

## Transportation Technical Committee Meeting Agenda

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Wednesday, November 16, 2022 | 1:00 PM

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

*Time Item*

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

### ACTION ITEMS

- |      |   |  |
|------|---|--|
| 1:15 | 6 | <b>Equity Planning Framework</b> (Michael Redlinger)                     |
| 1:25 | 7 | <b>Unified List of Regional Transportation Priorities</b> (Eve McMenamy) |
| 1:35 | 8 | <b>2023 TTC Officer Elections</b> (Ryan Stewart)                         |

### INFORMATION AND DISCUSSION ITEMS

- |      |    |   |
|------|----|---|
| 1:45 | 9  | <b>Joint Transportation Commission Funding Splits</b> (Lois Bollenback)                             |
| 2:00 | 10 | <b>Expression of Interest for the Corridor Identification &amp; Development Program</b> (Inga Note) |
| 2:10 | 11 | <b>Agency Update and Future Information Items</b> (Ryan Stewart)                                    |
| 2:15 | 12 | <b>Adjournment</b>  |

# EQUITY PLANNING FRAMEWORK

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Transportation Technical Committee  
Information Item: Equity Planning Framework  
Agenda Item 6, Page 6

November 2022

# Equity Planning Framework - Review

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

# Timeline

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

Updated October 2022

# Equity Planning Framework - Purpose

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

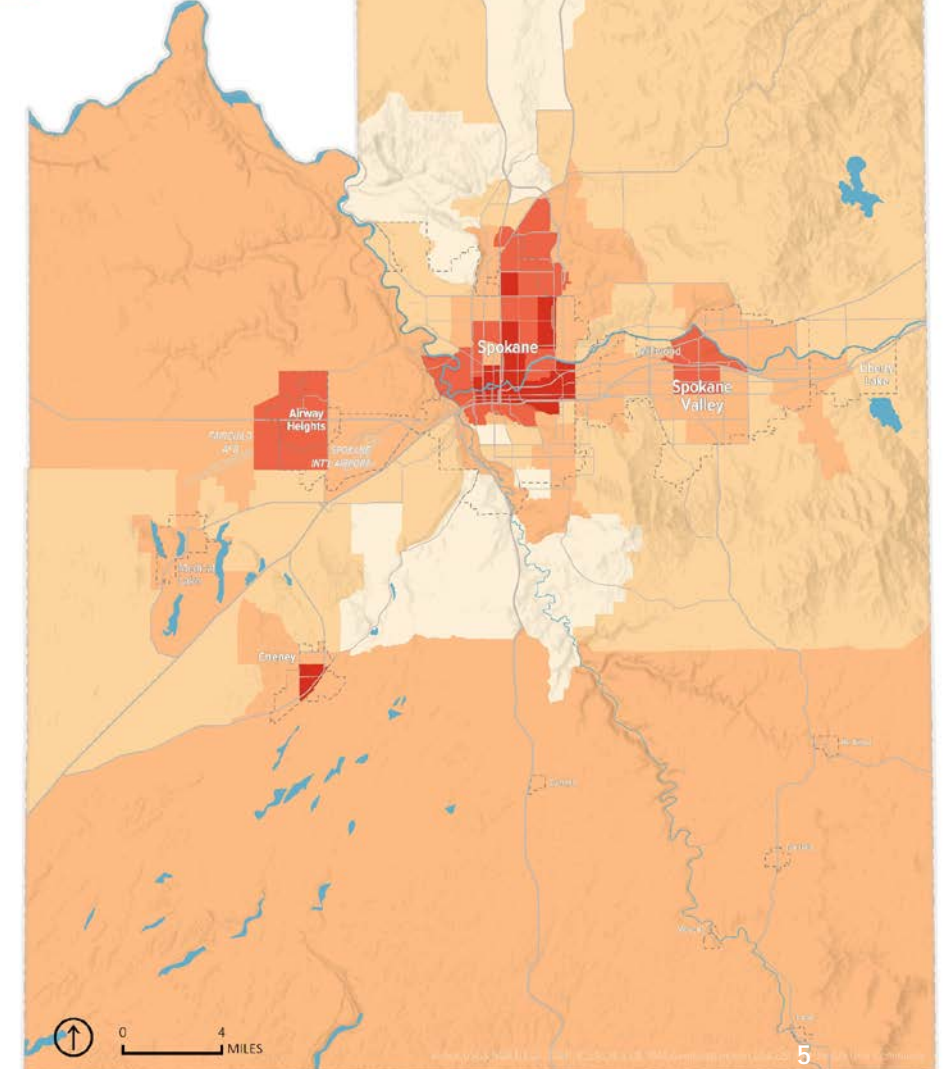
# Equity Planning Framework - Purpose

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

## Low Income Population

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

2014-2018 American Community Survey 5-Year Estimates



# Equity Framework - Feedback

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

DRAFT

**SRTC**  
SPOKANE REGIONAL TRANSPORTATION COUNCIL

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## 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.<sup>1</sup> The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.<sup>2</sup>

**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.<sup>2</sup>

**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.<sup>3</sup>

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

## What is the Equity Planning Framework?

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

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<sup>1</sup> 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>


<sup>2</sup> 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/ghr/Diversity/SubCommit/DEIGlossaryofEquityRelatedTerms.pdf>

<sup>3</sup> 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](https://www.planning.dot.gov/planning/topic_transportationequity.aspx)

# 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

DRAFT

**SRTC**  
SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# Equity Framework - Themes



## Engagement Processes

Increasing Access to Opportunities



## Sustainability, Health and Safety

Equity Spending + Project Prioritization



## Performance Evaluation Metrics

# Equity Framework – Recommendations



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

Can review full list of recommendations upon request

# Equity Planning Framework

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- Recommendations would still go through implementation processes
- Seeking committee action:
  - Recommend approval of Equity Planning Framework to SRTC Board of Directors





# Thank you!



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*(509) 343-6370 | [www.srtc.org](http://www.srtc.org)*



# Unified List of Regional Transportation Priorities

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SRTC Committees

For Action

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11.16.22

# For Action


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- **Recommend Board approval of the Unified List of Regional Transportation Priorities including the following...**





FUNDING  
OPPORTUNITIES



# Unified List of Regional Transportation Priorities- Purpose



## Legislative Priority Statements

### Priority One

#### Completion & Acceleration of the Connecting Washington Program

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

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

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

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

### Priority Two

#### Increase Transportation System Preservation & Maintenance

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

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

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

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

### Priority Three

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

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

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



# Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council

Approved by the SRTC Board of Directors on November 11, 2021

PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	ECONOMIC VIABILITY	OPERATIONAL MAINTENANCE PRESERVATION	STAKEHOLDER ENGAGEMENT	QUALITY OF LIFE	SAFETY
Project Implementation Category								
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	\$ 792,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	\$ 3,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	\$ 21,600,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

## AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



### PROJECT INFO SHEET

#### PROJECT LOCATION



#### PROJECT OVERVIEW

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

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

✓ In Horizon 2045

#### PROJECT STATUS: IMPLEMENTATION

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

#### PROJECT ATTRIBUTES

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

#### PROJECT FUNDING

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

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

# Projects Funded

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

# Project Submittals

## PROJECT STATUS CATEGORY CRITERIA

### INITIATION

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

### DEVELOPMENT

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

### IMPLEMENTATION

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

## SUBMITTED PROJECTS SUMMARY

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

# LIST OF SUBMITTED PROJECTS **DRAFT**

11/10/2022 Board Meeting

## IMPLEMENTATION

< LIST SORTED BY TOTAL SCORE >

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
<b>Pines Road/BNSF Grade Separation Project</b>	Spokane Valley	<b>IP-1</b>	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	<b>178</b>	25	28	30	30	30	15	20
<b>South Barker Road Corridor</b>	Spokane Valley	<b>IP-2</b>	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	<b>168</b>	20	28	20	30	30	10	30
<b>Millwood Trail - Spokane Phase</b>	Spokane	<b>IP-3</b>	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	<b>158</b>	23	30	20	10	15	30	30
<b>Spokane Valley River Loop Trail</b>	Spokane Valley	<b>IP-4</b>	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	<b>130</b>	27	28	30	10	0	15	20
<b>STA Fleet Electrification</b>	STA	<b>IP-5</b>	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	<b>125</b>	21	24	30	20	0	10	20
<b>Fish Lake Trail Connection Phases 1-3</b>	Spokane	<b>IP-6</b>	Bike/Ped	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$ 19,477,771	\$ 18,550,392	<b>120</b>	10	30	20	10	0	30	20

# LIST OF SUBMITTED PROJECTS **DRAFT**

## DEVELOPMENT

< LIST SORTED BY TOTAL SCORE >

PROJECT TITLE	AGENCY	MAP ID	PROJECT TYPE	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	TOTAL SCORE	PROJECT EVALUATION CRITERIA						
								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 <sup>1</sup>	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 <sup>2</sup>	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 <sup>3</sup>	WSDOT	DV-6	TSMO	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$ 20,000,000	\$ 20,000,000	140	28	22	10	20	30	10	20
Spokane Falls Blvd	Spokane	DV-7	Roadway Capital	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$ 12,382,835	\$ 11,630,955	139	28	26	10	10	15	20	30
6th Avenue Multimodal Improvements	Airway Heights	DV-8	Bike/Ped	1 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as an urban collector for of 3.65 miles. Project includes various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$ 5,203,800	\$ 2,803,800	125	15	30	30	10	0	10	30
Sullivan/Trent Interchange	Spokane Valley	DV-9	Roadway Capital	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$ 42,950,867	\$ 40,398,367	124	26	28	20	30	0	10	10
Argonne Road and Upriver Drive Intersection Improvement	Spokane County	DV-10	Reconstruction	Reconstruction of the Argonne Rd and Upriver Dr intersection to increase the performance of one of the busiest intersections in Spokane County.	\$ 6,530,000	\$ 6,230,000	119	17	22	30	20	30	0	0
Hayford/U.S. 2 Congestion & Safety Project: 21st Avenue Improvements	Airway Heights	DV-11	Roadway Capital	Improve and extend 21st Ave, from Garfield Rd to Deer Heights Rd, including bike lanes, landscaped swales, sidewalk, and a roundabout at 21st Ave & Hayford Rd.	\$ 12,500,000	\$ 11,250,000	113	23	30	20	0	0	10	30



LIST OF SUBMITTED PROJECTS **DRAFT****INITIATION**

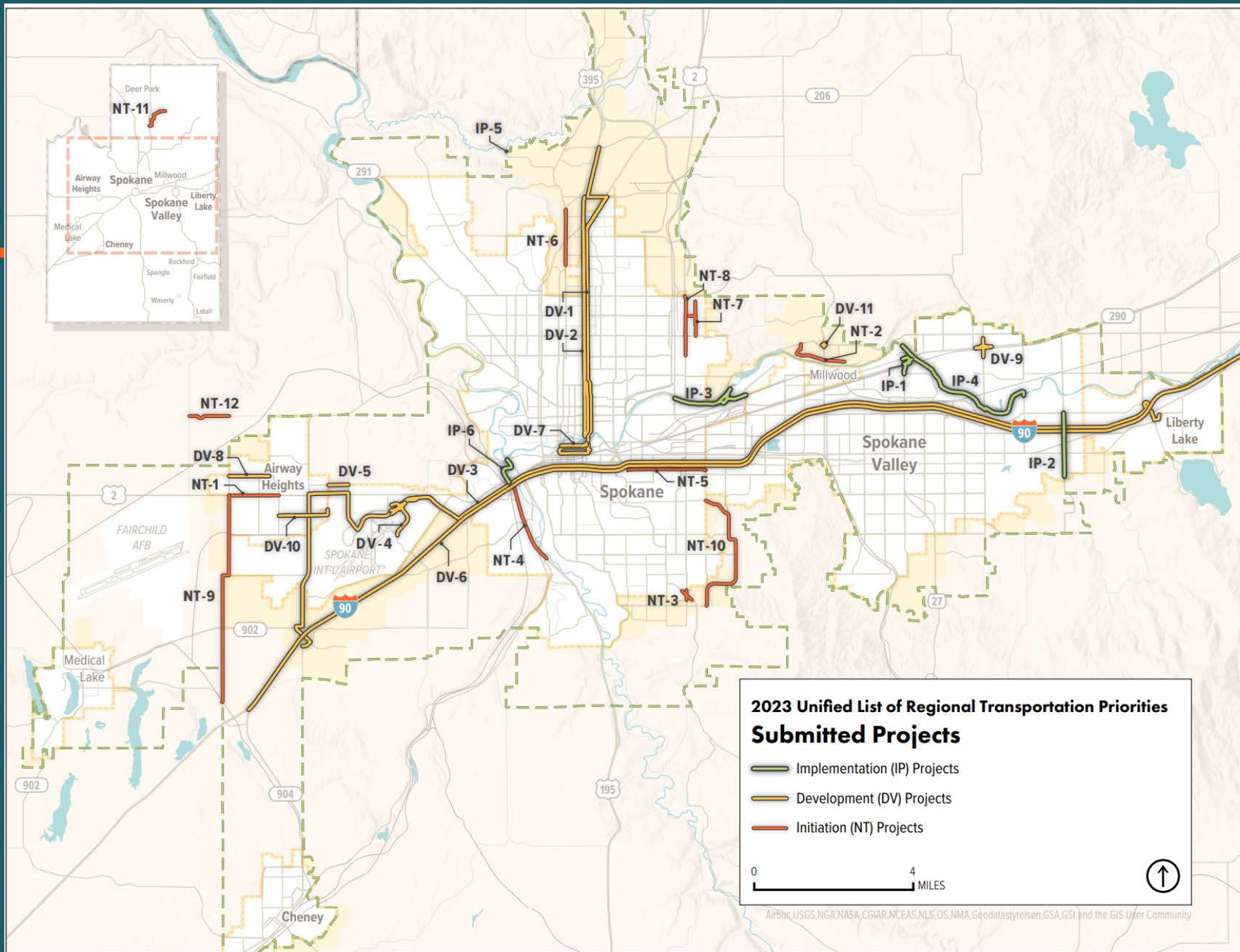
&lt; LIST SORTED BY TOTAL SCORE &gt;

< LIST SORTED BY TOTAL SCORE >							PROJECT EVALUATION CRITERIA							
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US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Roadway Capital	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$ 25,719,210	\$ 24,842,210	150	20	30	30	20	0	30	20
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Bike/Ped	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$ 6,960,000	\$ 6,800,000	138	18	15	30	10	15	20	30
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	Roadway Capital	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$ 4,988,000	\$ 4,900,000	137	24	23	20	20	0	20	30
US 195 Corridor Projects	Spokane	NT-4	Roadway Capital	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$ 18,394,333	\$ 18,394,333	131	11	30	20	0	30	10	30
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	Roadway Capital	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$ 8,000,000	\$ 8,000,000	128	27	26	20	10	0	25	20
Wall Street Safety and Capital Improvement Project	Spokane County	NT-6	Roadway Capital	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$ 27,100,000	\$ 27,100,000	121	22	24	10	20	15	10	20
Northeast PDA: Rowan and Myrtle	Spokane	NT-7	Roadway Capital	Construct new roadways to replace existing gravel roads, including curb, sidewalk, drainage, and utility extensions.	\$ 8,819,954	\$ 8,819,954	115	23	17	20	10	0	15	30
Freya Street: Garland to Francis	Spokane	NT-8	Preservation	Full depth roadway reconstruction and widening with drainage to bio-infiltration facilities aside the roadway. Limited frontage improvements will be constructed.	\$ 10,589,584	\$ 10,589,584	107	24	28	10	10	0	5	30
Craig Road Connection to Four Lake Interchange	Spokane County	NT-9	Reconstruction	Reconstruct Craig Rd to improve traffic flow and safety; reconfigure I-90/Four Lakes interchange to provide access to Craig Rd.	\$ 45,400,000	\$ 45,400,000	105	18	22	10	20	15	10	10
Glenrose Road Reconstruction	Spokane County	NT-10	Reconstruction	Road reconstruction, realignment, and addition of sidewalks where feasible on Glenrose Rd from 57th Ave and up Camahan 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

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- **Recommend Board approval of the Unified List of Regional Transportation Priorities including the following...**






## 2023 Unified List of Regional Transportation Priorities

# Project Evaluation Criteria **DRAFT**

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

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

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

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

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

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

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