

Items in highlighted text had presentations, which follow this page.

Time Item #

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

1:02 2 Public Comments

FOR ACTION

- 1:05 3 **Consent Agenda**
- a) November Board of Directors Meeting Minutes
 - b) November 2022 Vouchers
 - c) Application of Cost of Living Adjustment to the Executive Director
 - d) Appointment of 2023 Transportation Technical Committee and Transportation Advisory Committee Chairs and Vice-Chairs
- 1:10 4 **Equity Planning Framework** (Michael Redlinger)
- 1:20 5 **Unified List of Regional Transportation Priorities: Project List** (Eve McMenamy)
- 1:35 6 **Legislative Priority Statements** (Eve McMenamy)

FOR INFORMATION AND DISCUSSION

- 1:45 7 **DATA Project Update: Household Travel Survey Final Report** (Mike Ulrich)
- 2:05 8 **WSDOT Consolidated Grant Rankings** (Jason Lien)
- 2:15 9 **Board Member Comments**
- 2:20 10 **Adjournment**

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

- 11 Executive Director's Report (Lois Bollenback)
- Safety Project Priorities Pilot Program
 - Unified Planning Work Program Update
 - Community Engagement Program Coordinator Job Posting
 - Executive Director Appointment as Chair of MPO/RTPO/WSDOT Coordinating Committee
- 12 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries
- 13 Future Board Agendas

EQUITY PLANNING FRAMEWORK

SRTC Board of Directors

Action Item: Equity Planning Framework

Agenda Item 4, Page 11

December 2022

Requested Action

- Approve resolution R-22-24 adopting the SRTC Equity Planning Framework



Equity Planning Framework - Review

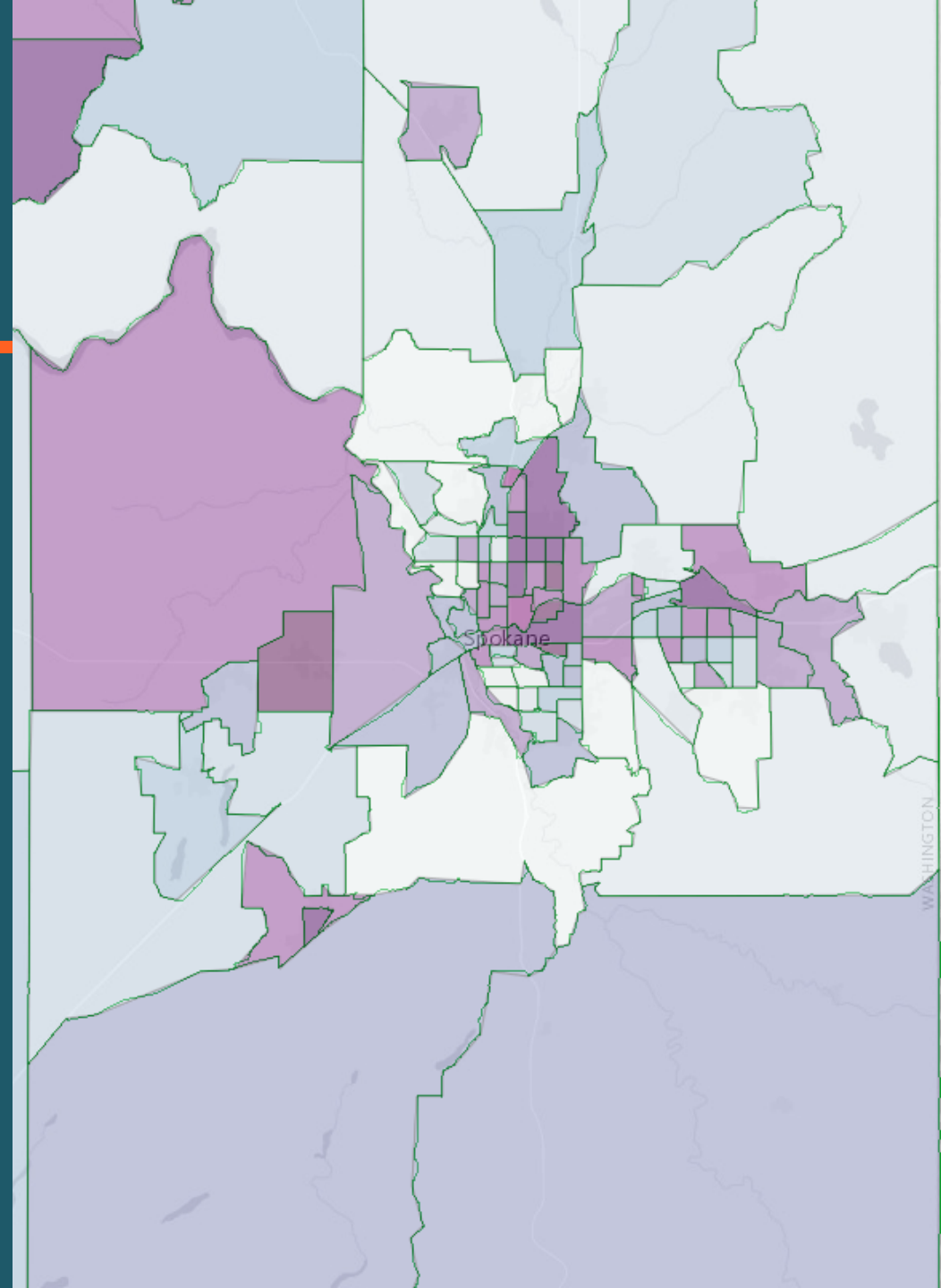
- SRTC Equity Planning Framework – Developed CY 2022
- Framework includes recommendations related to equity in SRTC's planning and outreach
- Recruited work group of TAC, TTC (+ Board) members to help discuss, formulate recommendations

Equity Planning Framework - Purpose

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

Equity Planning Framework - Purpose

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



Equity Framework – Document

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



Equity 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

Equity Framework – Recommendations

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- Equity should be included in the guiding principles.
- Make use of origin/destination data – such as connectivity and access between EJ area origins and key destinations.
- Establish an equity work group or advisory group as a continuing activity.
- Equity planning assessment for projects.

Can review full list of recommendations upon request

Timeline

Work Plan: SRTC 2022 Equity Framework Development <i>Numbers indicate anticipated work group meetings.</i>	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
Draft committee [C], board [B] touches	C	B				B, C			C	C	B, C	B
Introduce work plan to Board and Committees.	○	○										
Assist/advise call for projects - equity project evaluation.	○	○	○									
Develop equity planning work group from TAC and TTC members (to meet approx. every 6 weeks).		○	○									
Refine mission statement based on feedback. First work group meeting in March.		○	①									
Work group guest speakers: Equity Planning Tools and Strategies				②								
Work group meetings: Identify potential tools and strategies. Explore alternatives for implementation.				○	③	④						
Work group meetings: Develop and prioritize a set of specific recommendations and next steps to operationalize equity in transportation planning.						○	⑤	⑥				
Compose draft equity framework and recommendations.								○	○			
Return to Board with draft framework and recommendations.									○	○		
Refine framework and recommendations.									⑦	⑧	○	
Committees' (TAC/TTC) recommendation for Board approval.											○	
Return to Board for Final Approval.												○
Social Equity Mapping Tool - Update Data and Tool	Updated October 2022											

Equity Planning Framework

- Recommendations would still go through implementation processes
- Seeking Board action:
 - **Approve resolution R-22-24 adopting the SRTC Equity Planning Framework**



Thank you!



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Next Agenda Item

Unified List of Regional Transportation Priorities: 2023 Project Priority List

SRTC Board

For Action

Agenda Item 5 | Page 25

12.08.22

For 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.**



FUNDING
OPPORTUNITIES



Unified List of Regional Transportation Priorities- Purpose

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** needed to achieve the transportation planning outcomes and requirements



- » Increase the Regional Transportation Planning Organization (RTPO) needed to achieve the transportation planning outcomes and requirements
- RTPOs have an important responsibility to provide transportation planning at the regional level across the state. Duties outlined in RCW 47.80 include developing transportation plans, creating Transportation Improvement Plans, coordinating with local governments, and conducting public outreach to name a few. Since the inception of RTPOs, funding has expanded to include additional initiatives and RTPOs are struggling to keep up at the current funding levels. Funding allocations have not been increased in many years, and the rising cost of operations as well as the expanded responsibilities of RTPOs provided through the WSDOT budgeting process is appreciated but, if not fully addressed, the funding gap. SRTC supports an effort to more completely fund RTPOs to perform their duties.

SPOKANE REGIONAL TRANSPORTATION COUNCIL | 2023 LEGISLATIVE PRIORITY STATEMENTS

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

IMPLEMENTATION

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST		
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	
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	
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
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
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
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

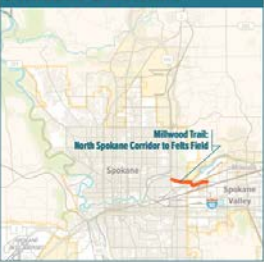
TAC & TTC RECOMMENDATION: INCLUDE ALL IMPLEMENTATION PROJECTS

MILLWOOD TRAIL:
NORTH SPOKANE CORRIDOR TO FELTS FIELD



PROJECT INFO SHEET

PROJECT LOCATION



ABOUT THE AREA

This project is located in east Spokane's Chief Garry Park Neighborhood. It provides improved bicycle and pedestrian connectivity between the City of Spokane and the neighboring cities of Spokane Valley and Millwood.



PROJECT OVERVIEW

This shared-use pathway begins at Spokane Community College, just east of Greene Street and along the south side of the Spokane River. It connects with the Centennial and future Children of the Sun trails. The project provides access to employment, housing, and recreational centers in east Spokane, Spokane Valley, and Millwood. It is at roughly 40% design and has an anticipated construction year of 2025 (depending on funding availability).

The total project cost is \$5.6 million

PROJECT STATUS: IMPLEMENTATION

Design	In progress—40% complete	% Funded	0%
Right-of-Way	Right-of-way needs identified in planning study	In Existing Plan?	Yes
Environmental	Environmental screening completed in planning study		

PROJECT ATTRIBUTES

- Increases economic activity, raises property values, and enhances environmental quality of the surrounding community by improving its bicycle and pedestrian infrastructure.
- Contributes towards meeting the City of Spokane's goal to provide a connected trail system and multimodal transportation options throughout the region.
- Supports the City of Spokane's Comprehensive Plan priorities, which include promoting a sense of place and respecting natural and community assets.

PROJECT COST AND FUNDING

Local Funds	\$	0
Federal/State Funds	\$	0
Unfunded Need	\$	5,600,000
Preliminary Cost Estimate*	\$	5,600,000

*Does not include \$117,058 of funding spent to complete a planning study for the project.

SPOKANE REGIONAL TRANSPORTATION COUNCIL | APRIL 7, 2022

Project Submittals

PROJECT STATUS CATEGORY CRITERIA

INITIATION

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

DEVELOPMENT

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

IMPLEMENTATION

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

SUBMITTED PROJECTS SUMMARY

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

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				Funded		0	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														

2023 Unified List of Regional Transportation Priorities

LIST OF SUBMITTED PROJECTS **DRAFT**

November 30, 2022

DEVELOPMENT

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PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
Division Bus Rapid Transit (BRT)	STA	DV-1	HPT	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$ 194,000,000	\$ 141,000,000	203	28	30	30	30	30	25	30
Division Street Active Transportation Access Improvements 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

FMSIB

2023 Unified List of Regional Transportation Priorities

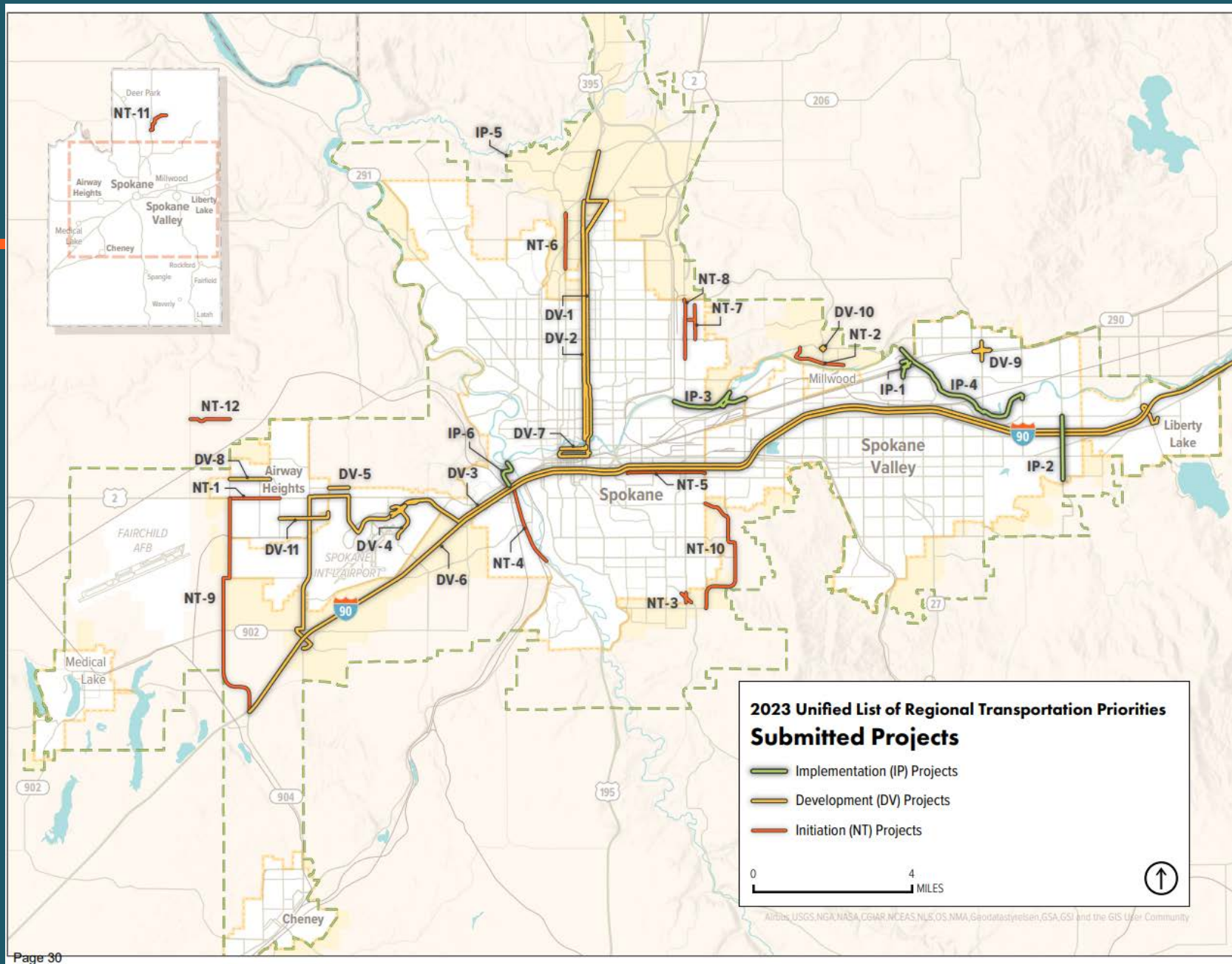
November 30, 2022

LIST OF SUBMITTED PROJECTS **DRAFT**

INITIATION

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Roadway Capital	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$ 25,719,210	\$ 24,842,210	150	20	30	30	20	0	30	20
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Bike/Ped	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$ 6,960,000	\$ 6,800,000	138	18	15	30	10	15	20	30
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	Roadway Capital	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$ 4,988,000	\$ 4,900,000	137	24	23	20	20	0	20	30
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$ 18,394,333	\$ 18,394,333	131	11	30	20	0	30	10	30
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	Roadway Capital	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$ 8,000,000	\$ 8,000,000	128	27	26	20	10	0	25	20
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



Projects Funded

- Bigelow Gulch- Spokane County
- Pacific Avenue Greenway- City of Spokane
- Pines Grade Separation-City of Spokane Valley
- Wellesley Avenue, Freya to Havana-City of Spokane

For Direction/Action

- Is the Board in the agreement Implementation recommendation from the committees?
- Determine which projects from the Development Category should be included on the Unified List.
- Is the Board in the agreement Initiation recommendation from the committees?

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 >

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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														

For Direction/Action

- Determine which projects from the Development Category should be included on the Unified List.
- Is the Board in the agreement Initiation recommendation from the committees?

2023 Unified List of Regional Transportation Priorities

LIST OF SUBMITTED PROJECTS **DRAFT**

November 30, 2022

DEVELOPMENT

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
Division Bus Rapid Transit (BRT)	STA	DV-1	HPT	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$ 194,000,000	\$ 141,000,000	203	28	30	30	30	30	25	30
Division Street Active Transportation Access Improvements 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

FMSIB

For Direction/Action

- Is the Board in the agreement Initiation recommendation from the committees?

2023 Unified List of Regional Transportation Priorities

November 30, 2022

LIST OF SUBMITTED PROJECTS **DRAFT**

INITIATION

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	PROJECT EVALUATION CRITERIA							
							TOTAL SCORE	ECONOMIC VITALITY	COOPERATION & LEADERSHIP	STEWARDSHIP	OPERATIONS PRESERVATION MAINTENANCE	SAFETY & SECURITY	QUALITY OF LIFE	EQUITY
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Roadway Capital	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$ 25,719,210	\$ 24,842,210	150	20	30	30	20	0	30	20
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Bike/Ped	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$ 6,960,000	\$ 6,800,000	138	18	15	30	10	15	20	30
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	Roadway Capital	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$ 4,988,000	\$ 4,900,000	137	24	23	20	20	0	20	30
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$ 18,394,333	\$ 18,394,333	131	11	30	20	0	30	10	30
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	Roadway Capital	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$ 8,000,000	\$ 8,000,000	128	27	26	20	10	0	25	20
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

For Action

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



Next Agenda Item

2023 SRTC Legislative Priority Statements

SRTC Board

For Action

Agenda Item 6 | Page 31

12.08.22

For Action

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

Legislative Statements- Options



Safety

Maintenance & Preservation

RTPOs

Affordable Housing

Unified List of Regional Transportation Priorities

Clean Fuel Strategies

Loss of Gas Tax Revenue

2023 Legislative Priority Statements

A: Expand resources to improve transportation safety in support of TARGET ZERO

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

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.

RTPOs 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 RTPOs. 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.

2023 Legislative Priority Statements

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.

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

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

2023 Legislative Priority Statements **DRAFT**

Priority A

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Options for Legislative Statements

D: Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

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

E: Fund regionally critical projects on the SRTC UNIFIED LIST

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

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 understanding 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.



Options for Legislative Statements

F: Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

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Additional Priority Areas **DRAFT**

Priority D

Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES



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For Action

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



Next Agenda Item

DATA Project Update: Household Travel Survey Final Report

Board of Directors Meeting

Agenda Item 7 | Page 35

December 8, 2022

DATA Project

Task 1: Household Travel Survey

Task 2: Passive Data

Task 3: Traffic Counts

Task 4: Model Updates

Task 5: Land Use Allocation Tool

Task 6: Online Data Hub

Household Travel Survey

- Timeline
- Objectives and Highlights
- Sampling Plan & Response Rates
- Survey Design & Materials
- Expansion and Weighting
- Results

Timeline

TABLE 1: STUDY TIMELINE

Phase	Timeline
Design the study approach and questionnaire	August – October 2021
Create the sample plan, invitations, and outreach plan	September – November 2021
Program survey instruments	October – November 2021
SRTC test survey instruments	November – December 2022
Conduct household travel survey	February – April 2022
Clean and weight survey data	April – July 2022
Finalize study documentation	August – October 2022
Project closure	December 2022

Objectives and Highlights

- **Two-part study**
 - Recruit survey
 - Travel diary
- **Multiple modes of data collection**
 - Smartphone app
 - Website
 - Call center
- **Address based sample**
 - Probability-based method; all households within each defined area have an equal chance of selection for the sample
 - Compensatory and targeted oversampling

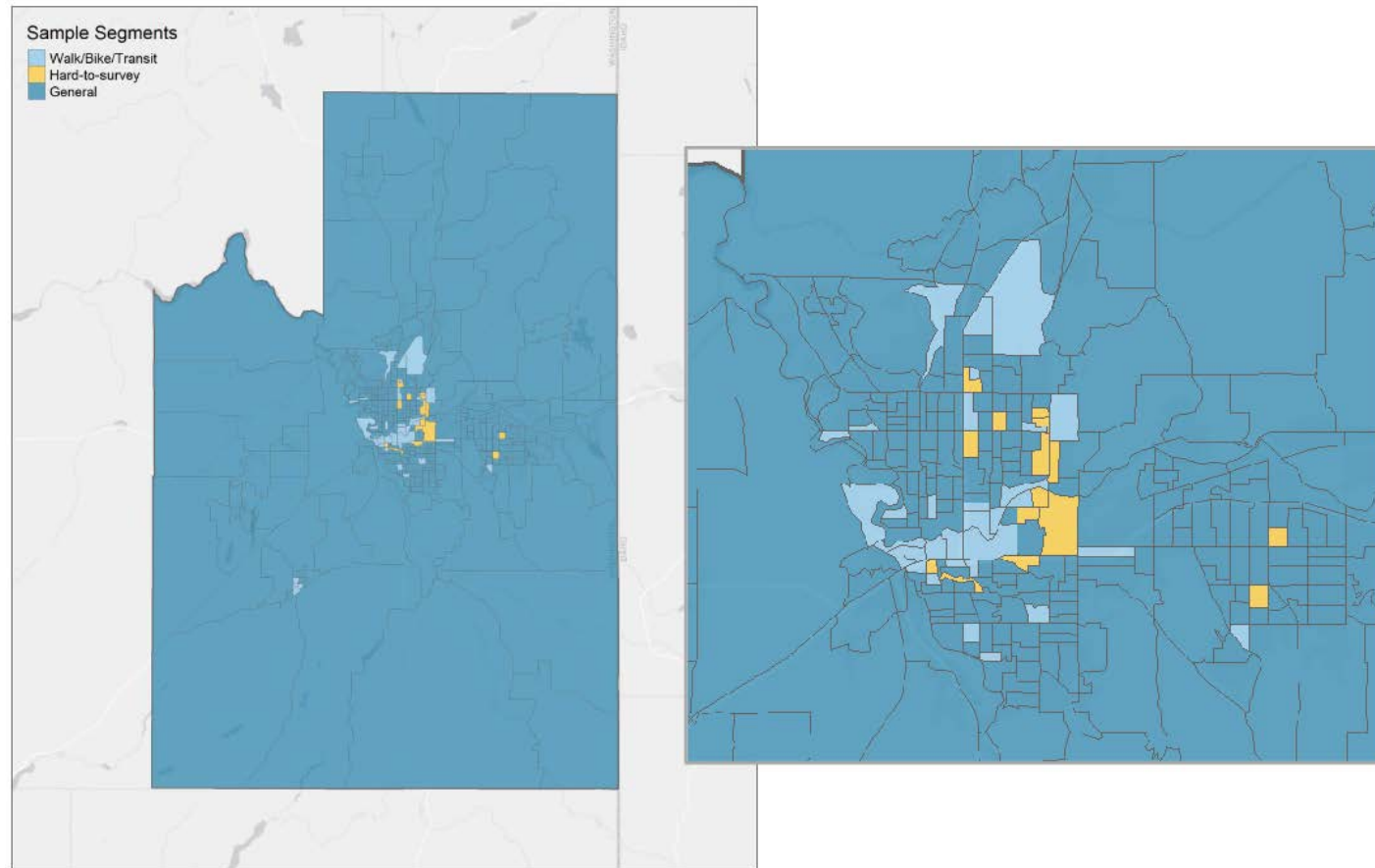
Sampling Plan

- Goal: 1,500 households, resulting in a 0.7% target sample rate
- Sample Stratification/Segmentation
 - General population
 - Hard-to-survey Oversample
 - Walk/Bike/Transit Oversample

SAMPLE SEGMENT	CENSUS BLOCK GROUPS	TOTAL HOUSEHOLDS	TOTAL ADULTS	ADULTS PER HOUSEHOLD
Walk/Bike/Transit	36	18,228	36,727	2.01
Hard-to-survey	15	7,354	12,728	1.73
General	271	177,229	343,722	1.94
Total	322	202,811	393,177	1.94

SAMPLE SEGMENT	TOTAL HOUSEHOLDS	INVITATIONS	INVITATION RATE	ESTIMATED COMPLETED HOUSEHOLDS	SAMPLE RATE
Walk/Bike/Transit	18,228	10,645	58.4%	202	1.1%
Hard-to-survey	7,354	3,865	52.6%	54	0.7%
General	177,229	65,490	37.0%	1,244	0.7%
Total	202,811	80,000	39.4%	1,500	0.7%

Sample and Oversample



Survey Response

Segment	Invitations ⁷	<i>Expected</i>			<i>Actual</i>		
		Response Rate	Complete Households	Sample Rate	Response Rate	Complete Households	Sample Rate
Walk/Bike/ Transit	10,645	1.9%	202	1.1%	2.5%	267	1.5%
Hard-to-survey	3,865	1.4%	54	0.7%	3.0%	115	1.6%
General	65,490	1.9%	1,244	0.7%	2.4%	1,571	0.9%
TOTAL	80,000	1.8%	1,500	0.7%	2.4%	1,953	1.0%

Survey Design

- Questionnaire aligned closely with the HTS for other agencies (i.e. – Skagit, Whatcom, etc.) in Washington
- Project team worked with STA and WSDOT to develop region specific questions
- Included questions about travel behavior changes due to COVID
- Invitation materials for the study were printed in English, Spanish, Russian, Chinese, and Vietnamese
- \$10–\$30 gift card participation incentives

Materials

- Consistent branding
- Invitation letter
- Reminder post card
- Study website



<First and last name/City name resident>
<Street Address 1>
<Street Address 2>
<City, State < #####>

<Letter Date>

The Spokane Regional Transportation Council (SRTC) is inviting you to participate in the Spokane Regional Transportation Study. We are conducting this survey to collect accurate information about residents' day-to-day travel throughout the region.

By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your input will have a big impact because only a limited number of households have been invited to participate in the survey. Follow the instructions below to sign up today. Your voice can shape the future of your community.

Signatory
Signatory Title
Spokane Regional Transportation Council

GET STARTED TODAY

INVITATION ACCESS CODE: XXXXXXXXX

OPTION 1



If you own a smartphone, download the smartphone app **rMove™** and sign up

Tell us about your travel for **7 Days**

Receive **\$XX per adult** after completing the survey

OR

OPTION 2



If you don't own a smartphone, sign up at **SpokaneTransportationStudy.com** or call **1-XXX-XXX-XXXX**

Tell us about your travel for **1 Day**

Receive **\$XX per household** after completing the survey

You can also participate in Russian, Spanish, Vietnamese, and Chinese by calling XXX-XXX-XXXX toll-free.

РУССКИЙ — Приглашаем Вас пройти опрос на тему используемых способов передвижения. Приняв участие в этом опросе, Вы можете улучшить транспортную инфраструктуру в своем сообществе. После полного прохождения опроса в знак благодарности мы отправим Вам подарочную карту. Для регистрации посетите веб-сайт SpokaneTransportationStudy.com или позвоните по номеру XXX-XXX-XXXX.

ESPAÑOL — Lo(s) invitamos a responder una encuesta sobre cómo viaja usted. Al participar, puede ayudarnos a mejorar las opciones de transporte de su comunidad. Una vez que haya respondido la encuesta, le enviaremos una tarjeta de regalo a modo de agradecimiento. Para inscribirse, visite SpokaneTransportationStudy.com o llame al XXX-XXX-XXXX.

TIẾNG VIỆT — Chúng tôi mời quý vị hoàn thành một cuộc khảo sát về cách quý vị di chuyển. Bằng việc tham gia khảo sát này, quý vị có thể giúp chúng tôi cải thiện các lựa chọn về giao thông trong cộng đồng của quý vị. Sau khi quý vị hoàn thành khảo sát, chúng tôi sẽ gửi cho quý vị một thẻ quà tặng để thay lời cảm ơn. Để đăng ký, xin vui lòng truy cập SpokaneTransportationStudy.com hoặc gọi XXX-XXX-XXXX.

中國人 — 我們邀請您完成關於您旅行方式的調查。透過參與本研究，您可以幫助我們規劃未來要如何改進您所在社區的交通運輸。在您完成調查後，我們會寄給您一張禮券卡，以表示感謝。如要參加，請瀏覽 SpokaneTransportationStudy.com 或致電 XXX-XXX-XXXX。

Learn more at SpokaneTransportationStudy.com or by calling 1-XXX-XXX-XXXX

Expansion and Weighting

Household-level:

- Total households
- Household size
- Number of household workers
- Household income
- Number of household vehicles
- Age of head of household
- Presence of children

Person-level:

- Total persons
- Gender
- Age
- Worker status
- Race
- University student status

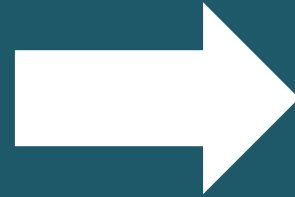
The full weighting process is delineated in a separate weighting memo provided with the final dataset delivery.

Expansion and Weighting (cont.)

Sample:

1,953

Households



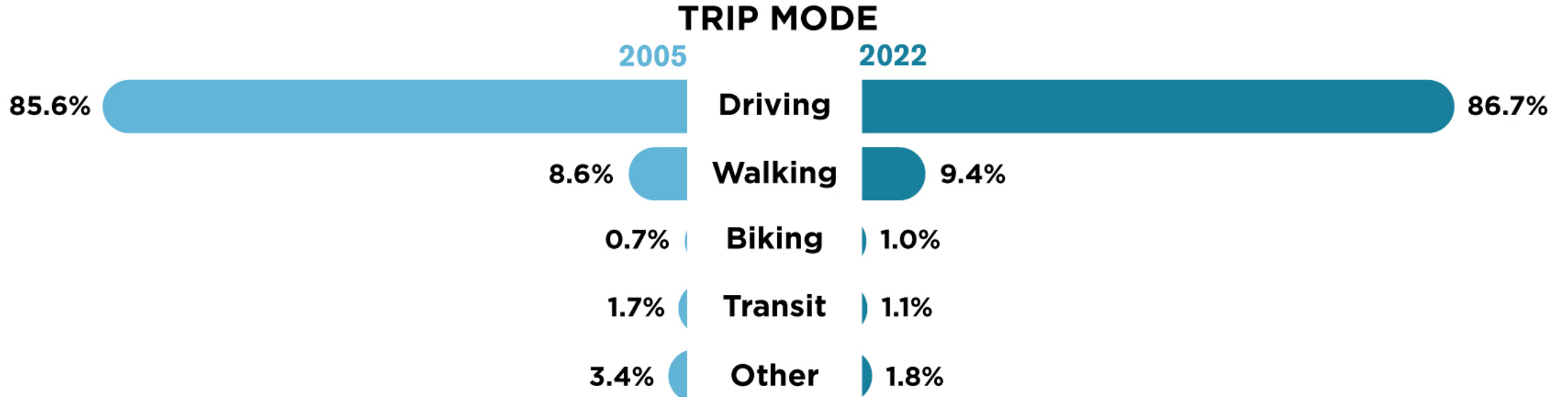
Population:

202,811

Households

Results

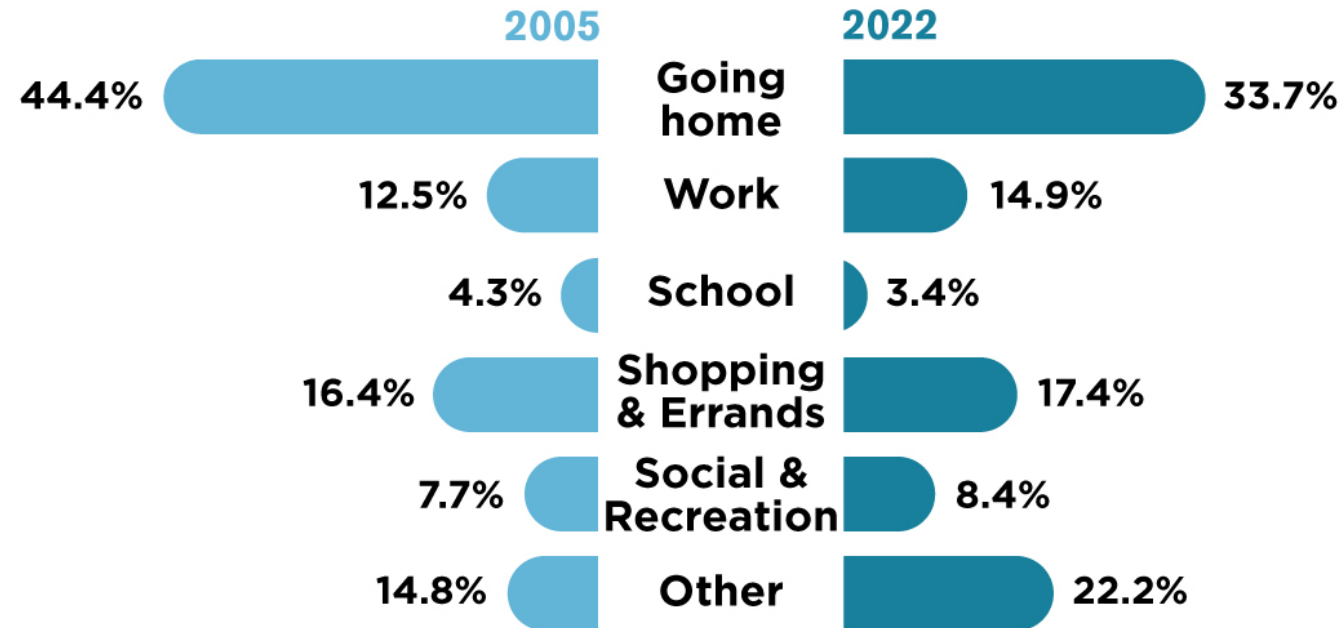
How Do We Get There?



Results

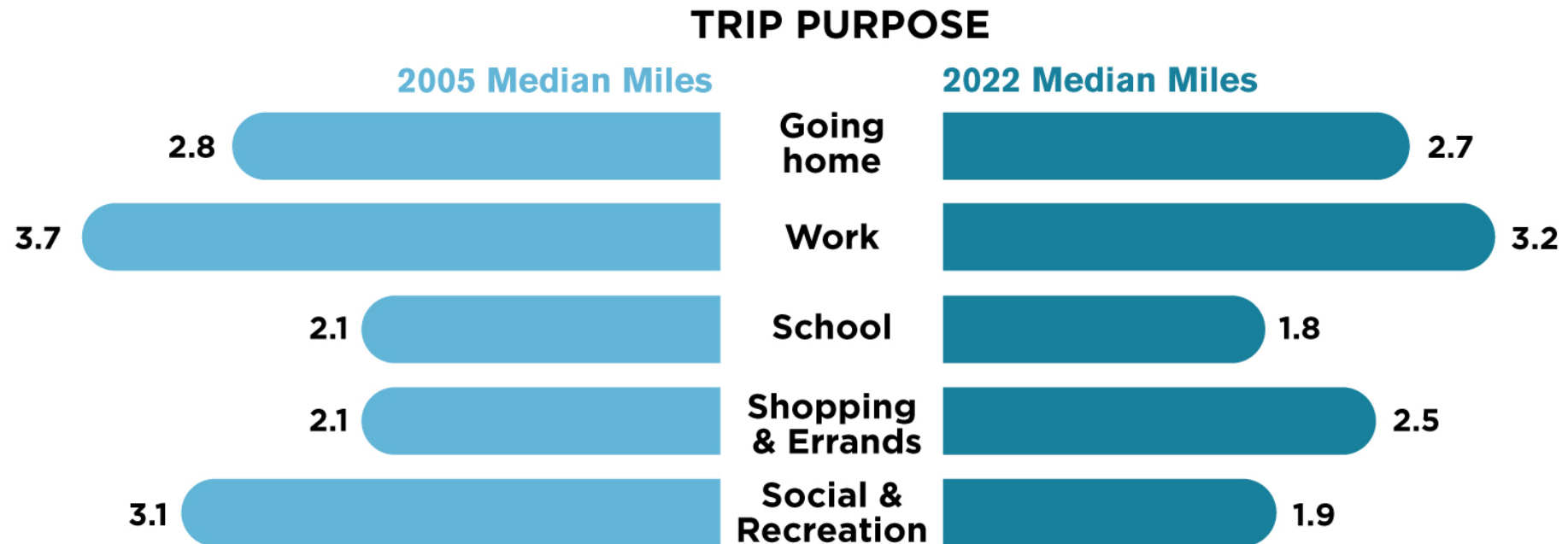
Why Do We Travel

TRIP PURPOSE



Results

How Far Do We Travel?



Results

How Has Travel Changed Since COVID-19?

Before March 2020,

28% of

workers teleworked
at least once per week.



In spring 2022,

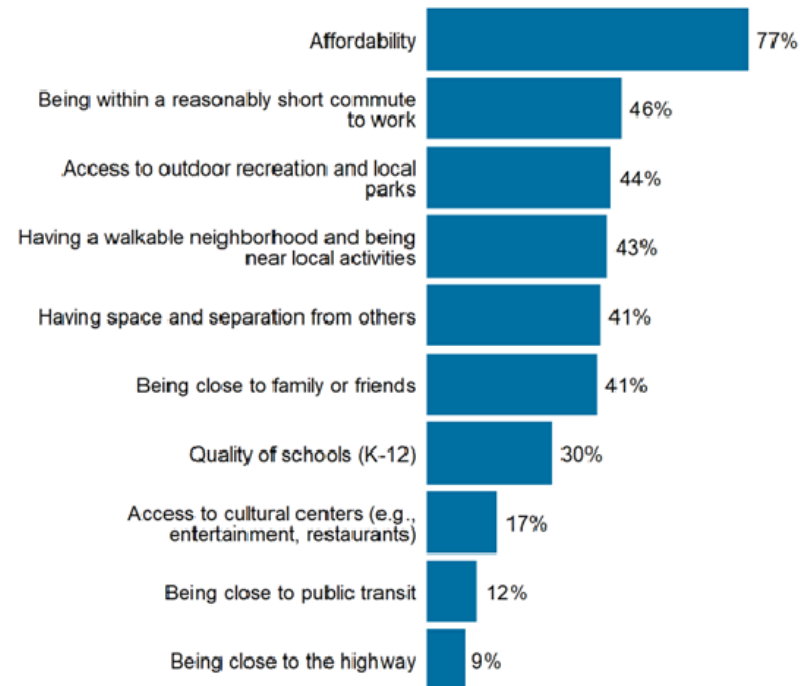
34% of

workers were teleworking
at least once per week.

Additional Questions

FIGURE 38: "WHICH FACTORS WERE IMPORTANT IN CHOOSING WHERE YOU LIVE NOW?" (WEIGHTED)

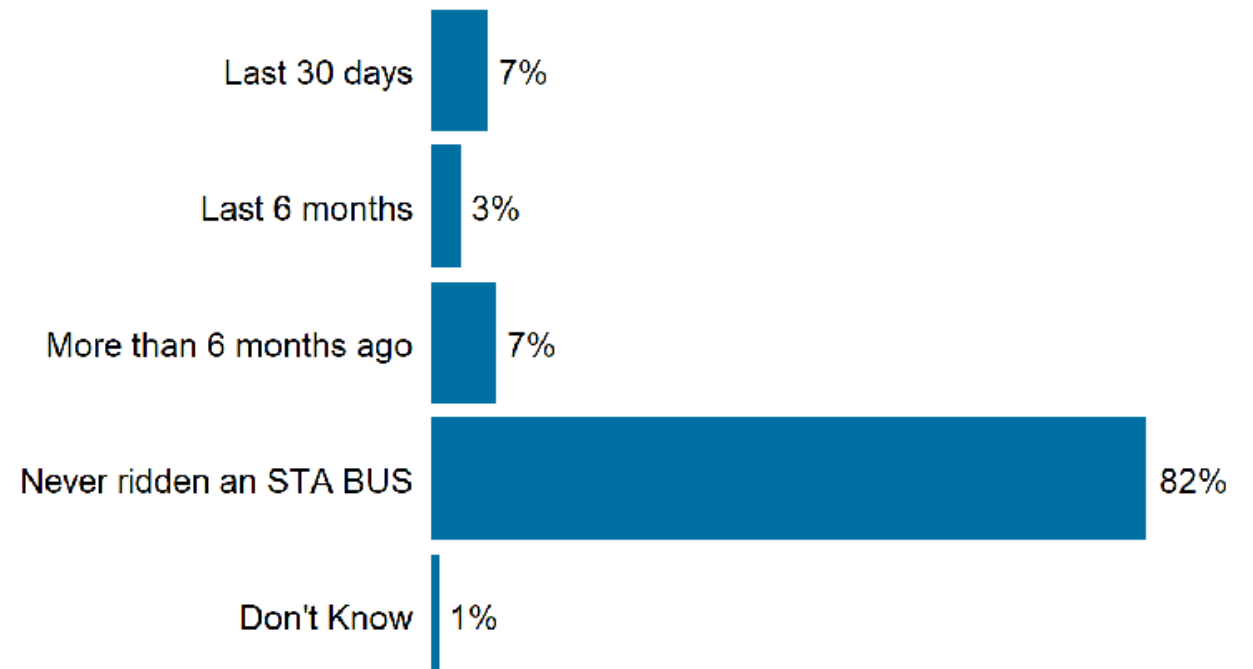
UNWEIGHTED N = 1,941, WEIGHTED N = 200,914



Note: Respondents could select more than one answer to this question.

FIGURE 37: "WHEN WAS THE LAST TIME YOU RODE AN STA BUS?" (WEIGHTED)

UNWEIGHTED N = 3,123, WEIGHTED N = 351,578



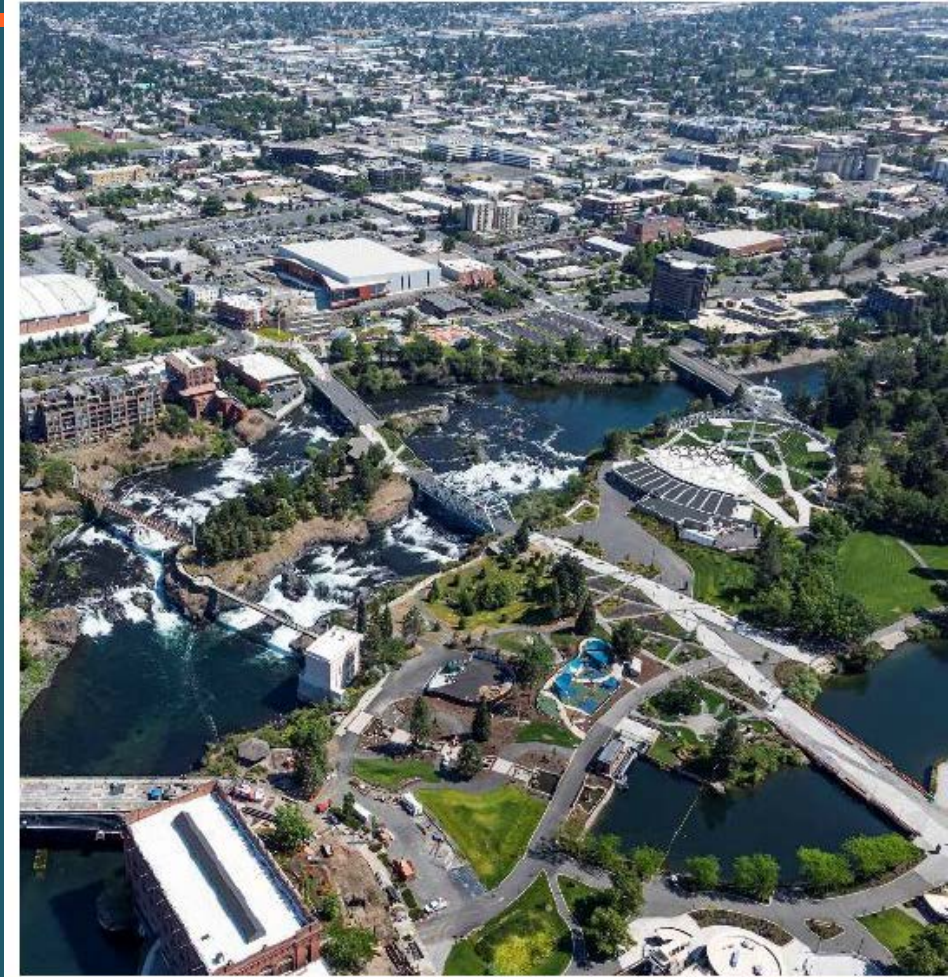
Planning + Policy Applications

- Travel behavior
- Traffic safety
- Congestion
- The environment
- Demographic trends
- Bicycle and pedestrian studies
- The mobility sharing economy
- Transit planning

Final Report

srtc.org/2022-household-travel-survey/

2022 SPOKANE REGIONAL TRANSPORTATION STUDY: FINAL REPORT



Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384



Next Agenda Item

WSDOT Consolidated Grant Ranking Process

December 8, 2022

Board of Directors

Agenda Item 8, Pg. 36

2023-2025 WSDOT Consolidated Grants

- **Support for human services public transportation**
 - Capital or Operating projects
- **Funds from state and federal sources**
- **Application deadline was 10/27**

Rankings

- Application process requires ranking by applicable RTPOs
- TTC and TAC volunteers assisting
- Scores will determine A-B-C rankings

Projects

- **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**



Decision Timeline

- **TTC and TAC recommendations this month**
- **Recommendation provided for Board action in January**



Thank You

Jason Lien

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509.343.6370