



2024 Unified List of Regional Transportation Priorities: Legislative Priority Statements + Priority Projects

SRTC Board of Directors
Agenda Item 4 | Page 16

September 14, 2023

Requested Action

Approval of Resolution R-23-24, adopting the 2024 Unified List of Regional Transportation Priorities



Unified List + Policy Statements

A strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.



Legislative Priority Statements

- **Priority A**
 - Expand resources to improve transportation safety in support of Target Zero
- **Priority B**
 - Pursue strategies to effectively address maintenance & preservation needs
- **Priority C**
 - Support increased funding for Regional Transportation Planning Organizations

2024 LEGISLATIVE PRIORITY STATEMENTS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

Priority A

Expand resources to improve transportation safety in support of TARGET ZERO



► Direct additional safety funding to state and local agencies to achieve zero fatal and serious injuries by 2030.

► Promote increased coordination and integration between WSDOT, MPOs, and local partners.

Since 2014 roadway fatalities and serious injuries crashes have increased by 62.5% in SRTC's planning area. SRTC has committed to supporting WSDOT's Target Zero goal by 2030. SRTC firmly believes that getting to zero will require new collaboration 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. 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 years. 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.



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. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPOs including most recently new requirements to track and monitor vehicle miles of travel (VMT). SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.



Additional Priority Areas

- Priority I changed from
 - **Maintain Move Ahead Washington investments to**
 - **Maintain currently committed legislative investments**

2024 ADDITIONAL PRIORITY AREAS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]



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.

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.



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.

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.



Priority H Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

- Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.

Priority I

Maintain currently committed LEGISLATIVE INVESTMENTS

- Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.



2024 Unified List Update Schedule

- **May 11:** Project Evaluation Criteria Approved by SRTC Board
- **May 17 – June 2:** Project Submittal Period
- **June 3 – June 20:** SRTC Review Period / Draft List Development
- **June TTC/TAC Meetings + July Board Meeting:** Draft List Review

Unified List of Regional Transportation: 2024 Update Project Management Schedule																														
Target Completion Date: Sept 2023	Apr-23				May-23				Jun-23				Jul-23				Aug-23				Sep-23				Oct-23					
Project Tasks (Red & blue cells indicate TTC/TAC/Board touches)	3	10	17	24	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30
(t1) Collect and Review Local Legislative Agendas																														
(t2) Update Project Evaluation Criteria					C		B																							
(t3) Update Project Information Form					*																									
(t4) Project Submittal Period																														
(t5) Verify Projects Self-Score																														
(t6) Develop Draft Project List													C		B											C				
(t7) Finalize Project List																										B				
(t8) Finalize Folio																														
Project Deliverables (grey cells indicate draft, black cells indicate final)																														
Project Evaluation Criteria																														
Project List																														



Draft Unified List Review

- Two draft lists options presented to TTC/TAC and Board
 - Short + long versions based on natural breaks in project scores
- Feedback was primarily in support of the longer list:
 - Provides a more accurate view of region's needs
 - More flexible and better positioned to respond to various potential funding opportunities
- Craig Rd I-90 to US 2 & I-90 Interchange Revisions Project
 - Recently secured \$7.5 million in funding
 - Inclusion in list discussed in August TTC/TAC meetings



Proposed 2024 Unified List

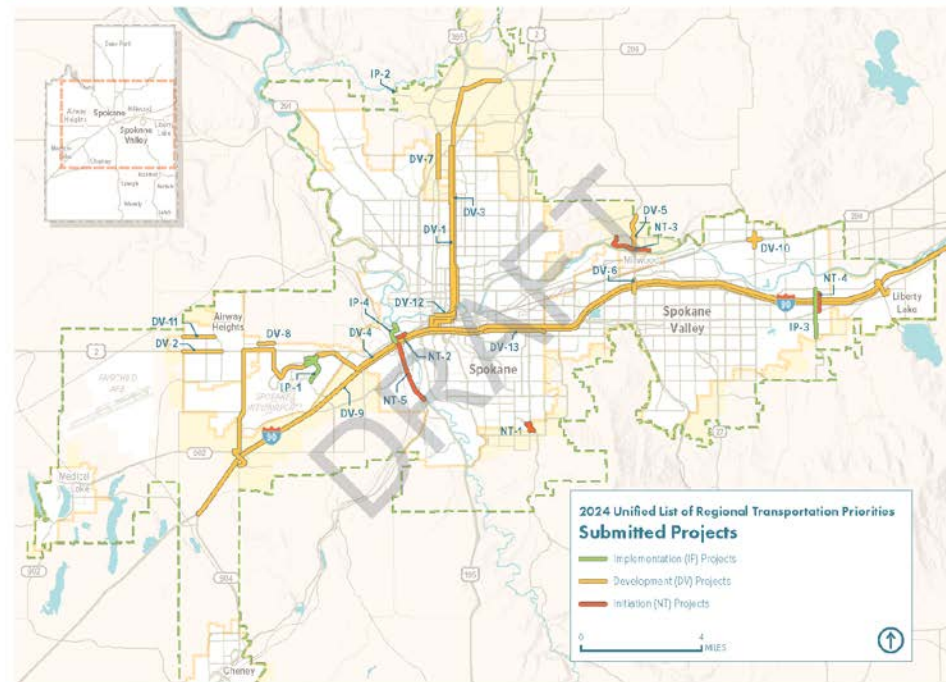
- 22 Projects:
 - 4 Implementation
 - 13 Development
 - 5 Initiation
- List Updates:
 - *Latah Bridge Rehabilitation* project officially identified as a legislative priority by the City of Spokane and added to the list
 - Two projects identified from the Safety Pilot collaboration between SRTC and WSDOT: *Regal Street & 44th Avenue* and *Spotted Road/Airport Drive*



2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

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 PROJECT COST	STATE FUNDING REQUEST
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	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.	\$37,217,324	\$3,000,000
STA Fleet Electrification	STA	IP-2	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$38,800,000	No State Request
South Barker Rd Corridor	Spokane Valley	IP-3	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	\$15,338,700
Fish Lake Trail Connection Phases 1-3	Spokane	IP-4	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,474,569	\$14,598,813

DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Division St Active Transportation Access Improvements	Spokane	DV-1	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile biked connections to BRT stations.	\$25,800,000	\$25,800,000
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$24,480,200	\$21,467,200
Division Bus Rapid Transit (BRT)	STA	DV-3	Enhances transit along corridor with more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202,000,000	No State Request
I-90 / Valley High Performance Transit (HPT)	STA	DV-4	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	No State Request
Argonne Rd Safety Improvements	Spokane County	DV-5	Reconstruct Argonne Rd/Upriver Dr intersection, upgrade biked and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$7,280,000	\$6,680,000
Argonne Bridge at I-90	Spokane Valley	DV-6	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$24,000,000	\$22,500,000
Wall St Safety & Capital Improvements	Spokane County	DV-7	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$15,490,000	\$7,490,000
West Plains Connection - Spokane Phase	Spokane	DV-8	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622
I-90 TSMO Improvements	WSDOT	DV-9	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.	\$24,000,000	\$2,640,000
Sullivan / Trent Interchange	Spokane Valley	DV-10	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.	\$42,774,021	\$35,179,224

DEVELOPMENT PROJECTS (CONTINUED)

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
6th Ave Multimodal Improvements	Airway Heights	DV-11	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$7,280,000	\$2,880,800
Spokane Falls Blvd	Spokane	DV-12	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8,149,426	\$7,397,545
3rd Ave: Perry to Havana Improvements	Spokane	DV-13	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

INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
Freya St / Palouse Hwy Roundabout	Spokane	NT-1	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
Latah Bridge Rehabilitation	Spokane	NT-2	Replace and widen bridge deck, railing, sidewalks, and rehabilitate select structural elements. Project includes improved pedestrian and transit facilities (shared-use path, bike lanes, and space for future light rail transit line).	\$55,966,000	\$55,966,000
Centennial Trail / Argonne Gap Project	Spokane County	NT-3	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/Upper Dr intersection.	\$6,470,000	\$8,470,000
Barker Rd & I-90 Interchange	Spokane Valley	NT-4	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000	\$40,000,000
US 195 Corridor Projects	Spokane	NT-5	Connect Undeke 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

2024 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL STATE FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,111,893	\$32,937,513	27.2%
DEVELOPMENT	13	\$430,131,269	\$144,892,392	33.7%
INITIATION	5	\$136,552,333	\$127,730,333	93.5%
TOTAL	22	\$687,795,495	\$305,560,238	44.4%

REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects

Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

► Regal St & 44th Ave

Total Project Cost: \$598,679

► From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements

See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

Requested Action

Approval of Resolution R-23-24, adopting the 2024 Unified List of Regional Transportation Priorities



Bicycle Level of Traffic Stress

BOARD OF DIRECTORS – FOR ACTION

JASON LIEN

AGENDA ITEM 5, PG. 28

09/14/2023

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Requested Action

Approval of Resolution R-23-25, adopting the Regional Bicycle Level of Traffic Stress analysis



Bike Level of Traffic Stress

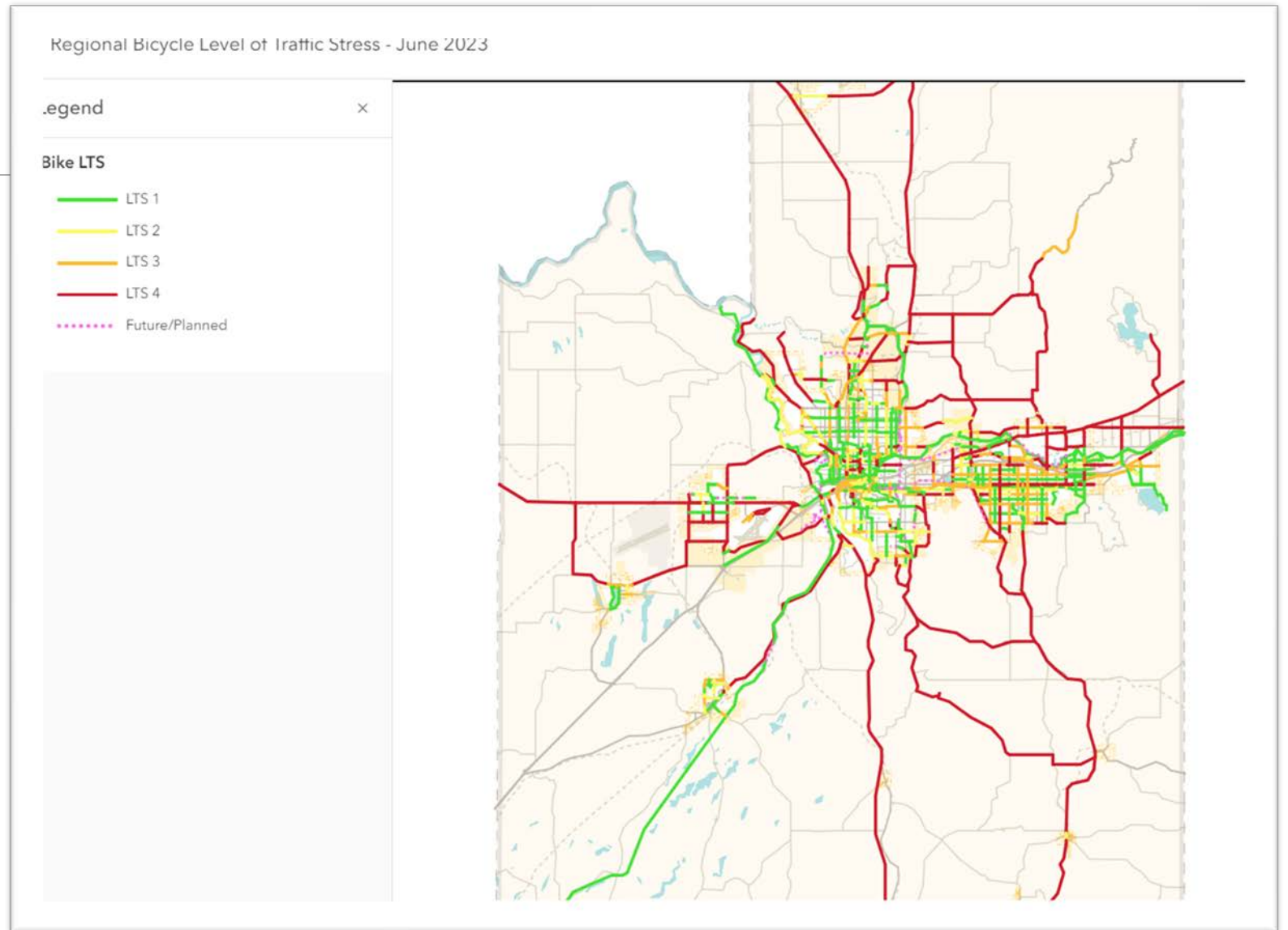
❑ Project Purpose:

- ❑ Understand bike rider experience on our network
- ❑ Where are there higher stress areas and gaps?
- ❑ Data point for SRTC and partners to evaluate needs

❑ Completed Project Deliverable:

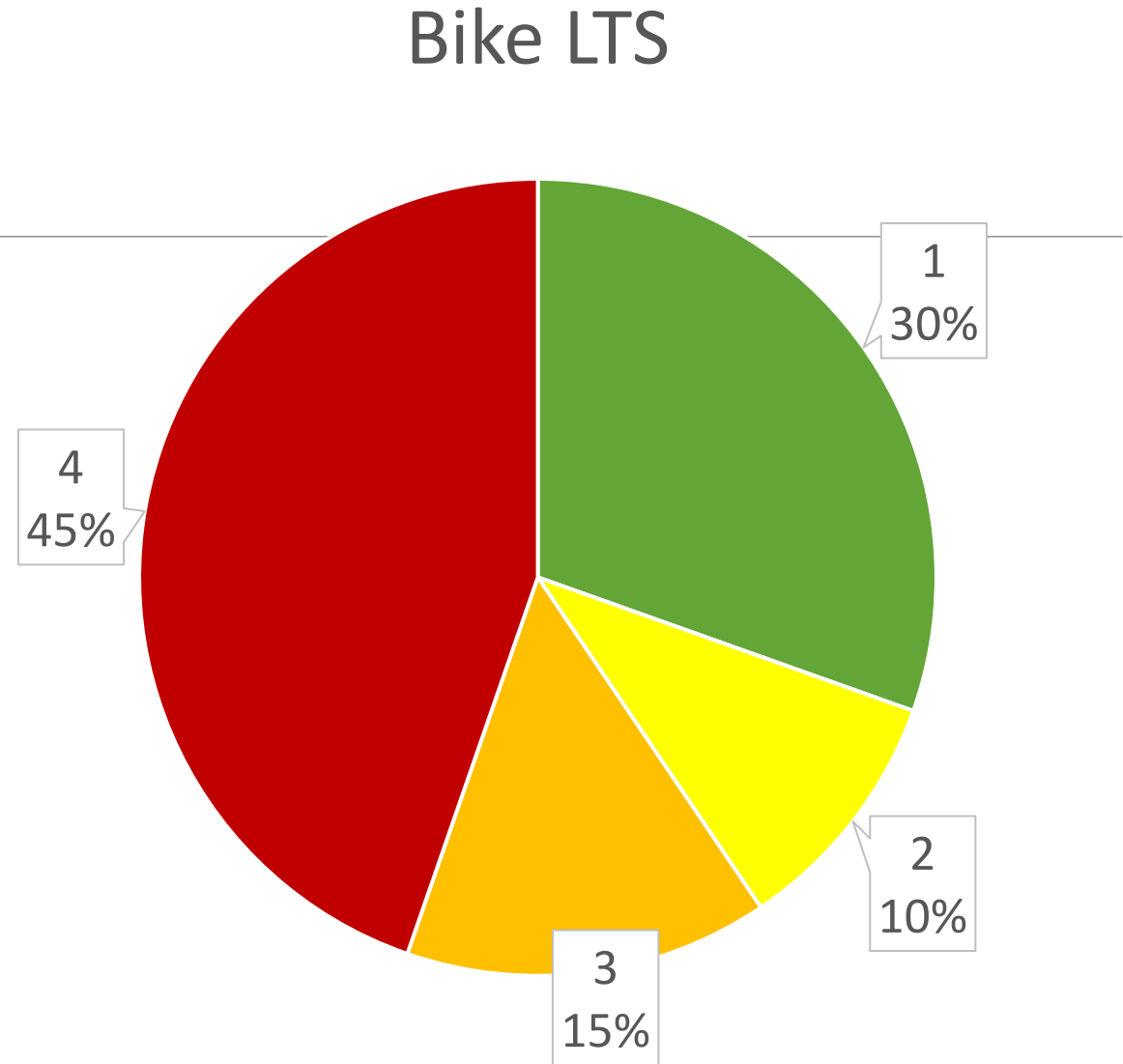
- ❑ Grading system of routes on the Regional Bicycle Priority Network

LTS Values



Results – Overall

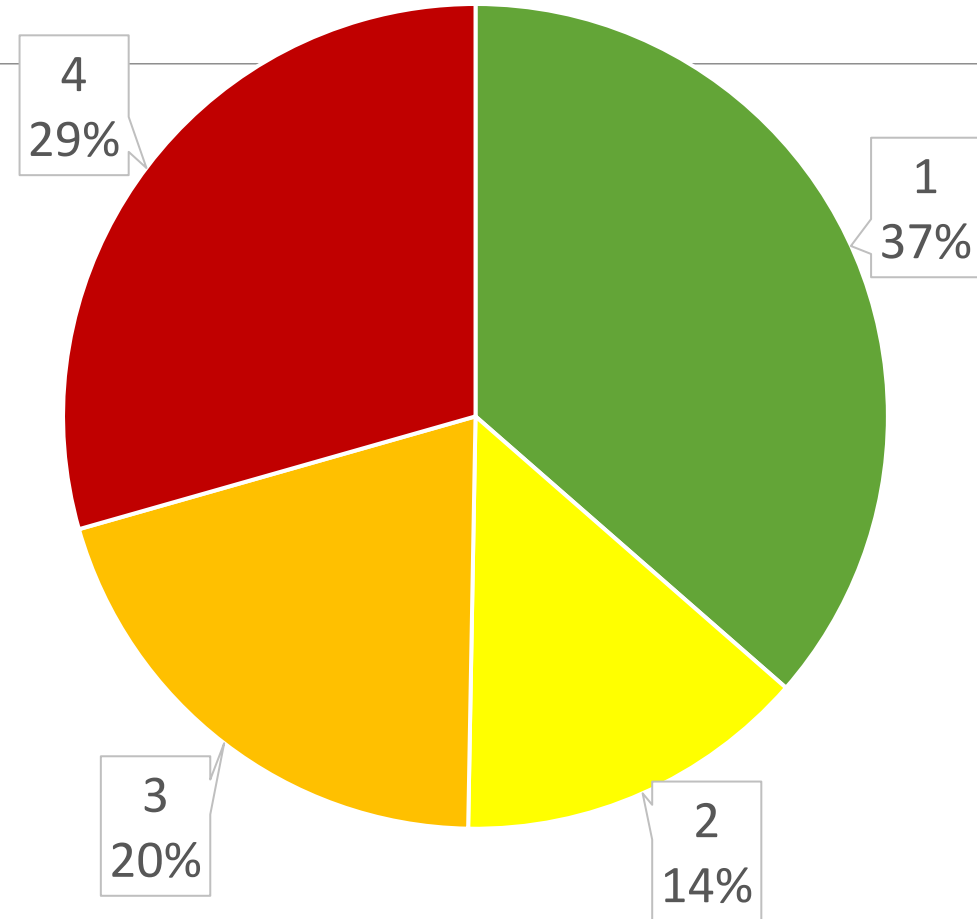
- 1 = Lowest Stress
- 4 = Highest Stress
- 37 miles unclassified



Results – Urban Area

- 1 = Lowest Stress
- 4 = Highest Stress
- 35 miles unclassified

Bike LTS



Requested Action

Approval of Resolution R-23-25, adopting the Regional Bicycle Level of Traffic Stress analysis

Thank You

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2024 – 2027 Transportation Improvement Program (TIP)

Board of Directors

Ryan Stewart, Principal Transportation Planner

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Information

September 14, 2023

What is the TIP?

- 4-year program of regional transportation projects
- Any project receiving federal funds or regionally significant
- Full document at [SRTC.org](https://www.srtc.org) under the Transportation Improvement Program tab

2024 - 2027 Transportation **IMPROVEMENT PROGRAM**

**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**
421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

📞 509-343-6370

✉ contact.srtc@srtc.org

🌐 www.srtc.org

**SRTC Project
Selection**

(STBG, CMAQ, TA Set-
Aside, CRP)

**Local 6-Year
TIPs**

(Federally funded,
Regionally Significant)

**WSDOT
Project
Selection**

**STA Project
Selection**
(FTA Programs)

**SRTC
4-Year
TIP**

SRTC TIP Determination Process



Consistent with
SRTC's MTP-
Horizon 2045



Consistent with
Regional Plans



Conforms with
State Air
Quality Plans



Fiscally
Constrained



2024-2027 TIP Overview - DRAFT



75 Projects (Total)



\$837 M (4-years)



27 Projects = \$45 M (SRTC Managed)

2024–27 Regional TIP (RTIP) Projects by Project Type

DRAFT

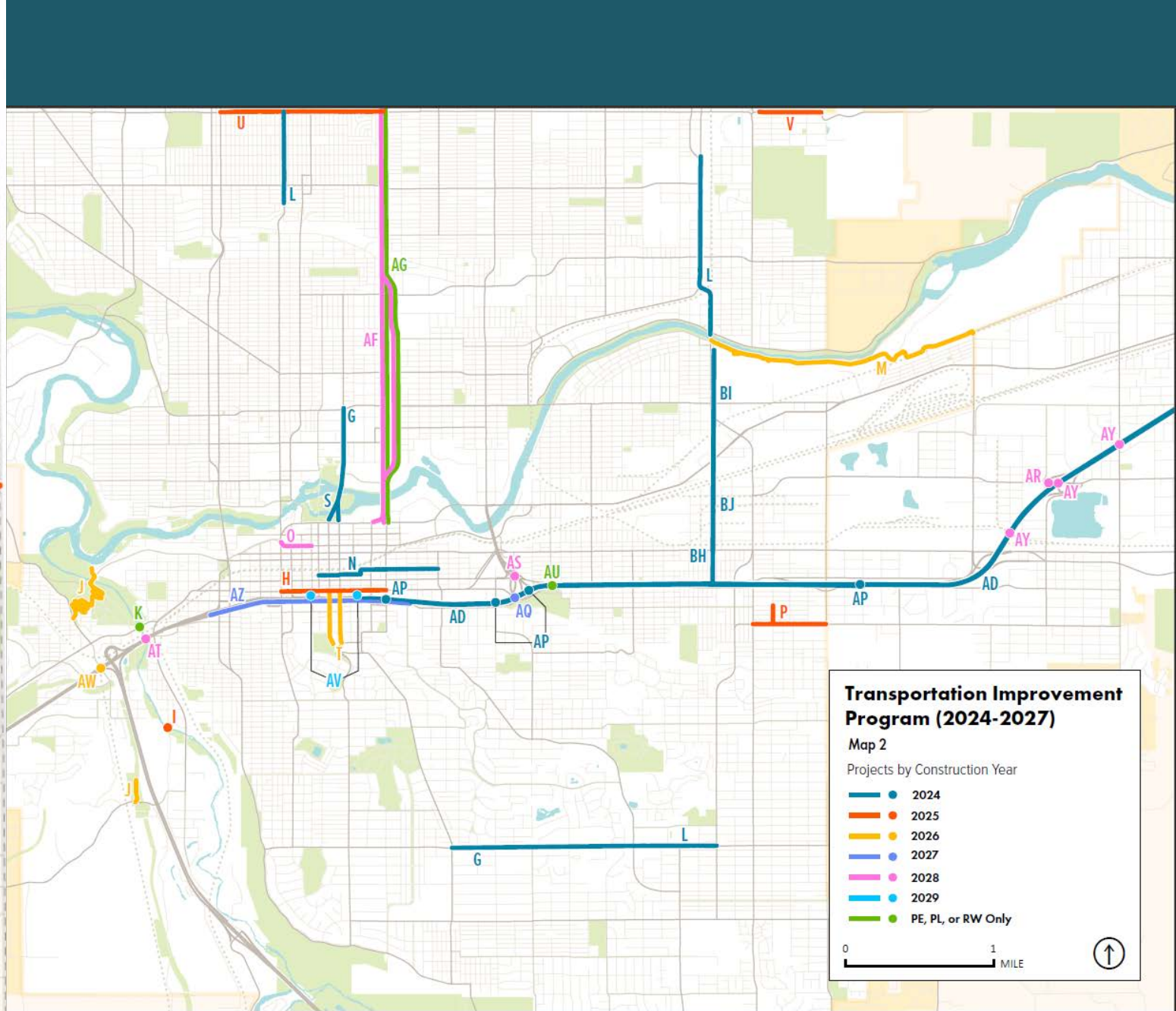
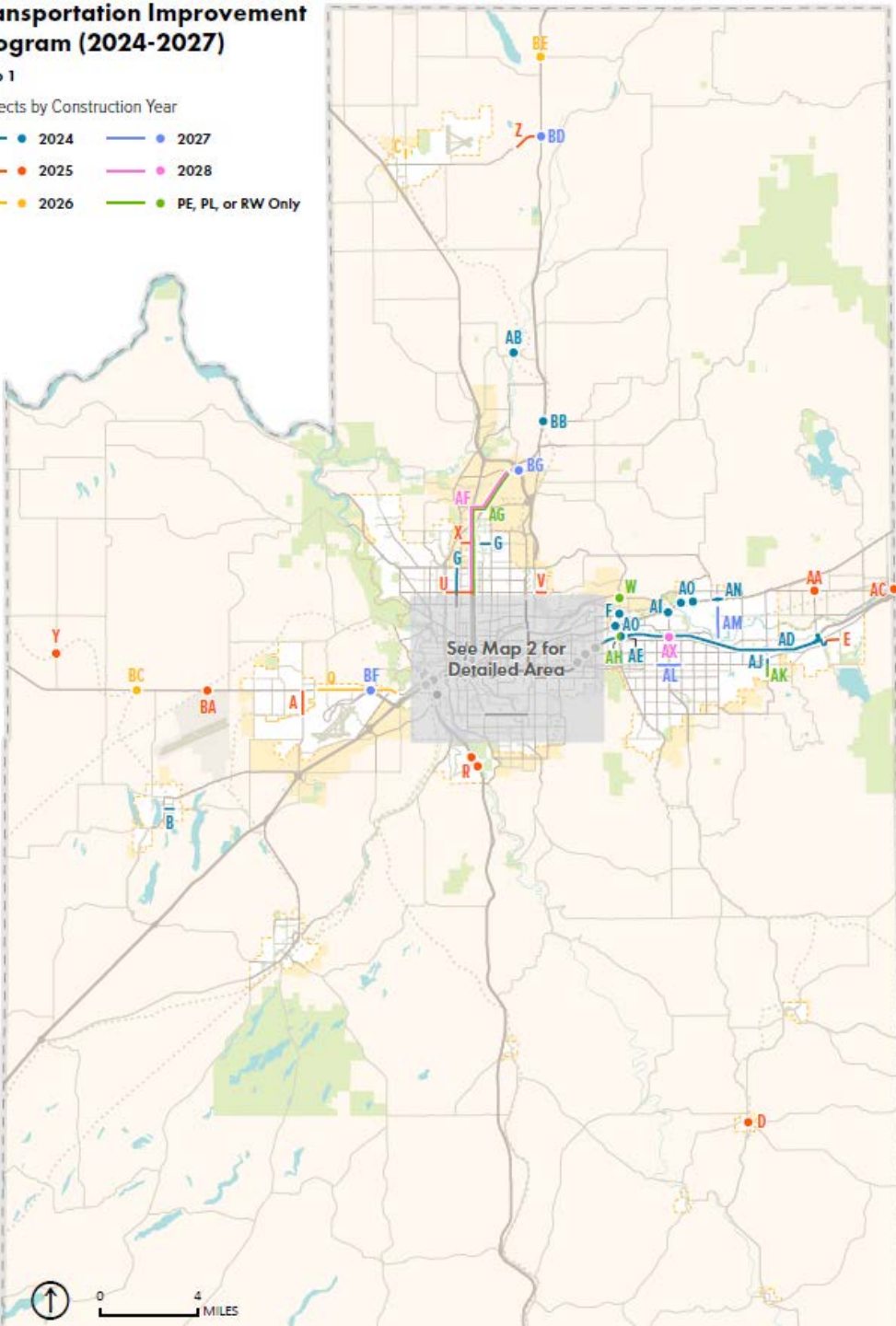
Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	8	11%	32,044,316	4%	13%
Bridge	13	17%	34,928,477	4%	14%
High Performance Transit	1	1%	5,401,000	1%	2%
Planning	1	1%	578,035	0%	0%
Preservation	14	19%	30,406,137	4%	12%
Rail/Highway Crossing	2	3%	44,761,208	5%	18%
Reconstruction	4	5%	13,420,330	2%	5%
Roadway Capital	2	3%	5,718,960	1%	2%
Roadway Capital - NSC	3	4%	583,719,048	70%	
Safety & Security	8	11%	5,887,825	1%	2%
Transit	6	8%	67,871,173	8%	27%
TDM	1	1%	1,296,632	0%	1%
TSMO	12	16%	10,707,558	1%	4%
TOTAL	75	100%	836,740,699	100%	

Transportation Improvement Program (2024-2027)

Map 1

Projects by Construction Year

- 2024
- 2025
- 2026
- 2027
- 2028
- PE, PL, or RW Only



What's new?



Agency	Project Name
Airway Heights	South Hayford Road Preservation
Fairfield	Railroad Ave Rehabilitation
Liberty Lake	Mission Avenue Overlay-E Country Vista Dr to N Molter Dr
Spokane Co.	Coulee Hite Railroad Safety Project
Spokane Co.	Deer Park - Milan Rd Preservation
Spokane Transit	Argonne Station Park and Ride
Spokane Valley	Sullivan Preservation - Spokane River to Kiernan
Spokane Valley	Sprague Preservation at SR 27

DRAFT

2024-2027 TIP Public Engagement

General outreach – SRTC's PPP

30-day TIP Public Comment Period

September 1 – October 1, 2023

TIP Public Meeting (Hybrid)

Thursday, September 21st 12:00 – 1:00 PM

- Recording will be available on srtc.org



2024- 2027 TIP Timeline

- Sept 1 to Oct 1 – 30-Day Public Comment Period
- Sept 14 – SRTC Board Informational Item
- Sept 21 – TIP Public Meeting
- Sept 27 – SRTC TAC & TTC Action Item
- Oct 12 – SRTC Board Action Item
- Oct 20 – Projects due to WSDOT in Secure Access WA
- ~Jan 12 – FHWA/FTA STIP Approval



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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The LEIA Program Grant Application

AUGUST 2023



Historical Context

Streetcars and Electric Interurban defined much of the original development pattern

- Union Park streetcar line traveled along 5th Avenue to Freya/11th
- Sprague streetcar operated a loop between Napa and Lacey
- Spokane Inland Empire Electric Railway operated an electric interurban train to Liberty Lake along Sprague and Appleway, with service to include Edgecliff Station at Park Road

Neighborhoods were working class, with concentrations of Italian immigrant in the early 1900s

Edgecliff neighborhood east of Spokane City limits represented key affordable housing during the mid 1900s with key access to industrial jobs in East Spokane and unincorporated Spokane County

- County tuberculosis sanatorium was built to be accessible by train and provided jobs in the neighborhood
- In the 1940s, the neighborhood rallied to get their own elementary school; it was known as the Edgecliff School until it opened and was officially named Pratt Elementary

Redlining and racist covenants elsewhere resulted in a dramatic increase in Black population within the East Central neighborhood between 1940s-1960s



Historical Context

EAST CENTRAL AND EDGECLIFF
NEIGHBORHOODS

Impacts of Transportation Facilities

Construction of the freeway divided and scarred the neighborhood

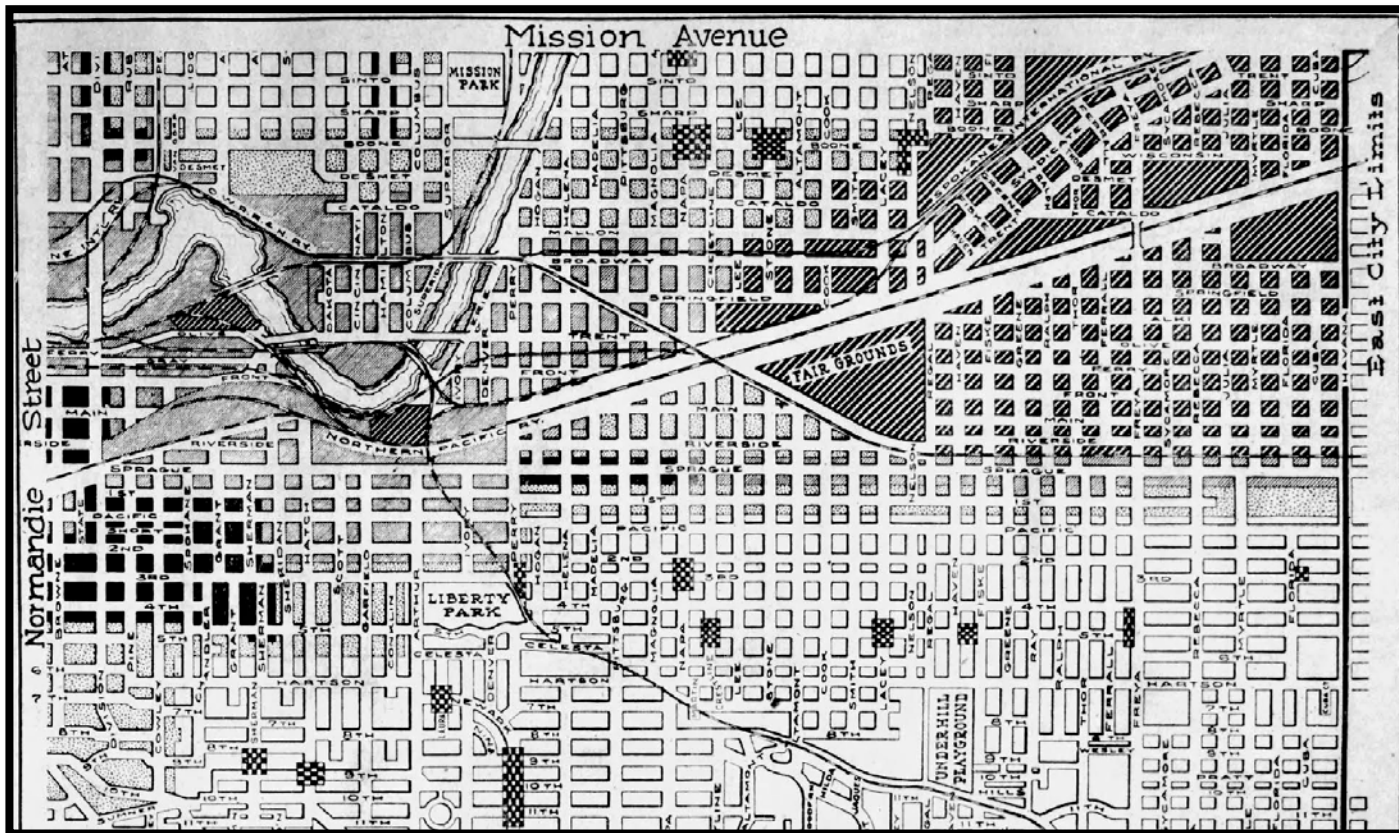
- Alcott Elementary (located outside Spokane City limits) was razed for freeway building along with hundreds of homes
- Inadequate pedestrian crossings did little to mitigate impacts
- Freeway traffic increased volume on north-south arterials, resulting in further barriers to pedestrian and bicycle travel
- Liberty Park, a formerly expansive neighborhood destination, was quartered and covered by the freeway interchange*

Over the past 15 years, further acquisition of highway right of way has expanded impacts, further impacting the livability of the neighborhood

- *<https://www.inlander.com/Bloglander/archives/2013/04/03/the-rise-and-fall-of-liberty-park-qanda-with-the-videographer>
- *<https://www.youtube.com/watch?v=tQfTvGBSkJ4>

Impacts of Transportation Facilities

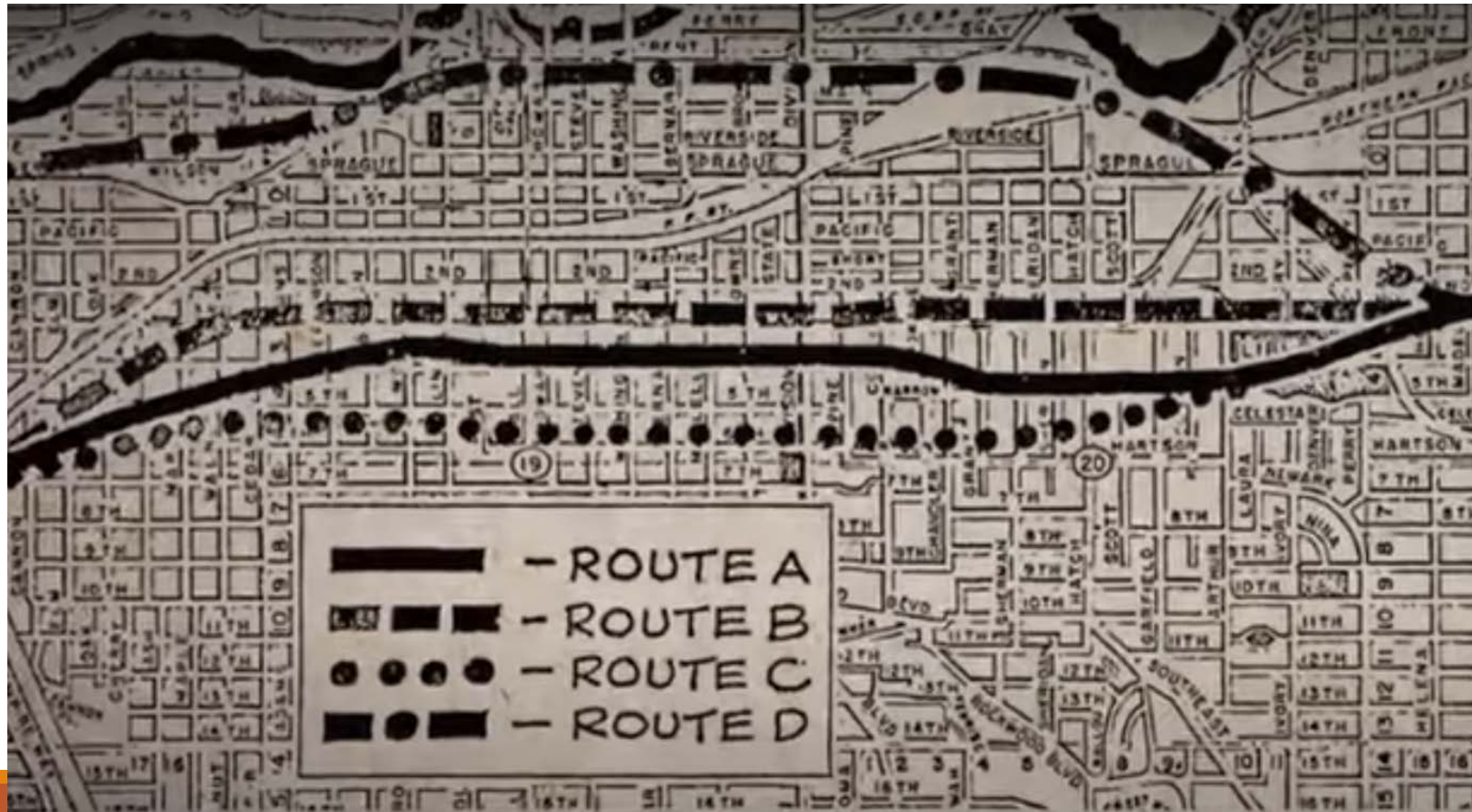
Construction of the freeway divided and scarred the neighborhood



1929 Neighborhood Map

Impacts of Transportation Facilities

Construction of the freeway divided and scarred the neighborhood



I-90 Route Options

Reconnecting Communities and Neighborhood Program

Grant program using combined **resources** from the Bipartisan Infrastructure Law and the Inflation Reduction Act for projects that

- Prioritize disadvantaged communities
- Aim to improve access to daily needs such as jobs, education, healthcare, food, and recreation
- Seek to foster equitable development and restoration
- Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

\$1.15 billion available nationwide for capital construction projects

Grant applications are due September 28

Proposed LEIA Program Grant Application

LEIA = Liberty to Edgecliff Improvements to Accessibility Program. Partnership grant application between City of Spokane, City of Spokane Valley and Spokane Transit

STA Route 94 East Central/Millwood is the primary axis in the program area, from City of Spokane's Liberty Park to City of Spokane Valley's Edgecliff Park

Includes sidewalk, bus stop and crosswalk improvements, new bicycle facilities, and streetscape improvements to neighborhood districts

Goals:

- leverage past planning efforts and programmed investments, and consolidate multiple initiatives to provide for a strategic, multimodal investment program in the neighborhoods
- Improve equity, by giving the community greater access to low-cost transportation options

Cost:

- Still under development, but request may be up to \$25 million
- Local funding match **not** required because the area is primarily within census tracts identified as facing persistent poverty by US DOT criteria

LEIA Program Concept Map



Current Outreach and Support

Conducting online survey to gather feedback on priority investments as part of grant

Held outreach booth at 8/12 SERA Celebration at Underhill Park

Partnering with Spokane Public Schools to get feedback from parents and guardians of elementary school students in the area

Seeking feedback and support from organization invested in the area:

- NAACP
- Carl Maxey Center
- MLK Center
- Seven Nations Healing Lodge
- Spokane Conservation District
- Spokane Public Library



LEIA Program Outcomes

Reduce the burden of transportation costs by improving multimodal options

Improve walking, bicycle and transit routes to community assets

- Liberty, Underhill and Edgecliff parks
- Scott Elementary
- Liberty Park Library
- Seven Nations Healing Lodge
- Future Spokane Farmer's Market site
- Business districts on both sides of I-90

While the freeway will continue to be a barrier, improved east-west and north-south connectivity:

- Help give people better access to new freeway pedestrian/bike facilities crossings built by WSDOT
- Improve accessibility to bus service that extends beyond the neighborhoods and is set to be improved with more frequent service nights and weekends

Increase social equity and economic mobility

- Improves transit access increases number of jobs that can be accessed by transit
- Safety improvements reduce social and financial burden imposed by transportation facilities

Request to SRTC

Letters of support for the grant application

Future inclusion in the TIP/STIP