



Welcome

May SRTC Board Meeting



Eve attending the GSI DC Fly In



Savannah and Angel at Bike Swap



Lois, Rod H. and Pam H. at the Barker Rd Project



Join SRTC at
Felts Field



Special Transportation Planning Study Agreement: VMT Reduction

Board of Directors

Ryan Stewart, Principal Transportation Planner

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Action

May 9, 2024

Action

Authorize the Executive Director to execute the Special Transportation Planning Study Agreement with WSDOT.



**Washington State
Department of Transportation**

VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023

Agreement

Special Transportation Planning Study Agreement

Work by Planning Organization - Actual Cost

Plan Review and Certification Process **INSTRUCTION MANUAL**

Approved by the SRTC Board
on September 10, 2015

Action

Authorize the Executive Director to execute the Special Transportation Planning Study Agreement with WSDOT.



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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CITY OF AIRWAY HEIGHTS TRANSPORTATION PRIORITIES APRIL 24, 2024



PRESENTATION

HEATHER TRAUTMAN, PLANNING DIRECTOR

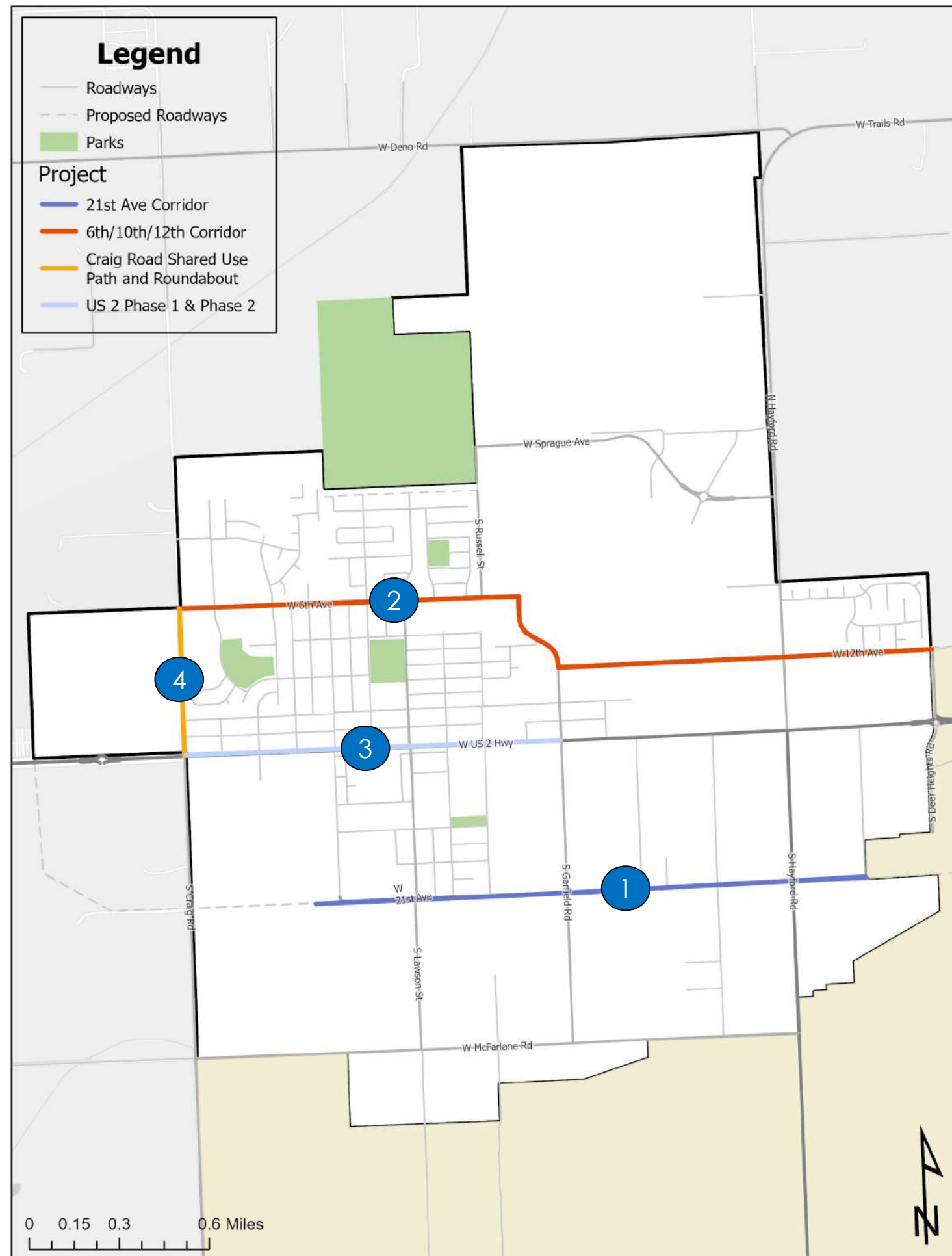


PRIORITY OVERVIEW

1. 18TH & 21ST CORRIDOR
2. 6TH/10TH/12TH CORRIDOR PROJECT
3. U.S. HIGHWAY 2, PHASES I & II
4. CRIAG ROAD

City Transportation Project Goals

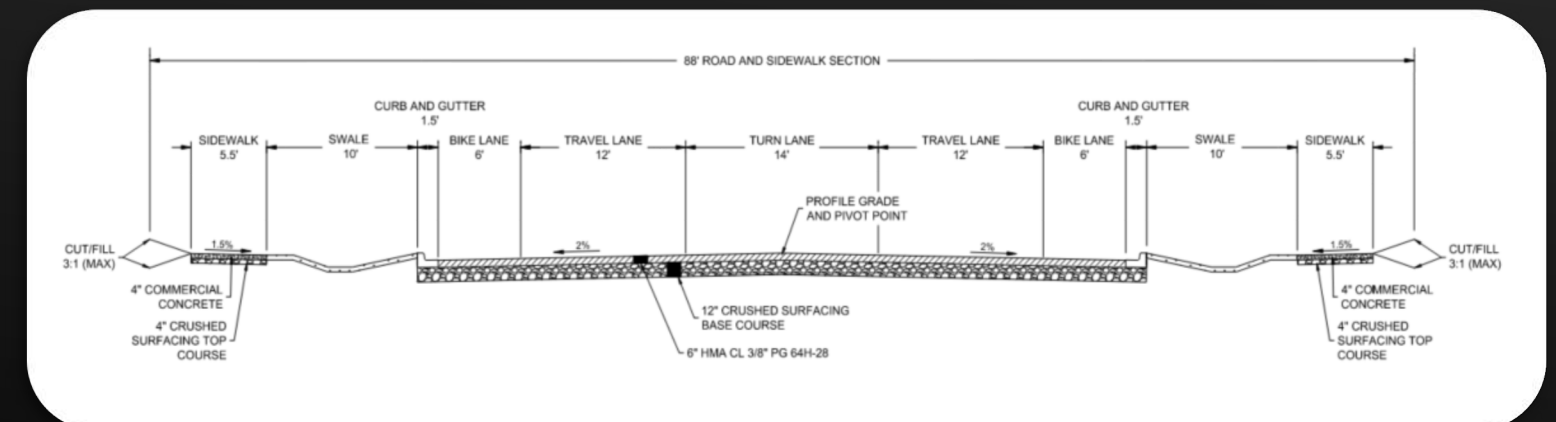
- Develop Multimodal Routes w/emphasis on STA Accessibility
- Provide Choices to FHWA-Designated Historically Disadvantaged Community
- Improve Mobility and Safety, Reducing Demands on U.S. Highway 2
- Promote Alternative Routes for Freight, Emergency Services, and Fairchild
- Promote a City identity that offers employment and workforce housing



18TH/21ST CORRIDOR (FREIGHT ROUTE)



- INDUSTRIAL & COMMERCIAL CORRIDOR, U.S. HIGHWAY 2 TO SPOTTED
 - ACCESS 1,000s OF ACRES NEW COMMERCIAL/INDUSTRIAL
 - REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
 - ALTERNATIVE ROUTE FOR FREIGHT, FAIRCHILD, & EMERGENCY SERVICES
 - HIGHLIGHTED PROJECT, HORIZON 2045 (UNFUNDED PROJECT)
- PHASE I. GARFIELD ROAD TO HAYFORD ROAD
 - \$9 MILLION FMSIB GRANT APPLIED, 2024
 - DESIRED CONSTRUCTION TARGET, YEAR 2026 TO 2028
- PHASE II. HAYFORD TO DEER HEIGHTS
 - ANTICIPATED COSTS \$6 TO \$7 MILLION
 - DESIRED CONSTRUCTION TARGET, YEAR 2028 TO 2030
- PHASES II TO III, U.S. HIGHWAY 2 TO GARFIELD
 - ANTICIPATED COSTS \$15 TO \$20 MILLION
 - DESIRED CONSTRUCTION TARGET, YEAR 2030 TO 2035





6TH/10TH/12TH CORRIDOR (MULTIMODAL ROUTE)

○ RESIDENTIAL & COMMERCIAL CORRIDOR, GARFIELD TO DEER HEIGHTS

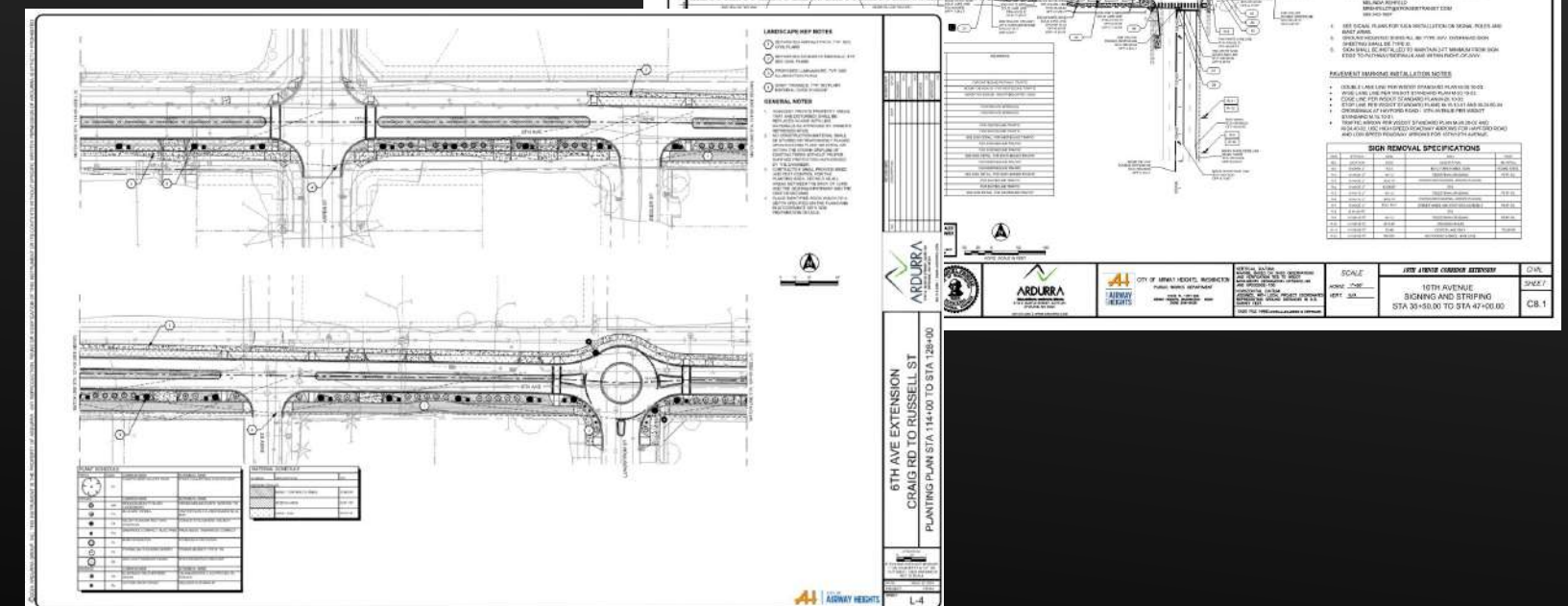
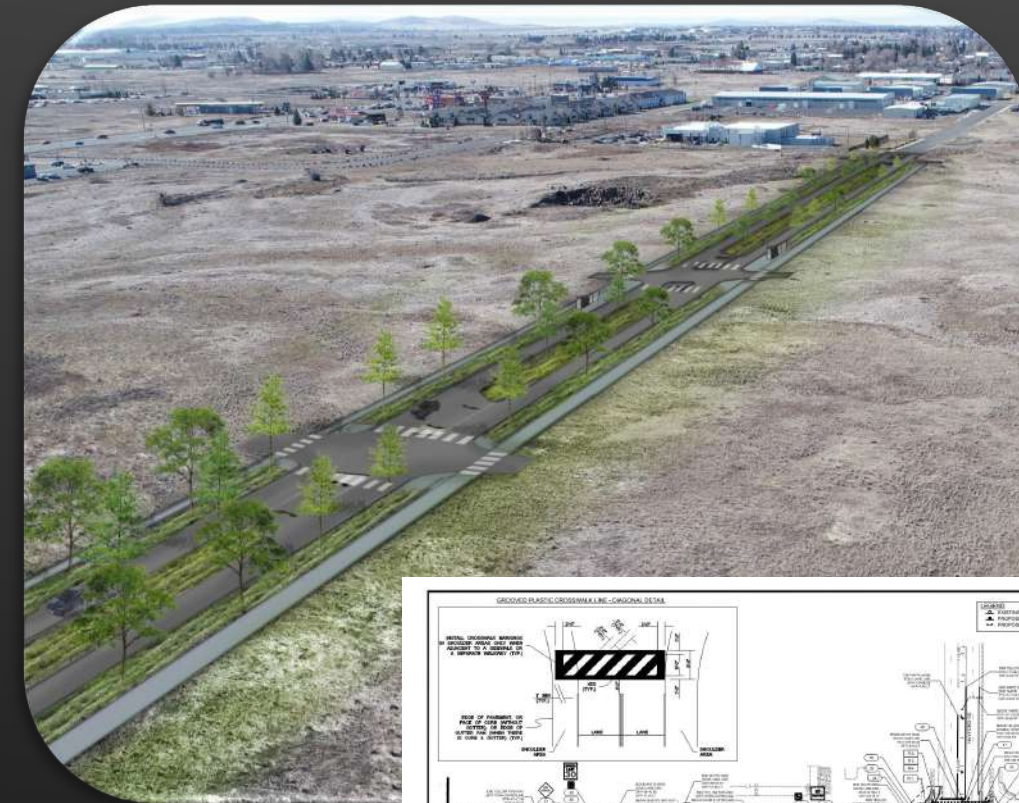
- ACCESS EXISTING RESIDENTIAL & 1,000s OF ACRES NEW COMMERCIAL
- IMPROVE ACCESS TO SPOKANE TRIBE & KALISPEL TRIBE SITES
- REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
- ALTERNATIVE ROUTE FOR FAIRCHILD & EMERGENCY SERVICES
- UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

○ PHASE I. 10TH AVENUE, GARFIELD ROAD TO HAYFORD ROAD

- MULTIMODAL ROUTE (INCLUDES STA TRANSIT)
- \$5 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
- KALISPEL TRIBE & TIB PROJECT PARTNERS

○ PHASE II. 6TH AVENUE, CRIAG ROAD TO RUSSELL STREET

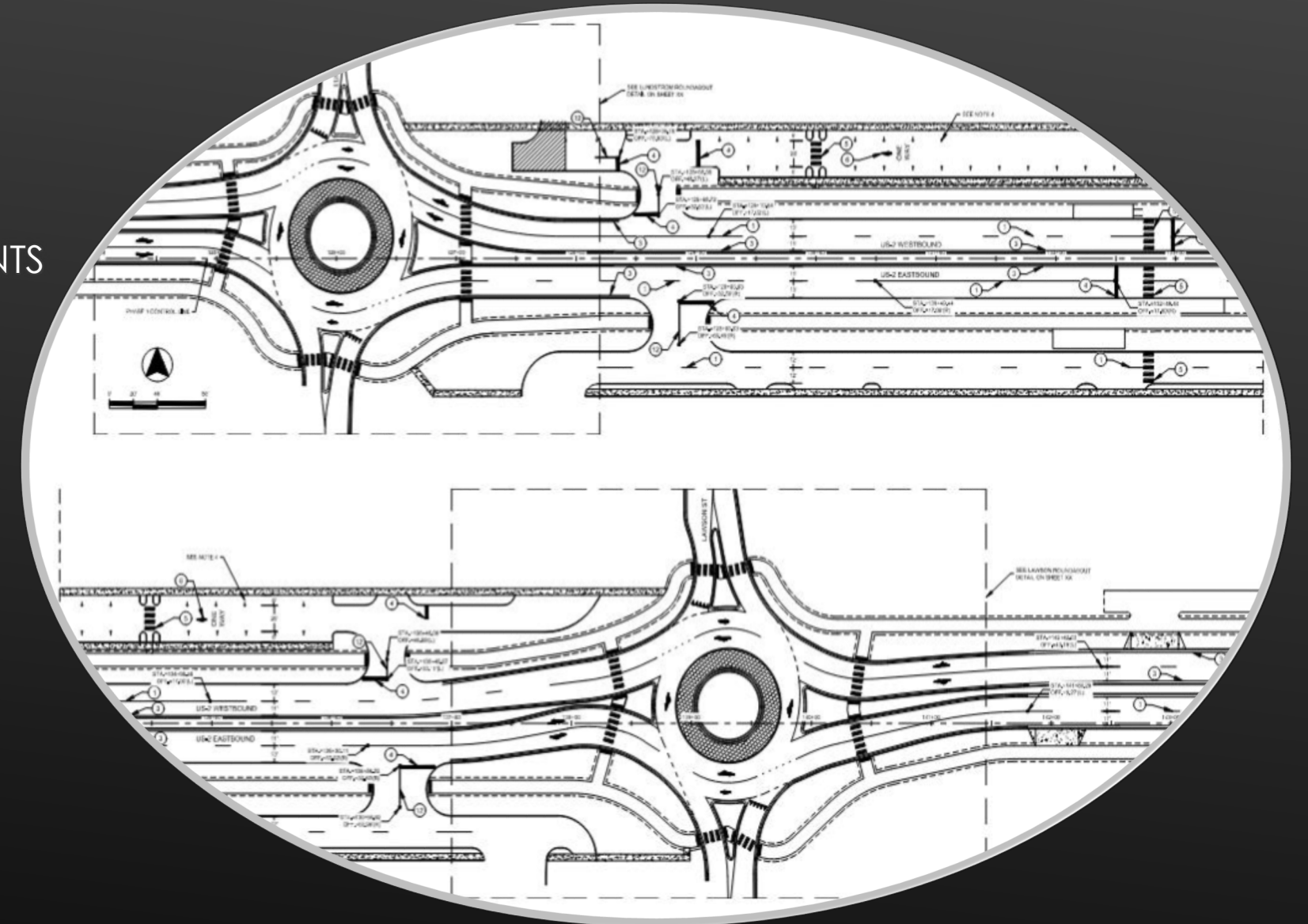
- MULTIMODAL ROUTE (INCLUDES STA TRANSIT)
- \$6 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
- STA, TIB, FMSIB, & PRIVATE DEVELOPMENT PROJECT PARTNERS



U.S. HIGHWAY 2, PHASE I & PHASE II



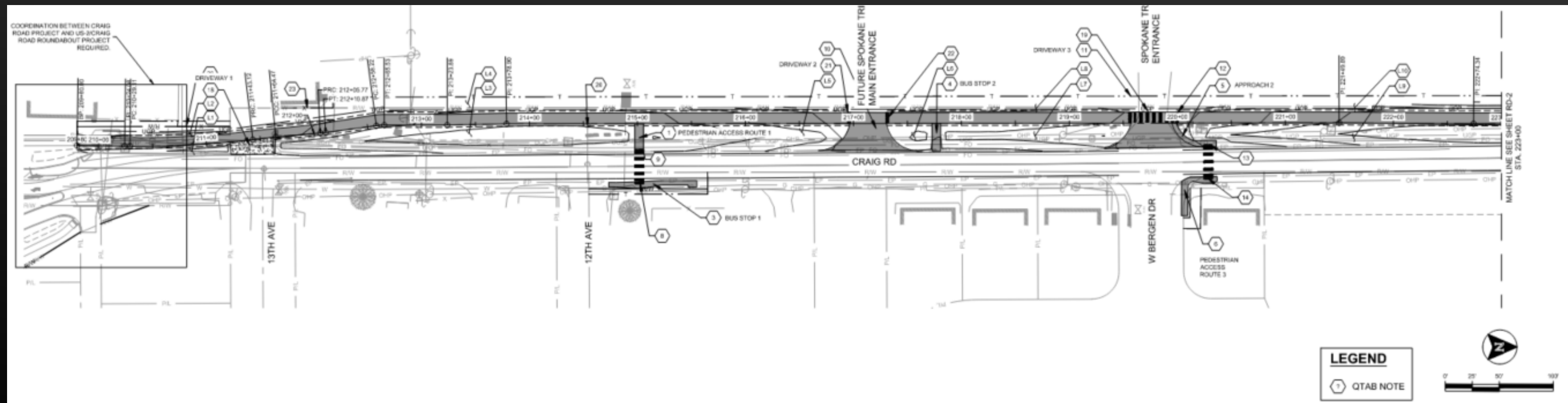
- MULTIMODAL HIGHWAY IMPROVEMENTS, CRAIG TO GARFIELD
 - IMPROVE ACTIVE TRANSPORTATION FACILITIES
 - INCREASED ACCESSIBILITY TO TRANSIT, INCLUDING FUTURE BRT
 - UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES
 - ESTABLISH A REIMAGINED FOCUS/CENTER FOR HDC CITY
- BOTH PROJECTS IN DESIGN
 - \$3 MILLION DESIGN FEES, FUNDED SRTC/STBG & WSDOT SWCC GRANTS
 - PHASE I CONSTRUCT LUNDSTROM TO LAWSON, TARGET 2026 - 2028
 - PHASE II CONSTRUCT GRAIG TO LUNDSTROM & LAWSON TO GARFIELD, TARGET 2028 - 2030



CRAIG ROAD MULTIUSE PATHWAY



- ACTIVE TRANSPORTATION & STA TRANSIT ACCESS, 6TH AVE TO U.S. HIGHWAY 2
 - \$1.19 MILLION PATHWAY
 - TIB, CITY, AND SPOKANE TRIBE PARTNERSHIP
 - TRANSPORTATION CHOICES FOR HDC AREAS
 - IMPROVE ACCESS TO STA REROUTE
 - FUTURE PHASE, EXTEND TO 1ST AVE & FUTURE SCHOOL



QUESTIONS?

THANK YOU ON BEHALF OF AIRWAY HEIGHTS AND ARDURRA

Carbon Reduction Program (CRP) and Surface Transportation Block Grant (STBG) Funding for Cheney

Board of Directors

Ryan Stewart, Principal Transportation Planner

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Information & Discussion

May 9, 2024

Purchase

Item	Quantity
2024 Ford F150 Lightning XLT	4
2023 Ford Mach E	1
2023/2024 Polaris UTV	2
Solar Power Charging Canopy	1

Carbon Reduction

Carbon Monoxide (CO)	1.7 kg/day
Carbon Dioxide (CO ₂)	41.4 kg/day
Particulate Matter (PM)	negligible

Proposed Award = \$350,685

Funding	Amount
CRP	\$237,559
STBG	\$113,126
Local Match (13.5%)	\$54,731
Total	\$405,416



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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Guiding Principles and the Metropolitan Transportation Plan Update

SRTC Board

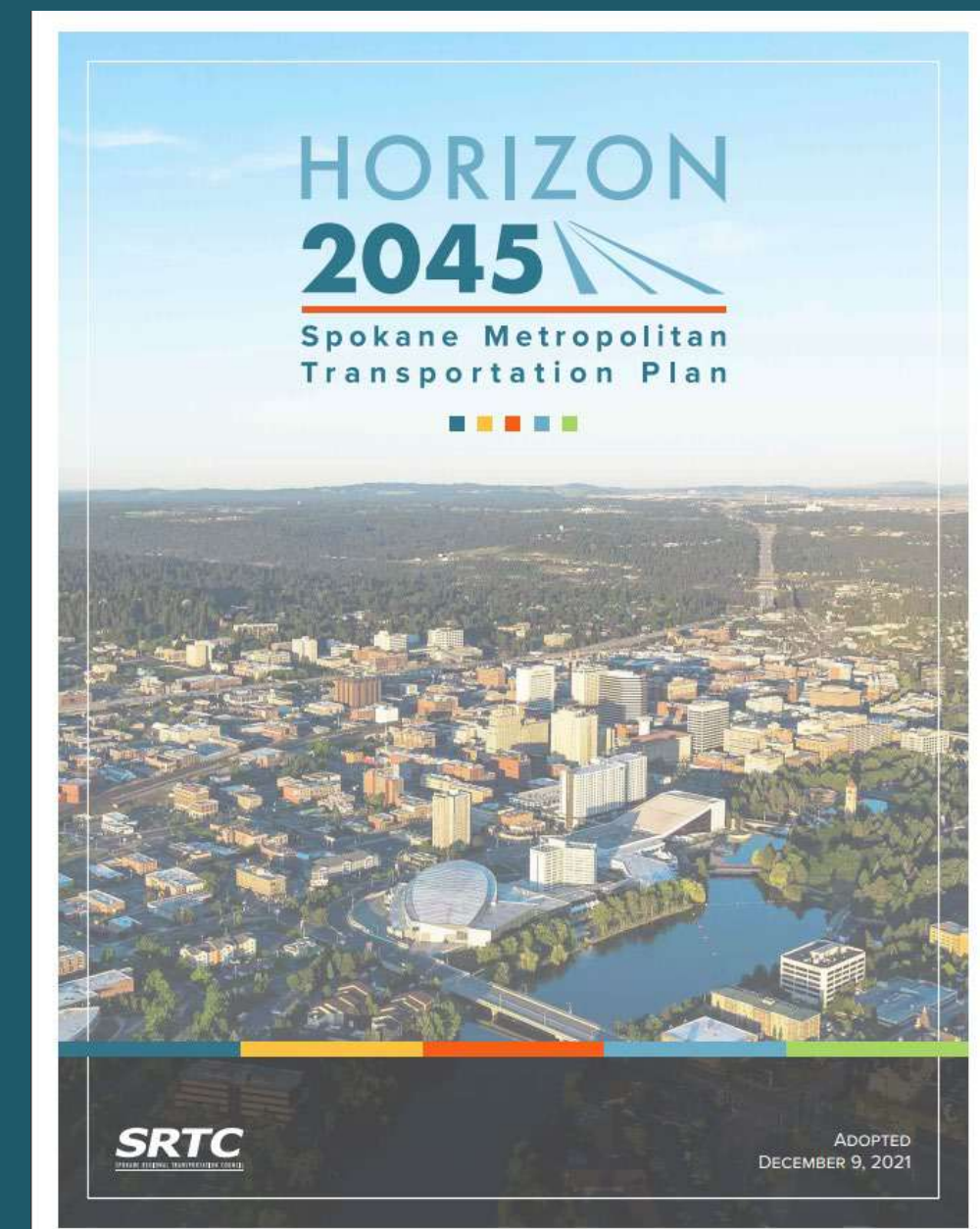
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Jason Lien

May 9, 2024

What is the Metropolitan Transportation Plan?

- What we want our regional transportation system to look like during the planning horizon.
- What we're going to do to support that outcome.





New - Equity Guiding Principle

- Outgrowth of Equity Planning Framework
- Recommendations adopted by Board in Dec. 2022
- Formalize consideration of equity in SRTC's planning processes



Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.¹ The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.²

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.²

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.³

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

What is the Equity Planning Framework?

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

¹ Washington State Department of Transportation, "Open Your Equity Lens", accessed October 14, 2022, <https://wsdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf>

² Washington State Office of Financial Management, "Diversity, Equity and Inclusion – Glossary of Equity - Washington," accessed October 14, 2022, <https://ofm.wa.gov/sites/default/files/public/shr/Diversity/SubCommitteeDEIGlossaryofEquityRelatedTerms.pdf>.

³ The Transportation Planning Capacity Building Program, "What is Equity in Transportation," Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic_transportationequity.aspx

Asking for Feedback Today..

- Draft Equity Guiding Principle

Equity Draft

Social equity and environmental justice issues should be considered as the Spokane region makes transportation planning decisions that will impact lives for generations. SRTC maintains that all people, regardless of their demographic characteristics or barriers they may face, should have safe, dependable, and accessible transportation infrastructure that connects to resources and opportunities and enables them to reach their full potential. As such, differences in the transportation system should not be predicted by race, class, or any other identity.

In Chapter 2, SRTC defines potentially transportation disadvantaged communities in terms of low income, disability status, lack of vehicle access, age dependency, minority status, and limited English proficiency. Transportation disadvantaged residents are present throughout Spokane County in both urban and rural environments, and statewide data indicates that these demographics are disproportionately represented as pedestrian victims in fatal and serious injury crashes. SRTC also considers vulnerable populations as defined in RCW70A.02.010.

Equity Draft Policies

7A. Tailor outreach to vulnerable and transportation disadvantaged communities as part of our planning and programming processes. Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy including tailored outreach.

7B. Work to meet established safety targets and address fatal and serious injury crashes by supporting projects that build complete streets, mitigate modal conflict, and foster improved safety in areas where vulnerable and transportation disadvantaged residents make up a large share of the population.

Equity Draft Policies

7C. Ensure that all people can reap the benefits of a transportation network that connects them to key economic and quality of life destinations by addressing multimodal connectivity gaps and improving access to activity centers for transportation disadvantaged communities.

7D. Consider environmental justice and health disparities by referring to federal and state evaluation tools alongside local data.

Committee Feedback

- More directive language in the narrative
 - “must” and “will” instead of “should”
- Note equity is not just a product of existing conditions, rather derived from past and existing transportation decisions
- Consider how to track progress on equity over time

2024 MTP Timeline

MTP Adoption in November 2025

	2024 Q1	2024 Q2	2024 Q3	2024 Q4
Kick-off smart mobility & resiliency				
CMP complete				
RSAP complete				
Begin modal analyses				
Kick-off needs assessment summary				
Final drafts for smart mobility & resiliency				

Next Steps

- Consider additional adjustments to Guiding Principles
- Make adjustments (as needed) and return to committees/Board
- Future action item to approve amended Guiding Principles

Asking for Feedback Today..

- Draft Equity Guiding Principle

Thank You

Jason Lien

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SFY 2024-2025 UPWP, Amendment 1

SRTC Board

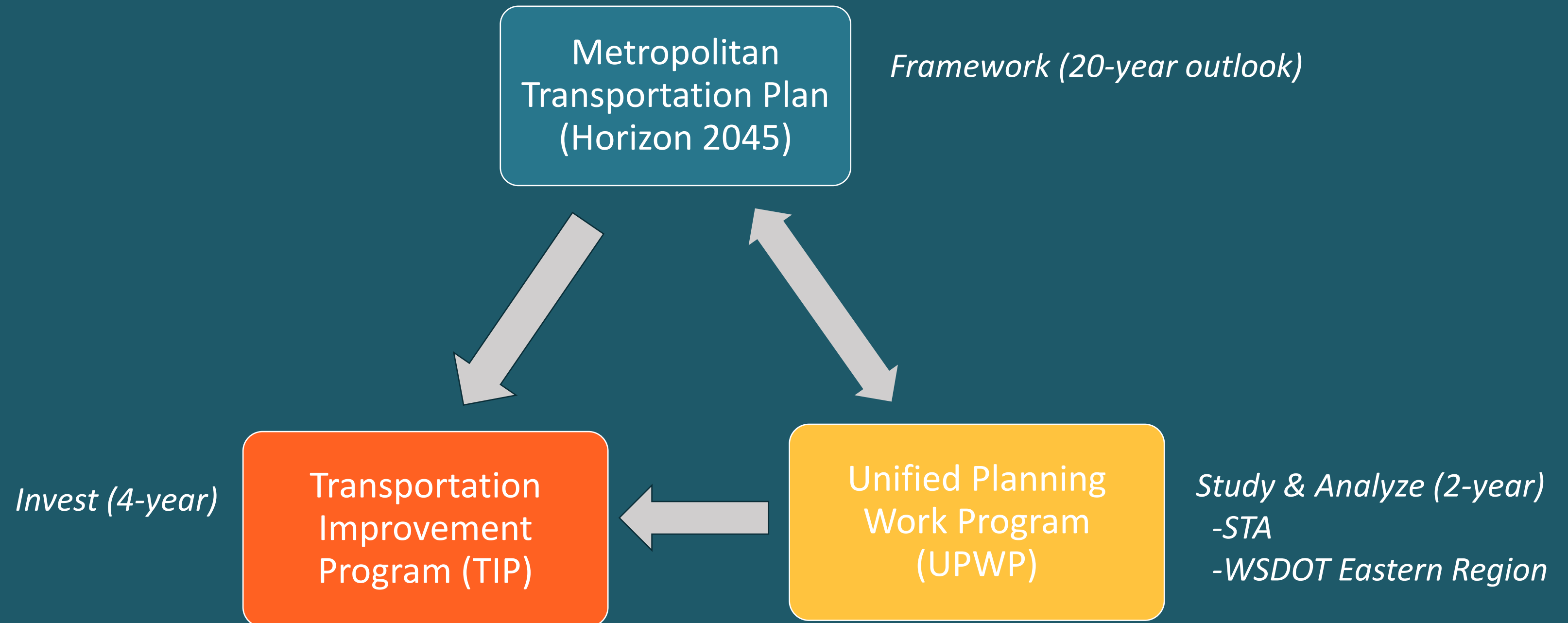
Eve McMenamy, Deputy Executive Director

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Information

May 9, 2024

Unified Planning Work Program- Relationship to other regional plans



Amendment 1- Content

- Develop VMT Target & Framework and address funding

**Special Transportation
Planning Study Agreement**
Work by Planning Organization - Actual Cost

- Update the Regional Commute Trip Reduction (CTR) Plan
- Clarify language regarding safe & accessible transportation (2.5%)
- Include WSDOT Eastern Region planning activities

Next Steps/ Questions

- Committee action item - May
- Board action item - June



CY 2024 Budget Amendment

Board of Directors

Greg Griffin, Administrative Services Manager

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Information & Discussion

May 9, 2024

Expenditures: Contractual and Professional Services

Row	Line-Item Title	CY 2024 Approved \$\$	CY 2024 Draft Amendment \$\$	\$\$ Change
26	Consultant Services & SS4A	304,500	435,000	130,500
32	Consultant Services & DATA	0	129,600	129,600
33	Consultant Services & VMT	<u>0</u>	<u>138,000</u>	<u>138,000</u>
34	Totals	304,500	702,600	398,100

Revenues

2	Designated SRTC Local Funds – SS4A	38,500	55,000	16,500
3	FHWA PL	984,488	969,988	(14,500)
4	FTA 5303	335,077	330,077	(5,000)
6	FHWA – SS4A	280,000	400,000	120,000
7	STBG - DATA	0	129,600	129,600
8	RTPO	144,651	282,651	138,000
11	Member Contributions – SS4A	<u>31,500</u>	<u>45,000</u>	<u>13,500</u>
13	Totals	1,814,216	2,212,316	398,100



Thank you!

Greg Griffin

Administrative Services Manager

Spokane Regional Transportation Council

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