

APPROVED BY THE SRTC BOARD OF DIRECTORS ON NOVEMBER 9, 2023

2024



UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

FEDERAL VERSION

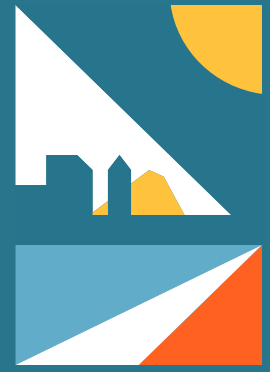
SPOKANE REGIONAL TRANSPORTATION COUNCIL

SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL

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2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS



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- ▶ 2024 Additional Priority Areas
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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.

- ▶ 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.

City of Airway Heights

City of Medical Lake

Freight/Rail Industry

Spokane Transit Authority

WSDOT—Eastern Region

City of Cheney

City of Millwood

Kalispel Tribe of Indians

Spokane Tribe of Indians

WA State Transportation

City of Deer Park

City of Spokane

Major Employers

Small Towns of Spokane

Commission

City of Liberty Lake

City of Spokane Valley

Spokane County

County*

*The towns of Fairfield, Latah, Rockford, Spangle, and Waverly are represented by a single seat on the SRTC Board of Directors.

2024 LEGISLATIVE PRIORITY STATEMENTS

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Priority A

Continue funding critical programs that provide needed resources to improve transportation SAFETY



Nearly 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were 42,939 lives lost on U.S. roads in 2021—the largest number of fatalities since 2005 (Source: [USDOT](#)). The Bipartisan Infrastructure Law (BIL) bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding for these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning "action" grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.

Priority B

Continue funding transportation system MAINTENANCE & PRESERVATION

Every day people, communities and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads. SRTC is appreciative of the BIL in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current BIL.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.



Priority C

Modernize the FEDERAL FUNDING FORMULA to ensure funding equitably supports population centers



The BIL provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

SRTC urges law makers to support proposed legislation to modernize the data used in transportation apportionments so that funding continues to be distributed equitably among population centers around the nation. The cumulative impacts of this disparity disadvantage states that are experiencing the most significant increases in demand.

2024 ADDITIONAL PRIORITY AREAS

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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 understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.



Priority H

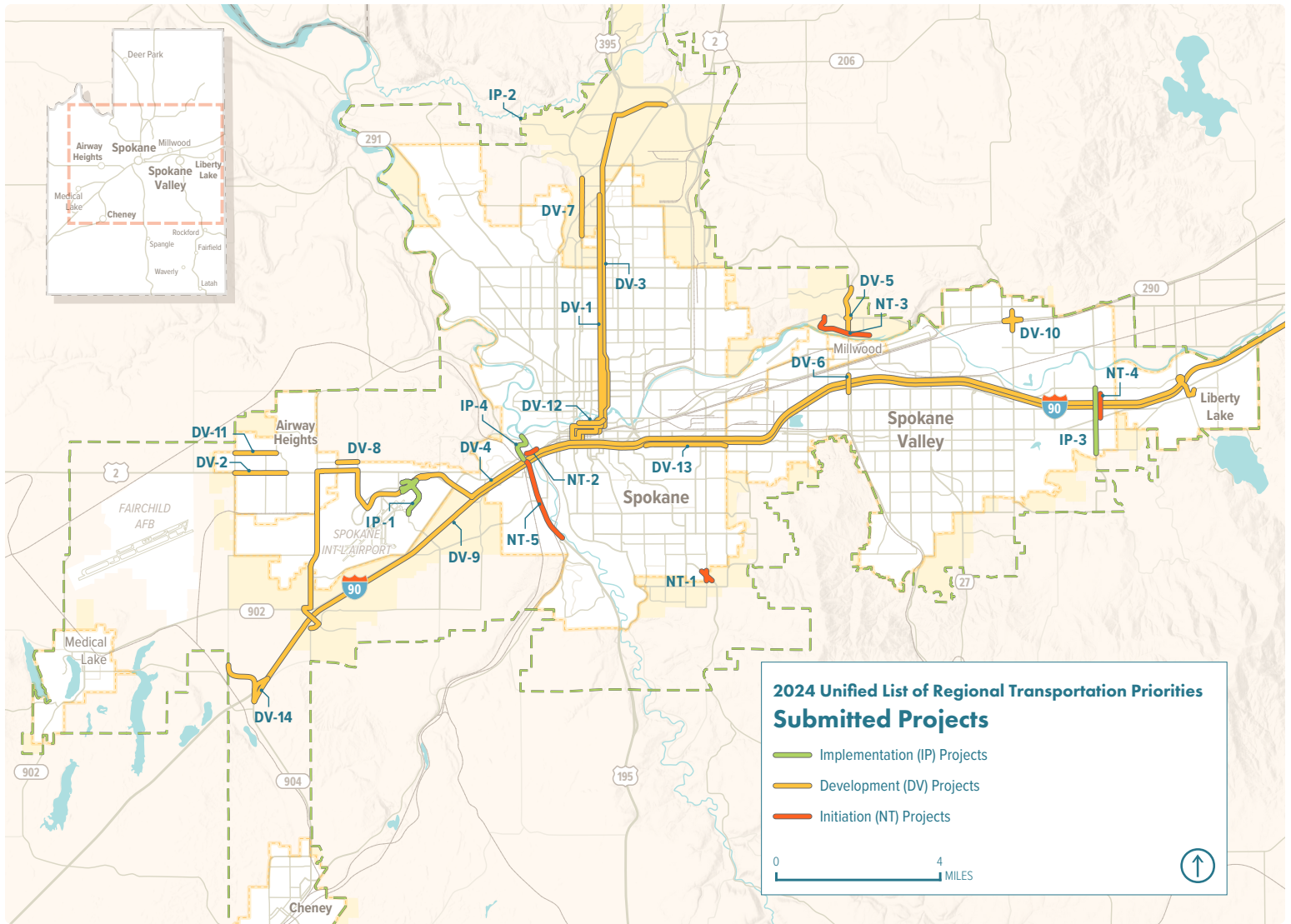
Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

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

2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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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 \geq 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 \geq 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 | FED 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 | No Federal Request |
| 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 Federal 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 | FED 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 bike/ped 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 w/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 Federal 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 | \$2,450,000 |
| Argonne Rd Safety Improvements | Spokane County | DV-5 | Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped 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 | \$20,760,000 |
| 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 | FED 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 | \$2,860,800 |
| 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 | \$7,397,546 |
| 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 |
| Craig Rd & I-90 Four Lakes Connection | Spokane County | DV-14 | Modify I-90 Four Lakes interchange and complete a link to the existing Craig Rd. | \$25,241,000 | \$19,032,500 |

INITIATION PROJECTS

| PROJECT TITLE | AGENCY | MAP ID | DESCRIPTION | TOTAL PROJECT COST | FED 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). | \$65,000,000 | \$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/Upriver Dr intersection. | \$8,470,000 | \$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 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 |

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

| PROJECT STATUS CATEGORY | # OF PROJECTS | TOTAL COST OF PROJECTS | TOTAL FEDERAL FUNDING REQUEST | % OF TOTAL COST REQUESTED |
|-------------------------|---------------|------------------------|-------------------------------|---------------------------|
| IMPLEMENTATION | 4 | \$121,111,893 | \$29,937,513 | 24.7% |
| DEVELOPMENT | 14 | \$455,372,269 | \$184,794,892 | 40.6% |
| INITIATION | 5 | \$136,852,333 | \$127,730,333 | 93.3% |
| TOTAL | 23 | \$713,336,495 | \$342,462,738 | 48.0% |

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

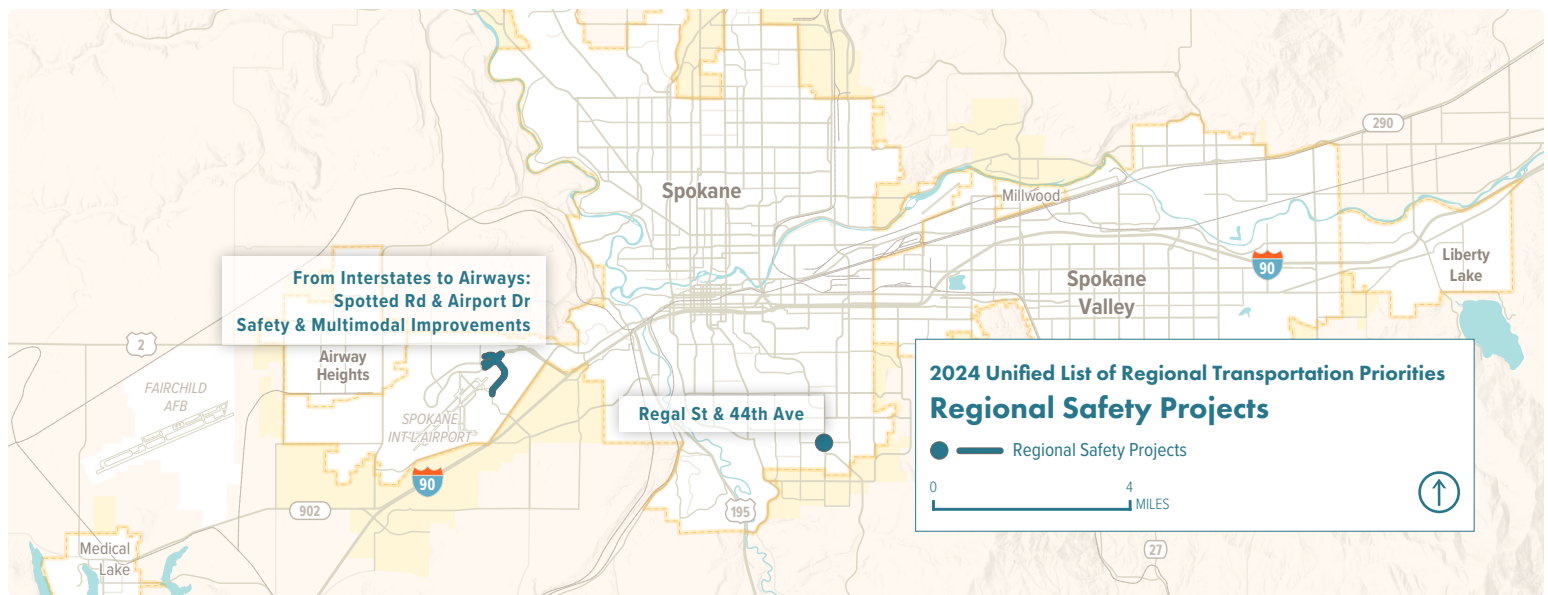
Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

► **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.



PROJECT INFORMATION SHEETS

AVAILABLE UPON REQUEST
