



2023

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

JANUARY 9, 2023

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SRTC Board of Directors consists of representatives from:

City of Airway Heights	City of Spokane Valley	Town of Fairfield
City of Cheney	Freight/Rail Industry	Town of Latah
City of Deer Park	Kalispel Tribe of Indians	Town of Rockford
City of Liberty Lake	Major Employer	Town of Spangle
City of Medical Lake	Spokane County	Town of Waverly
City of Millwood	Spokane Transit Authority	WSDOT - Eastern Region
City of Spokane	Spokane Tribe of Indians	WA State Transportation Commission

ABOUT SRTC

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, tribes, transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

SRTC Operates Under the following Principles

- » Finish what we have started by directing resources towards completing existing projects.
- » Adequately fund maintenance and preservation of the existing transportation system.
- » Identify and advance a broad range of project types to meet the needs of a growing region.
- » Invest in projects that improve quality of life in the region in the following ways:
 - ✓ Draw on best practices to address transportation safety issues.
 - ✓ Emphasize equity and consider the needs of all transportation users.
 - ✓ Create safe and convenient forms of active transportation that support public health objectives.
 - ✓ Contribute towards building a resilient transportation system to mitigate the impacts of climate change.

2023 LEGISLATIVE PRIORITY STATEMENT

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

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.

2023 ADDITIONAL PRIORITY AREAS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

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.

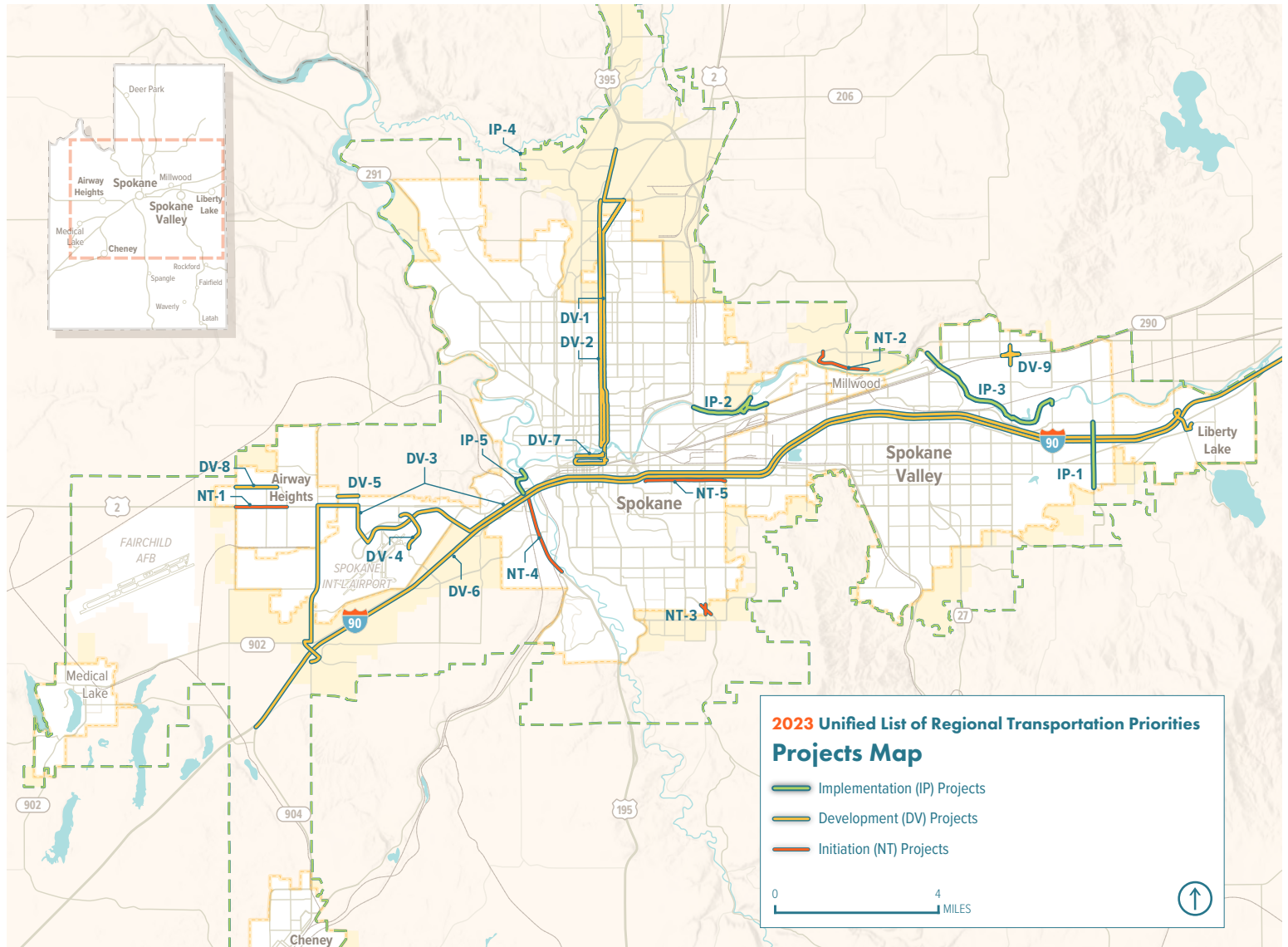
The Washington State Transportation Commission (WSTC) has studied the impact of the transition to more fuel-efficient vehicles and electric vehicles (EV); gas tax revenue will decline and become a less dependable source of funding for transportation. This reduction in revenue is known and anticipated; 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.



2023 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

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.



Project Status Categories

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

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

INITIATION

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

IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
South Barker Road Corridor	Spokane Valley	IP-1	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	\$18,167,000 All Phases
Millwood Trail - Spokane Phase	Spokane Valley	IP-2	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	\$6,288,884 All Phases
Spokane Valley River Loop Trail	Spokane Valley	IP-3	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	\$0
STA Fleet Electrification	STA	IP-4	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	\$4,950,000 All Phases
Fish Lake Trail Connection Phases 1-3	Spokane	IP-5	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$18,550,392	\$12,584,920 All Phases

DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
Division Bus Rapid Transit (BRT)	STA	DV-1	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	\$6,000,000 PE
Division St Active Transportation Access Improvements	Spokane	DV-2	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	\$7,823,000 PE, CN
I-90/Valley High Performance Transit	STA	DV-3	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	\$12,400,000 All Phases
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	DV-4	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	\$14,300,000 PE, CN
West Plains Connection - Spokane Phase	Spokane	DV-5	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	\$4,877,622 All Phases
I-90 TSMO Improvements	WSDOT	DV-6	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	\$20,000,000 PE, CN
Spokane Falls Blvd	Spokane	DV-7	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	\$9,074,000 All Phases
6th Avenue Multimodal Improvements	Airway Heights	DV-8	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	\$2,803,800 All Phases
Sullivan/Trent Interchange	Spokane Valley	DV-9	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	\$39,000,000 All Phases

INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$25,719,210	\$24,842,210	\$24,842,210 PE, CN
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	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	\$6,960,000	\$6,960,000 All Phases
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	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	\$4,900,000 All Phases
US 195 Corridor Projects	Spokane	NT-4	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	\$18,394,333 PE, CN
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	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	\$8,000,000 PE, CN

2023 Unified List of Regional Transportation Priorities Summary
by Project Status Category

PROJECT STATUS	NUMBER OF PROJECTS	TOTAL COST	TOTAL UNFUNDED AMOUNT	TOTAL REQUESTED AMOUNT	PERCENT FUNDED
IMPLEMENTATION	5	\$106,803,713	\$65,356,276	\$41,823,804	38.8%
DEVELOPMENT	9	\$369,860,241	\$280,478,537	\$107,204,422	24.2%
INITIATION	5	\$64,061,543	\$63,096,543	\$50,196,543	1.5%
Total	19	\$540,725,497	\$408,931,356	\$199,224,769	24.4%



PROJECT INFORMATION SHEETS

AVAILABLE UPON REQUEST
