2023 Board Officers	Transportation Performance Management: PM1 – Safety
Human Services Transportation Plan: Consolidated Grant Rankings	Unified Planning Work Program Development
	Preservation Call for Projects
FEBRUARY	
Transportation Performance Management: PM1 – Safety	Transportation Performance Management: PM2– Infrastructure
Preservation Call for Projects	
MARCH	
Transportation Performance Management: PM2– Infrastructure	Transportation Performance Management: PM3– System Performance