

Co-Presented by

Parametrix



2nd Annual Regional Transportation Summit

EMBRACING INNOVATION

Integrating Technology in Transportation

Featuring
Randy Iwasaki
Daniel Lai
Abby Morgan



October 17, 2024

8:00 am to 10:00 am

CenterPlace Regional Event Center

<https://bit.ly/transportsummit24>



SRTC Regional Data Hub

The SRTC Regional Data Hub provides data and information about the Spokane region. Through this site you can view available datasets, explore interactive web maps, access PDF maps, and download data.

Explore Data by Category



[Roadways](#)



[Active Transportation](#)



[Transit](#)



[Freight](#)

The DATA hub is available on our website.

TRANSPORTATION EQUITY WORKING GROUP

Share your voice with local governments!

The Spokane Regional Transportation Council (SRTC) is looking for representatives from Spokane County's diverse communities to share your voice with elected officials.

Including:

- BIPOC & Hispanic
- Low Income
- People with Disabilities
- Rural & Urban Populations

Convening January 2024
Bi-Monthly Meetings | Hybrid Format
Time to be determined by the group
All are welcome to join!



Interested or want to learn more? Visit srtc.org/title-vi-ej-ada/

Questions can be emailed to SRTC at contact.srtc@srtc.org or call (509) 343-6370.



421 Riverside Ave, Suite 500
Spokane, WA 99201
Open M-F; 8am to 5pm



Learn more here!

*SRTC STAFF
AT THE 3RD ANNUAL
RIVER CLEAN UP*



CHAIR FRENCH
at the Greater NW Rail Summit



WSDOT
CONNECTS

People, Places, and Possibilities

October Focus

Architectural Feature Themes
for I90 Corridor

Project Updates

- Pedestrian Bridges
- Stormwater
- Tree Replacement

North Spokane Corridor



Placemaking & Community Engagement

- 📅 Wednesday, October 16
- 🕒 Doors open at 5:30 p.m.
- 🗨️ Presentation begins at 5:45 p.m.
- 📍 MLK Jr. Community Center, Multipurpose Room | 500 South Stone Street, Spokane, WA



To join the ER Connects meeting scan code or visit <https://rb.gy/fki4kj>



People, Places, and Possibilities

October 16



November 20



December 18



January 15



February 19



March 19



April 16



May 21





Draft CY 2025 Budget & Indirect Cost Plan

SRTC Board Meeting

Greg Griffin, Administrative Services Manager

Agenda Item 4 | Page 16

Action

OCTOBER 10, 2024

Budget Highlights

- Proposed 3% COLA wage adjustment for staff plus a 2.5% merit pool increase based on 2024 performance reviews.
- Completions of several consultant projects/studies including:
 - * DATA project
 - * Safe Streets for All (SS4A)
 - * Website update
- Continuing consultant project/studies work started in 2024 to finish in 2025:
 - * Metropolitan Transportation Plan (MTP) update
 - * Vehicle Miles Traveled (VMT) study

Action

- **Approval of Resolution 24-22 to approve the 2025 Budget and Indirect Cost Plan (ICP).**

2025 Budgeted Revenues

SRTC CY 2025 DRAFT BUDGET

	REVENUES	Amended 2024	Proposed 2025	\$\$ Change	% Change
1	FHWA PL (Federal Planning Funds) FY25 allocation	822,488	834,475	11,987	1.5%
2	FHWA PL (Federal Planning Funds) carried forward prior year	147,500	45,620	(101,880)	-69.1%
3	FTA (Federal Section 5303 Funds) FY25 allocation	284,830	309,527	24,697	8.7%
4	FTA (Federal Section 5303 Funds) carried forward prior year	45,247	98,701	53,454	118.1%
5	STBG Planning Funds	500,000	500,000	-	0.0%
6	Designated Grant - FHWA - SS4A (Safe Streets 4 All)	400,000	-	(400,000)	-
7	STBG D.A.T.A. & Study Project Funds	129,600	-	(129,600)	-
8	RTPO (State Planning Funds)	144,651	144,651	-	0.0%
9	V.M.T. (Vehicle Miles Traveled) Study Funds	138,000	95,000	(43,000)	-31.2%
10	Designated Grants (WA Dept Commerce - ETS)	1,200,000	1,300,000	100,000	8.3%
11	Local Member Contributions	276,299	280,192	3,893	1.4%
12	Local Member Contributions - designated SS4A from prior year	45,000	-	(45,000)	-
13	Designated Local Funds from prior year (SRTC - SS4A)	55,000	-	(55,000)	-
14	SRTC Cash Reserve (suite 500 changes & contingency)	25,000	25,000	-	0.0%
15	Spokane County Treasury Interest	15,000	30,000	15,000	100.0%
16	TOTAL REVENUES	4,228,615	3,663,166	(565,449)	-13.4%

2025 Budgeted Expenditures (1 of 2)

	EXPENDITURES	Amended 2024	Proposed	\$\$ Change	% Change
17	2025				
18	Personnel				
19	Salaries	1,136,980	1,194,875	57,895	5.1%
20	Accrued Vacation Payouts \ Unemployment	15,000	15,000	-	0.0%
21	FICA	88,126	92,555	4,429	5.0%
22	WA State Retirement System	108,354	109,491	1,137	1.0%
23	Insurance/Benefits	182,500	203,440	20,940	11.5%
24	Total Personnel	1,530,960	1,615,361	84,401	5.5%
25	Contractual and Professional Services				
26	Legal Services	25,000	25,000	-	0.0%
27	Consultant & Prof Svcs	2,250	5,800	3,550	157.8%
28	State Audit Charges	20,500	22,000	1,500	7.3%
29	Consultant Services & D.A.T.A.	129,600	-	(129,600)	-
30	Consultant Services & SS4A	435,000	-	(435,000)	-
31	Consultant Services & MTP Update	405,000	222,500	(182,500)	-45.1%
32	Consultant Services & TIP Database	18,750	16,550	(2,200)	-11.7%
33	Consultant Services & Strategic Plan	-	30,000	30,000	-
34	Professional Services - ETS Grant Work	1,200,000	1,300,000	100,000	8.3%
35	Consultant Services & V.M.T.	138,000	95,000	(43,000)	-31.2%
36	Total Contractual and Professional Services	2,374,100	1,716,850	(657,250)	-27.7%
37	Materials and Services				
38	Publications	500	500	-	0.0%
39	Postage	300	400	100	33.3%
40	Operating Supplies	4,500	7,000	2,500	55.6%
41	Minor Furniture/Equipment/Rebranding	1,000	5,150	4,150	415.0%
42	Telephone	4,860	4,980	120	2.5%
43	Advertising	3,000	5,550	2,550	85.0%

2025 Budgeted Expenditures (2 of 2)

	EXPENDITURES 2025	Amended 2024	Proposed	\$\$ Change	% Change
44	Rent - Office Space	95,000	68,000	(27,000)	-28.4%
45	Rent - Meeting Rooms	500	500	-	0.0%
46	Lease - Copier (and usage charges)	2,550	2,670	120	4.7%
47	Property and Liability Insurance	20,000	22,000	2,000	10.0%
48	Printing	750	8,000	7,250	966.7%
49	Interfund Charges County Treasurer (Fees)	4,860	5,110		5.1%
51	Total Materials and Services	137,820	129,860	(7,960)	-5.8%
52	Travel, Training, and Staff Development				
53	Mileage & Parking	2,400	2,400	-	0.0%
54	Travel / Training (Staff)	42,700	42,700	-	0.0%
55	Annual Summit / Guest Speakers	5,000	5,000	-	0.0%
56	Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
57	Dues, Subscriptions, and Memberships	9,625	10,125	500	5.2%
58	Total Travel, Training, and Staff Development	63,425	63,925	500	0.8%
59	IT Operations				
60	IT Professional Services	29,060	36,300	7,240	24.9%
61	Software	39,820	44,020	4,200	10.5%
62	Hardware - New, Replacement, Repairs & Maintenance	10,500	18,500	8,000	76.2%
63	Online Services	17,930	13,350	(4,580)	-25.5%
64	Total IT Services	97,310	112,170	14,860	15.3%
65	Contingency	25,000	25,000	-	0.0%
66	TOTAL EXPENDITURES	4,228,615	3,663,166	(565,449)	-13.4%

What is an Indirect Cost Plan?

- A plan to recover eligible overhead costs associated with operating the agency across all program areas, rather than charging out portions of costs directly (administrative staff, telephone/copier/supplies costs).
- Developed under Federal guidelines and approved by WSDOT.
 - 47% rate 2023
 - 50% rate 2024
 - 60% rate average since 2016

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

CALENDAR YEAR
**2025 INDIRECT
COST PLAN**
DRAFT

421 W Riverside Ave
Suite 500
Spokane WA 99201
www.srtc.org
509.343.6370

Next Steps

- Discuss any questions or comments.
- Request approval of SRTC Resolution # 24-22
- Effective 01-01-2025.

Questions?

Greg Griffin

Administrative Services Manager

ggriffin@srtc.org | 509.343.6370

2025 – 2028 Transportation Improvement Program (TIP)

Board of Directors

Ryan Stewart, Principal Transportation Planner

Agenda Item 5, page 44

Action

October 10, 2024

Action

**Approval of Resolution 24-23 adopting the 2025-2028
Transportation Improvement Program (TIP).**

What is the TIP?

- 4-year program of regional transportation projects
- Any project receiving federal funds or regionally significant
- Full document at SRTC.org under the Transportation Improvement Program tab

2025 - 2028

Transportation

**IMPROVEMENT
PROGRAM**

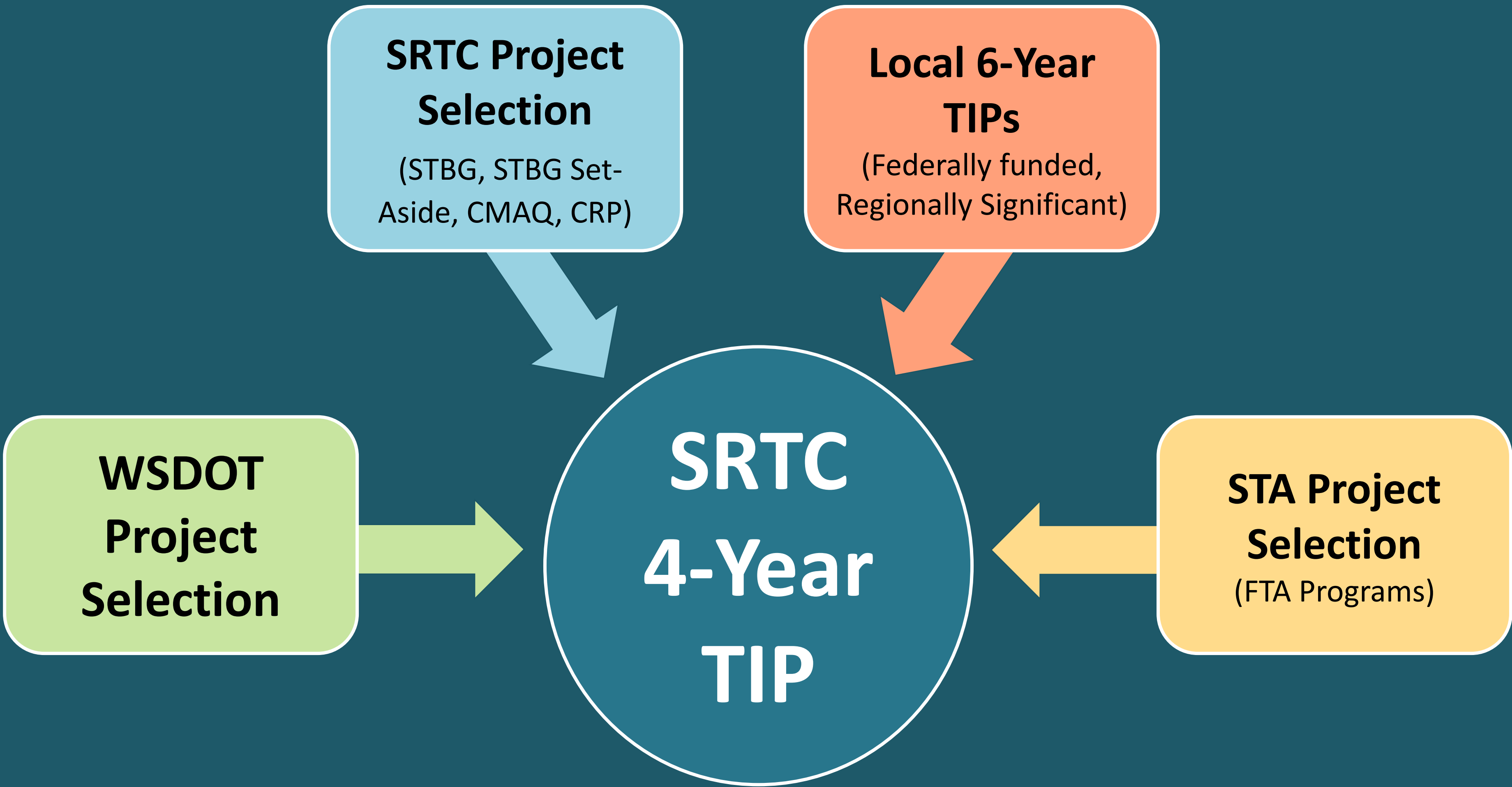
**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**

421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

☎ 509-343-6370

✉ contact.srtc@srtc.org

🌐 www.srtc.org



SRTC TIP Determination Process



Consistent with
SRTC's MTP-
Horizon 2045



Consistent with
Regional Plans



Conforms with
State Air
Quality Plans



Fiscally
Constrained



Requirements

METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION FOR THE FOLLOWING METROPOLITAN PLANNING AREA

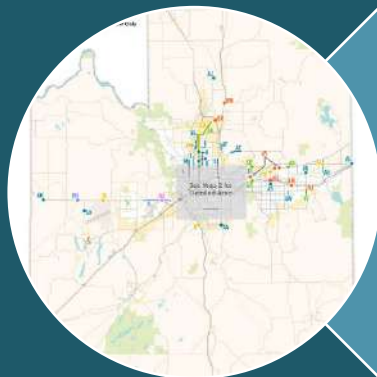
In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Spokane Regional Transportation Council Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. *23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;*
2. *In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;*
3. *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;*
4. *49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;*
5. *23 U.S.C 101 note and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;*
6. *23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
7. *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;*
8. *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;*
9. *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;*
10. *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and*
11. *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).*
12. *The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.*

2025-2028 TIP Overview - DRAFT



65 Projects (Total)



\$897 M (4-years)



23 Projects = \$32 M (SRTC Managed)

2025–28 Regional TIP (RTIP) Projects by Project Type

DRAFT

Project Type	Number of Projects	Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	7	25,830,870	3%	9%
Bridge	6	17,605,509	2%	6%
High Performance Transit	2	2,500,000	0%	1%
Planning	2	4,178,035	0%	2%
Preservation	18	32,641,494	4%	12%
Rail/Highway Crossing	1	39,961,208	4%	15%
Reconstruction	5	20,571,913	2%	8%
Roadway Capital	2	5,980,000	1%	2%
Roadway Capital - NSC	6	624,663,926	70%	
Safety & Security	6	6,256,300	1%	2%
Transit	4	108,401,784	12%	40%
TDM	1	864,422	0%	0%
TSMO	5	7,375,722	1%	3%
TOTAL	65	896,831,183	100%	100%

Legend x

TIP (2025-2028) Project Points

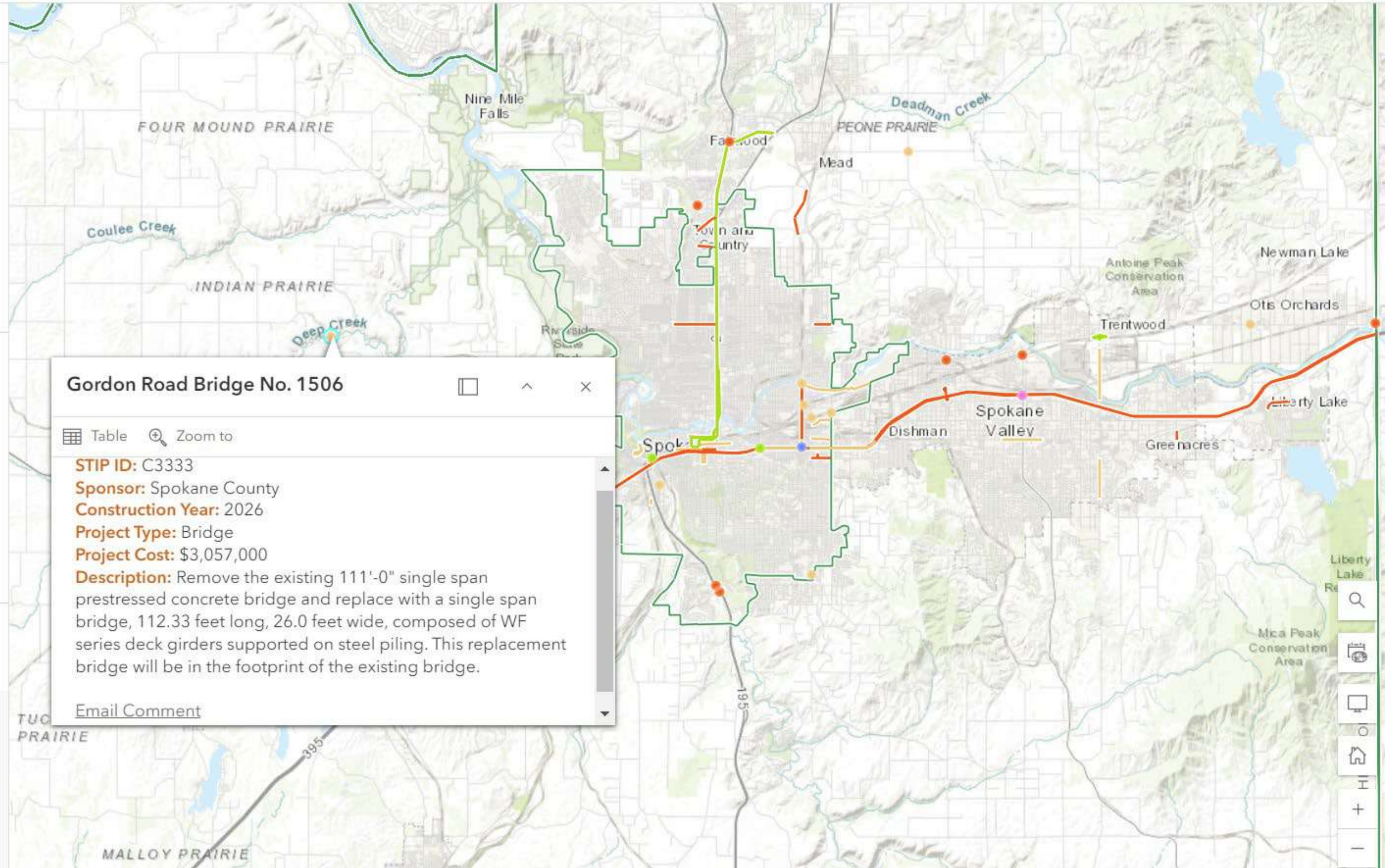
- 2025
- 2026
- 2027
- 2028
- 2029
- PE, PL, or RW Only

TIP (2025-2028) Line Projects

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

TIP (2025-2028) Regionwide/Area Projects

-



2025-2028 TIP Public Engagement

General outreach – SRTC's PPP

30-day TIP Public Comment Period

September 1 – September 30, 2024

TIP Public Meeting (Hybrid)

Thursday, September 26th

- Recording is available on website



2025- 2028 TIP Timeline

- Sept 1 to Sept 30 – 30-Day Public Comment Period
- Sept 12 – SRTC Board Informational Item
- Sept 25 – SRTC TAC & TTC Action Item ✓
- Sept 26 – TIP Public Meeting
- **Oct 10 – SRTC Board Action Item**
- Oct 18 – Projects due to WSDOT in Secure Access WA
- ~Jan 10 – FHWA/FTA STIP Approval

Action

**Approval of Resolution 24-23 adopting the 2025-2028
Transportation Improvement Program (TIP).**



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6370 | rstewart@srtc.org | www.srtc.org



Connect 2035 Strategic Plan

SRTC Board of Directors

October 10, 2024

What is Connect 2035?

- STA's next 10-year strategic plan
- Phase 1 Strategic Foundation – adopted in December 2022
 - Informed by community input
 - Updated agency mission and vision
 - Developed goals, strategies, and headline performance measures
 - Anchored on principles from STA's Comprehensive Plan



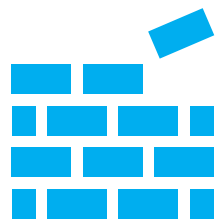
Connect 2035 Goals



Goal 1 – Elevate the customer experience



Goal 2 – Lead and collaborate with community partners to enhance the quality of life in our region

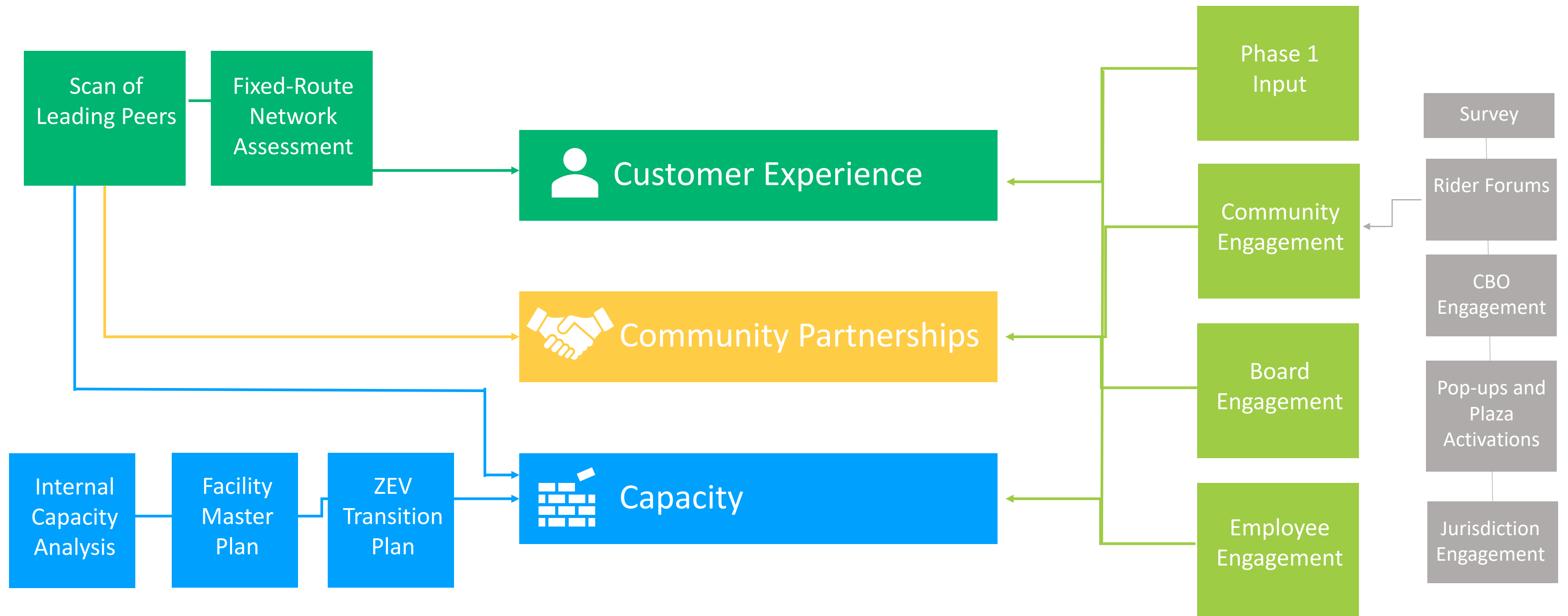


Goal 3 – Strengthen our capacity to anticipate and respond to the demands of the region

Guiding Questions for Phase 2

- What programs, projects, and supporting investments are needed to deliver on the Phase 1 Strategic Foundation?
- How should STA's service, modes, and network evolve?
- How can desired new investments align with funding?
- What will be required (e.g., resources, new capabilities, facilities) to successfully deliver the Connect 2035 strategic plan?

Sourcing Candidate Initiatives



Community Engagement Summary

- Online surveys
- Open houses
- Rider forums
- Board of Directors
- Community based organization (CBO) listening sessions and Check-ins
- Business outreach and focus groups
- Plaza activation
- Citizen Advisory Committee (CAC) and Insight Network
- Community leaders and stakeholders
- STA employees

Contact Type	Touche s to date
Direct (email, phone, letter)	135
Email newsletter (subscribers)	944
Presentations/Tabling (Boards, committees, community events)	328
Listening Sessions and	77

Themes for Investments (Engagement + Analysis)

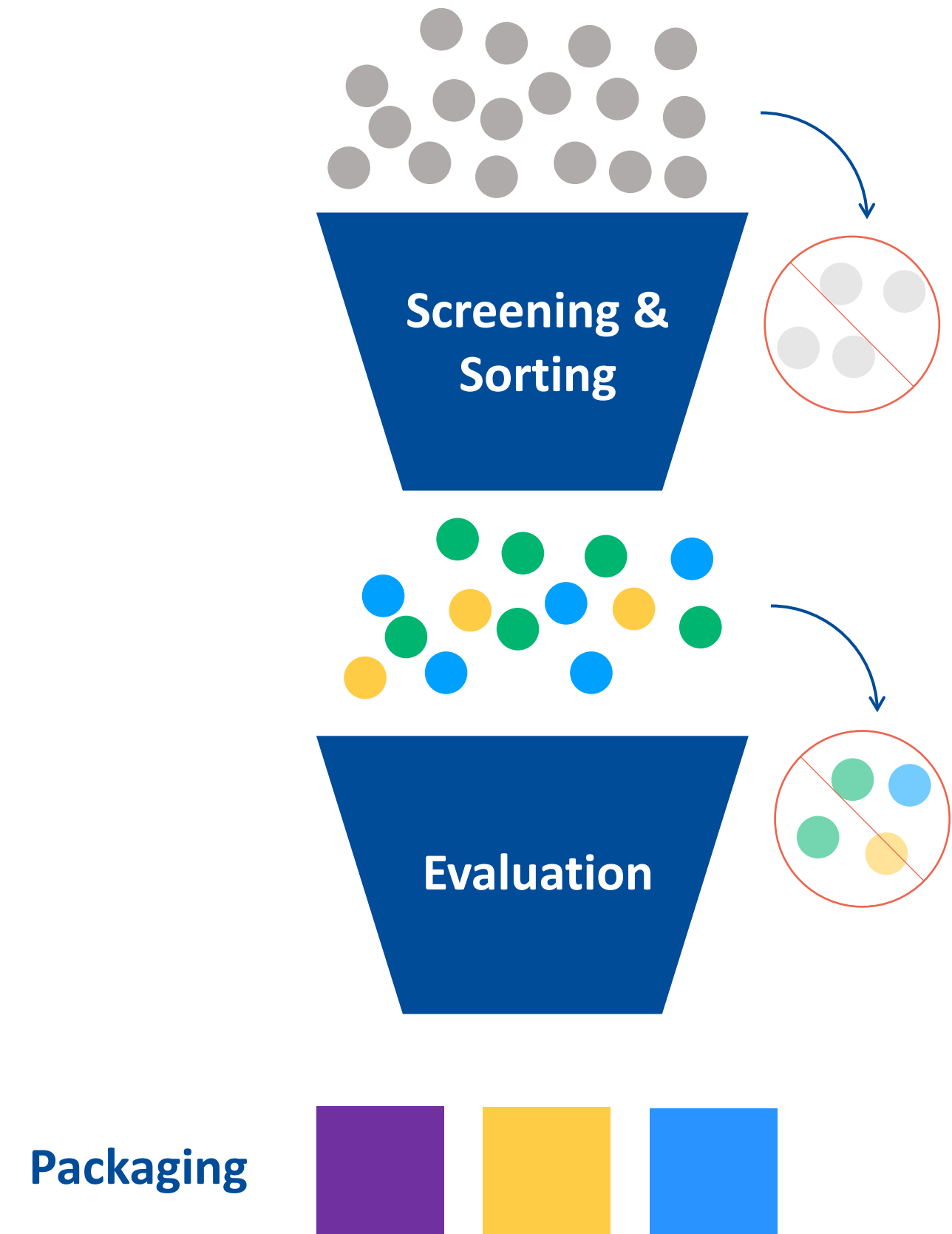
- Riders have consistently ranked **frequency** as the most important potential improvement
- Riders see significant opportunity for more **High-Performance Transit** lines
- Desire for **more and later service on weekends**, especially for people who don't work typical Mon-Fri, 8 a.m. - 5 p.m. schedules
- Locations for potential **new/increased service** (*Spokane Valley, Latah Valley, West Plains, Liberty Lake, North Idaho*)
- Materials **in-language and in other accessible** formats is critical
- Recognition of STA's efforts around **safety and security**, but desire for expanded visibility and efforts
- Riders value **real-time information** and see opportunities for continued improvement
- Riders consider STA **affordable**, though some also expressed need for lower fares

Connect 2035 Initiative and Investment Framework

		What?	Why?	Process
<p>+ \$</p> <p>.8%</p> <p>Existing Resources</p>	Enhancements +	Initiatives Requiring Ongoing Funding	Support strategic goals with <i>new funding approved by voters</i>	Included in initiative list, Evaluated and prioritized
	Enhancements	One-Time Initiatives and optimization	Support strategic goals by leveraging <i>existing resources</i>	Included in initiative list, Evaluated and prioritized
	Core Investments	Division St BRT, Facilities Master Plan, ZEV Transition	Deliver major commitments and enable future growth	Included in initiative list, Not evaluated, Cost estimates and scopes to be refined
	Baseline	STA's Operating + Capital Budget	Maintain current levels of service made possible by Moving Forward	Not on initiative list, Not evaluated

From Initiative List to Packages

- Developed list of **candidate initiatives**
- Filtered out tactical/infeasible/unaligned initiatives during **screening & sorting**
- **Evaluated** initiatives against six outcomes and assessed ROI
- Highest scoring/highest ROI initiatives that respond to community needs incorporated into **alternative packages**

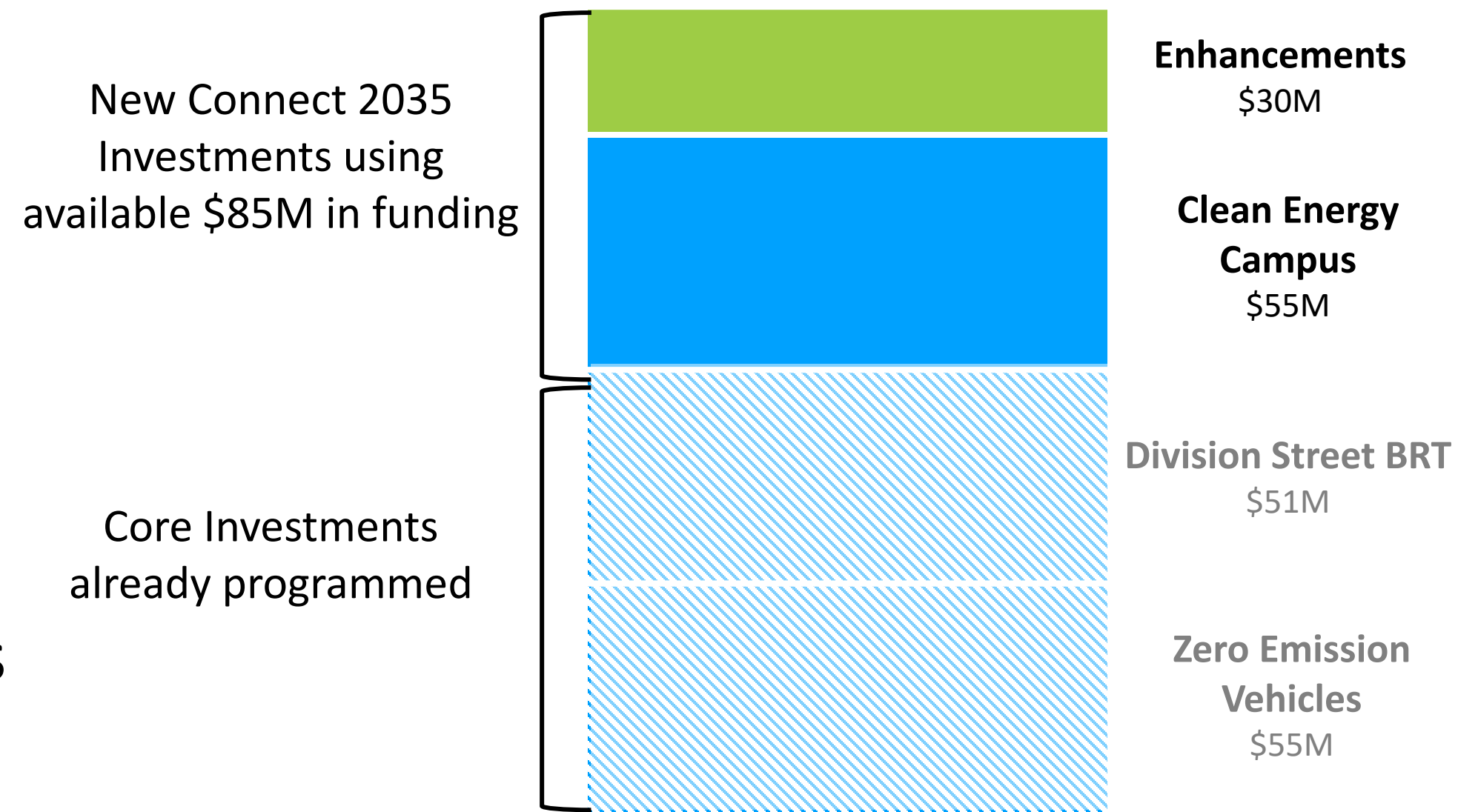


Core Investments & Enhancements

- Forecast \$85M available for strategic investments (along with outside grants) contingent on renewal of 0.8% sales tax rate
- Dedicate \$55M from available resources to the clean energy campus
- \$30M available for Enhancements

Proposed Allocation of Available Funding

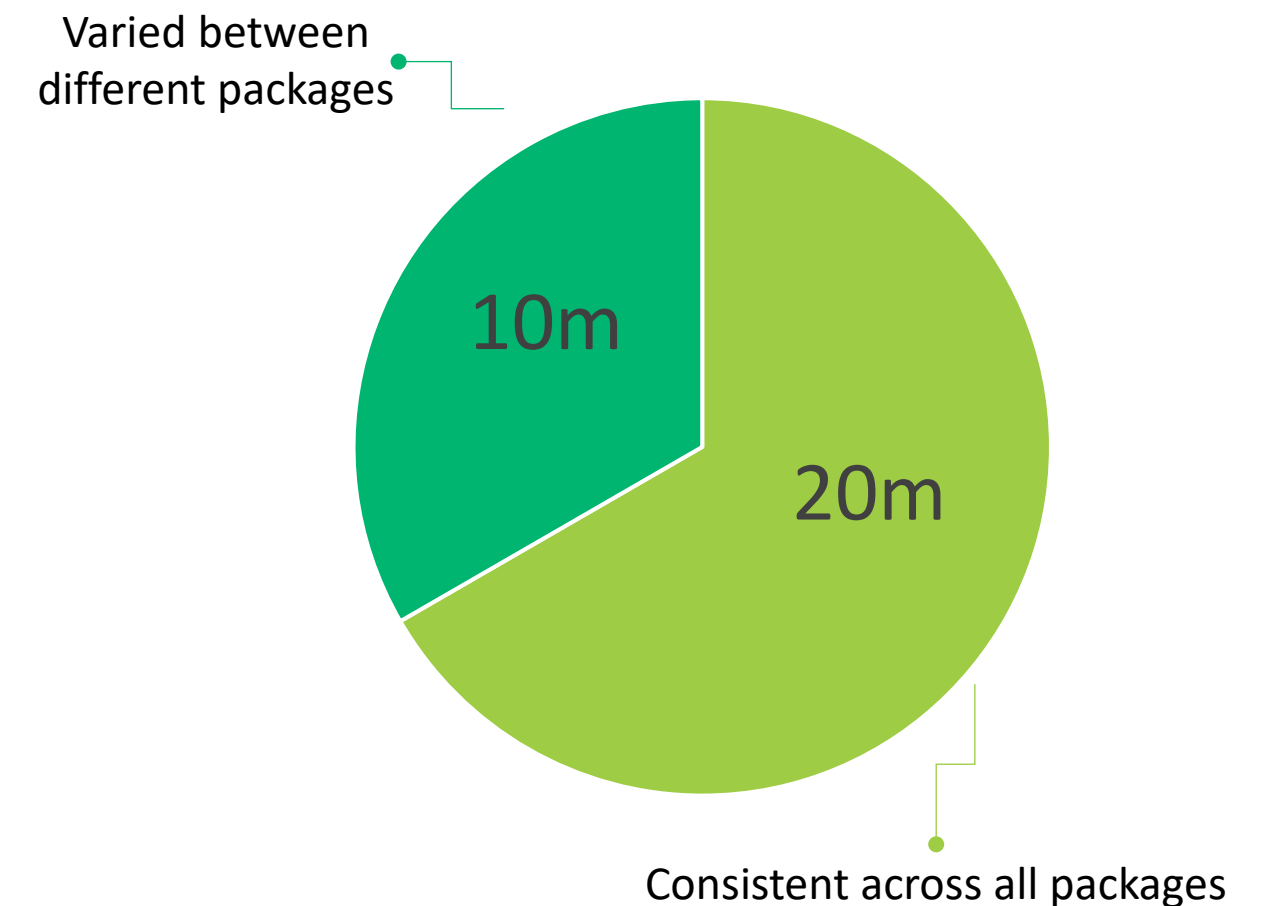
(maintain 0.8% sales tax rate)



Enhancements

- Enhancements included in all packages would require ~\$20M
- ~\$10M available for additional enhancements beyond those that are included in all packages

Connect 2035 Enhancements



Goal 1: Customer Experience



Enhancements to include in all packages

Initiative

Implement the fixed route network optimization (additional night/weekend service on high-performing routes, updating service in Spokane Valley, reaching new job centers)

Pilot a safety ambassador program with trained personnel on buses and at facilities

Implement online scheduling for paratransit trips

Install lighting at all sheltered stops

Install shelters at all stops with more than 25 daily boardings

Upgrade Route 33 – Wellesley to High Performance Transit (infrastructure)

Implement a Mobility-on-Demand pilot in North Spokane Valley

Goal 2: Community Partnerships



Enhancements to include in all packages

Initiative

Increase programs teaching new riders to use the bus, including partnerships with CBOs

Establish a CBO network to support and strengthen STA's community engagement efforts focused on underrepresented communities

Expand outreach to employers to educate about the benefit of transit and STA's service options

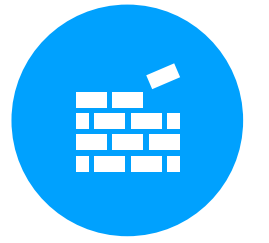
Increase educational efforts to raise awareness of service information in languages other than English and ability to request translations

Identify locations for installation of signage (and other rider resources) in languages other than English

Work with event organizers to integrate transit fare into event tickets

Work with Visit Spokane, hotels, and event organizers to develop partnerships and enhance information for visitors

Work with partners (SRTC, Avista) to expand access to public electric vehicle charging at STA facilities



Goal 3: Capacity

Enhancements to include in all packages

Initiative

Invest in staffing to support of strategic initiatives.

Upgrade Computer-Aided Dispatch / Automatic Vehicle Location systems for more accurate real-time information

Implement telematics in fleet vehicles to increase safety, efficiency, and opportunities for expanded operator training

Purchase a CRM system to streamline customer interactions and improve service delivery

Establish an organizational development program

Enhance employee engagement and communications efforts to retain STA talent

Invest in our operators by upgrading break rooms and amenities, expanding access to high-quality restrooms along routes, and developing new operator support systems

Increase transparency by developing user-friendly, public-facing dashboards for key performance indicators and making it easier to access and use publicly available data

Enhancements

Three alternatives for additional enhancements using the remaining ~\$10M
(anticipate ability to pursue two packages)

Package A – Reduced Fares

Develop an eligibility-based reduced fare program for riders experiencing low incomes *(pending Connect Spokane fare policy update)*

Package B - High Performance Transit

Upgrade Route 28 - Nevada to High Performance Transit (infrastructure)

Conduct planning and design for future HPT corridors (Route 61 - Highway 2/Fairchild, Extend Route 90 - Sprague to the Appleway Park-n-Ride, extending Division BRT to Mead, planning for future high-capacity transit corridors)

Fund station area TOD planning efforts in partnership with municipalities

Package C - Mobility-on-Demand

Implement MOD pilots in Latah Valley, Liberty Lake, and unincorporated portions of the West Plains

Launch an inclusive MOD pilot geared towards older adults and people with disabilities to test same-day scheduling for paratransit

Pilot new user interface and in-vehicle technology to enable rideshare users to book and pay for trips on-demand

Next Steps

Date (2024)	Activity
October 17	Present results of community engagement and packaging guidance to STA Board of Directors. Action: selection of final package
October 30	Board of Directors Workshop. Agenda: overview of draft plan, implementation steps, performance tracking
November 6	Release of public draft
November 21	Public hearing on draft plan
December 4	Present final plan to Planning & Development Committee

Thank You

SRTC Guiding Principles

Board of Directors

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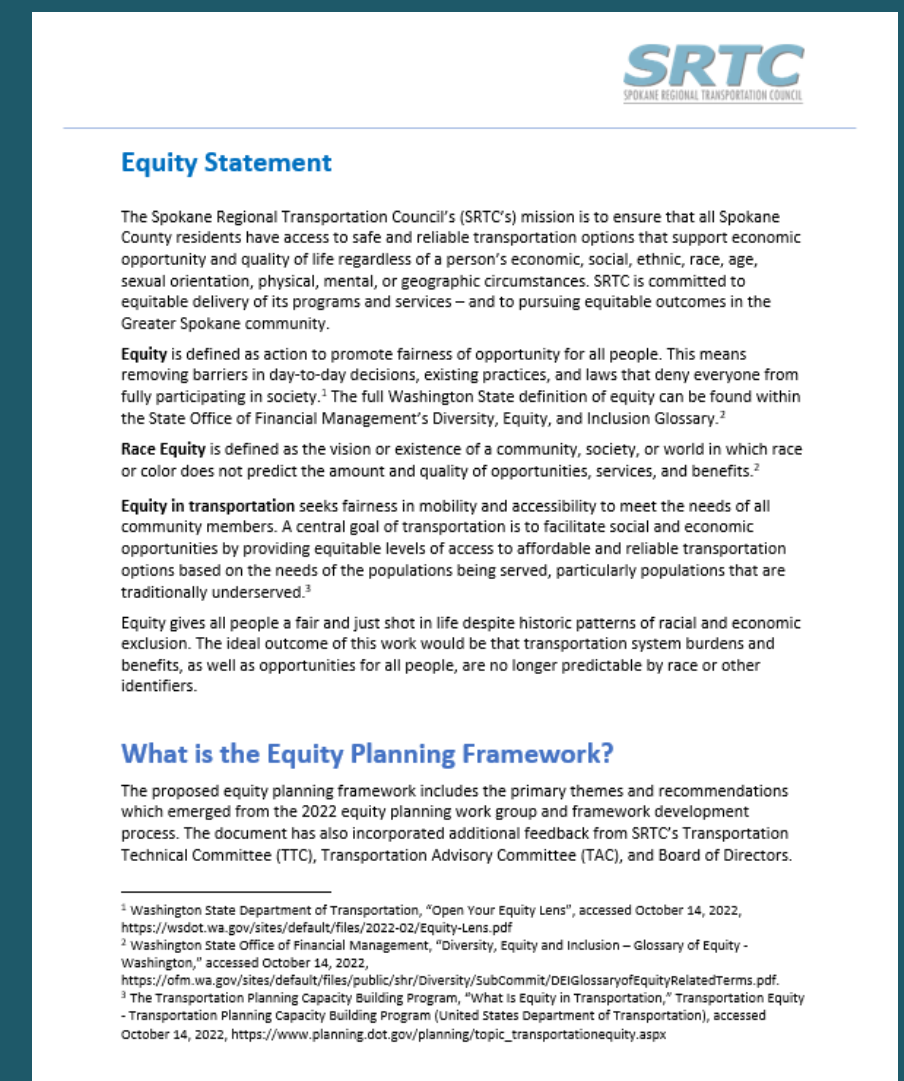
Jason Lien

October 10, 2024



New - Equity Guiding Principle

- Outgrowth of Equity Planning Framework
- Recommendations adopted by Board in Dec. 2022
- Spring / Summer review by committees, SRTC Board, and Equity Working Group



The screenshot shows a document titled "Equity Statement" from the Spokane Regional Transportation Council (SRTC). The document outlines the council's mission to ensure safe and reliable transportation for all Spokane County residents, regardless of their economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. It defines equity as the removal of barriers to opportunity and participation in society, and provides definitions for "Equity in transportation" and "Race Equity". It also describes the "Equity Planning Framework" which includes primary themes and recommendations from a 2022 equity planning work group. The document is signed off by the Transportation Planning Capacity Building Program.

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

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/SubCommit/DEIGlossaryofEquityRelatedTerms.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

Update Highlights

- Clarifications / specificity
- Alignment with federal & state policy
- Greater ties to performance measures
- Safety update based on Regional Safety Action Plan
- Greater ties to priority networks
- Inclusion of technology & resiliency
- New Guiding Principle for Equity

Format

- Narrative description
- Policy statement

4) SYSTEM OPERATIONS, MAINTENANCE, AND PRESERVATION



Horizon 2045 will strive to provide adequate funding for projects that address documented transportation needs, reduce lifecycle operation and maintenance costs, conserve energy, and preserve and prolong the existing infrastructure. SRTC and project proponents will use performance-based plans that provide efficient system management.

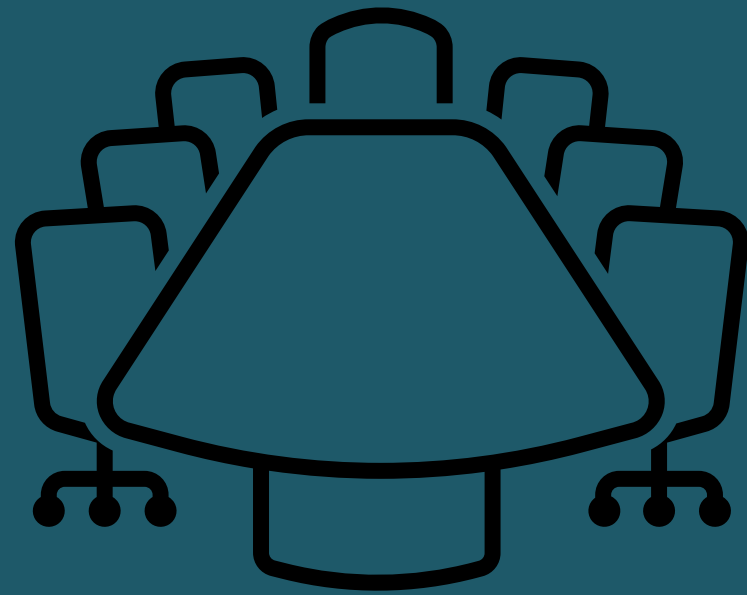
POLICIES: Maximizing the operations and physical condition of the transportation network will require strategic investments. To accomplish this Horizon 2045 will put a priority on programs and projects that:

4A	Develop cost-effective strategies; pursue alternative funding sources and mechanisms.
4B	During winter weather conditions, ensure snow and ice removal and snow storage is regularly maintained and designed for roadways and sidewalks to improve user safety and mobility and to keep the transportation system operational..

Committee Feedback

- **Implementation of Equity as criteria**
- **Suggested text addition (Stewardship)**
- **Be conscience of accessibility – e.g. scooter availability vs sidewalk clearance**
- **Carry out Equity across SRTC's programs**

Board Comments



Next Steps

- **Back to committees this month, Board in Nov.**
- **Make adjustments (as needed) and build consensus to move forward**
- **Final adoption in Horizon 2050 (Nov. 2025)**

Thank You

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Congestion Management Process: Corridor Analysis & Strategies

**SRTC Board of Directors
Agenda Item 8 | Page 54**

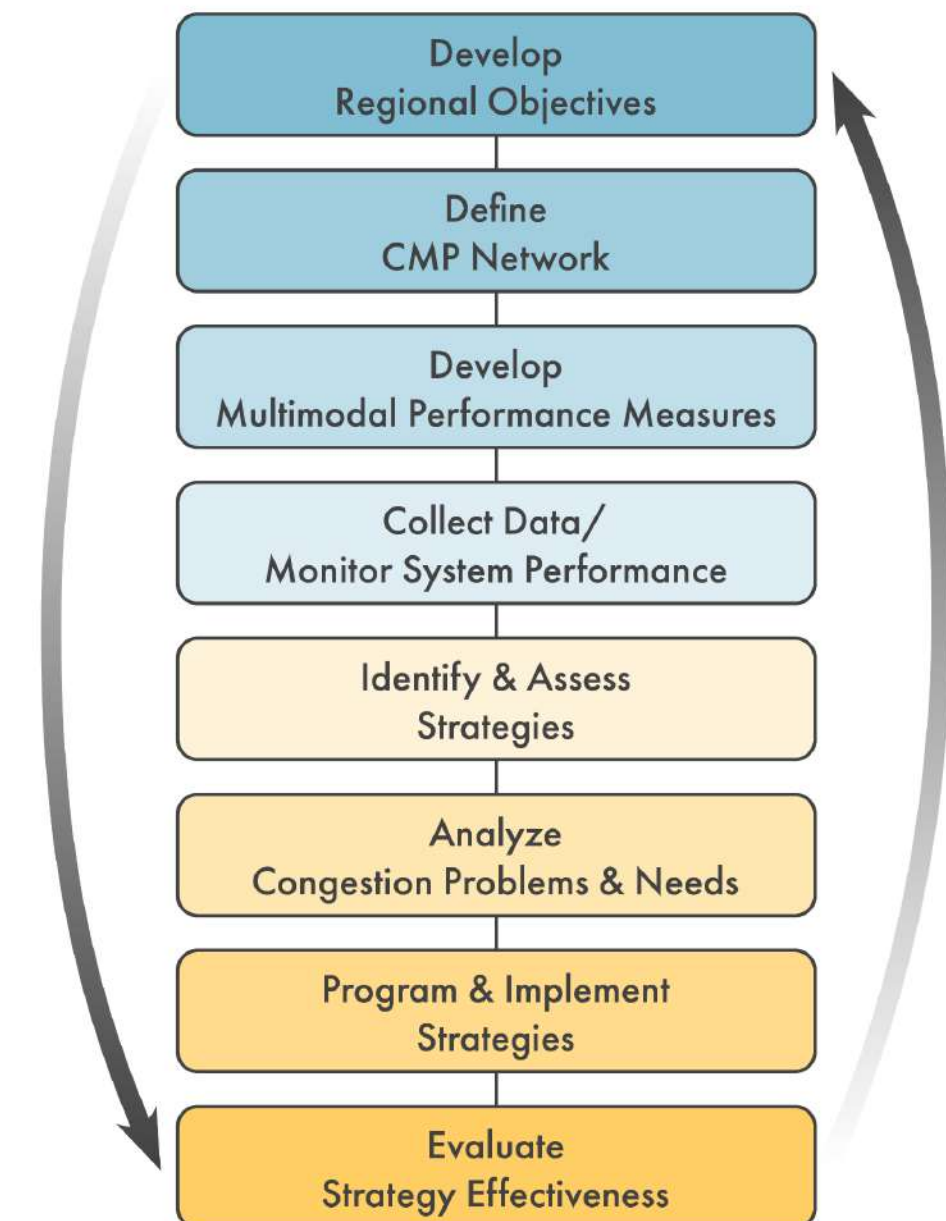
October 10, 2024

Congestion Management Process (CMP)

Systematic regional approach to managing congestion

- Data collection & analysis
- Identifying problems & needs
- Developing & implementing strategies
- Ongoing monitoring & evaluation
- Federally required for all urban areas with a population over 200,000

Congestion Management Process (CMP) Steps

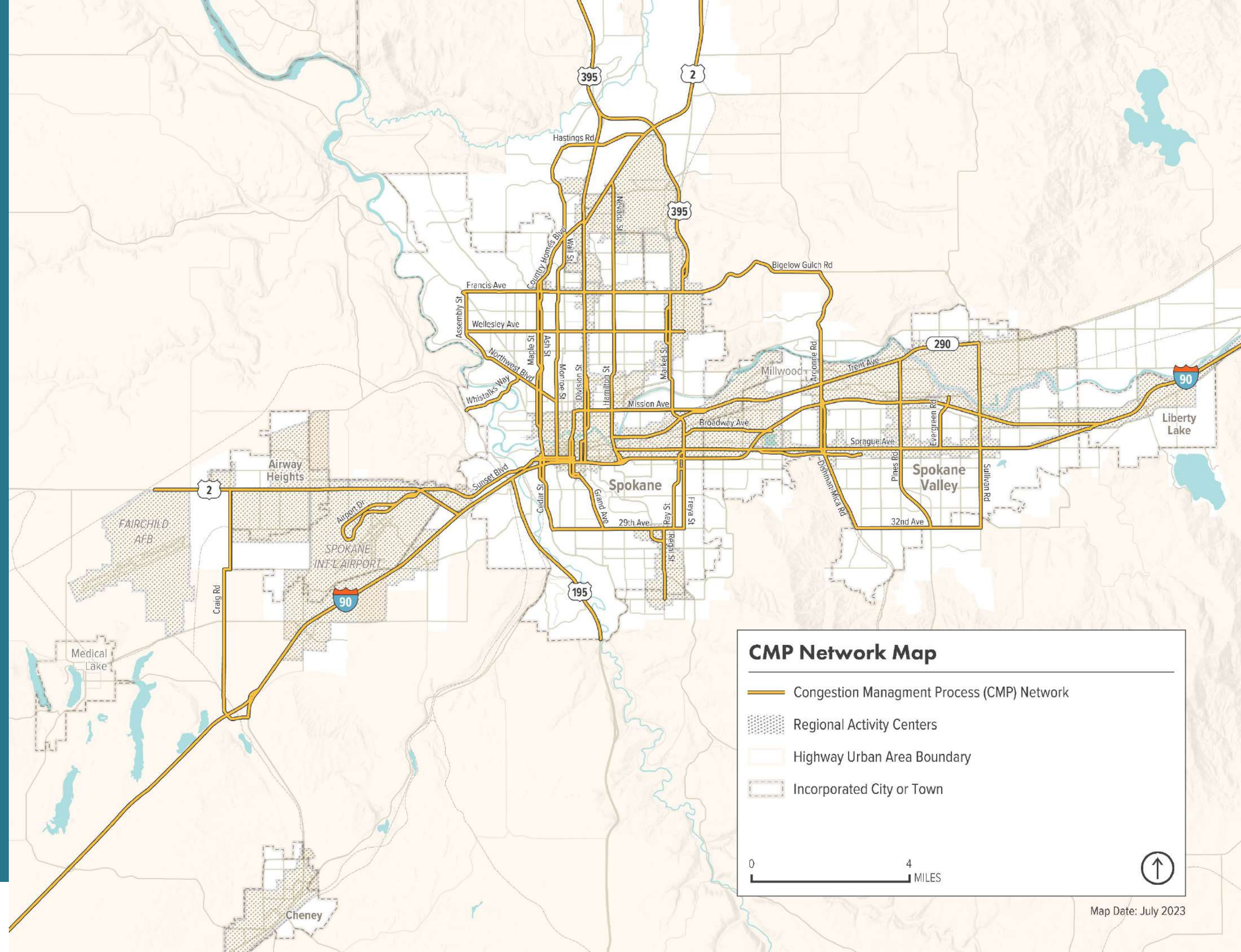


Purpose of the CMP

- **Maximize transportation funds**
- **Manage regional travel demand**
- **Reduce single occupancy vehicle (SOV) trips**
- **Improve the transportation system's efficiency**
- **Justify additional capacity when it's needed**
- **Ensure regional coordination**

CMP Network

- Updated in 2023
- Includes urban arterials w/ $\geq 15K$ AADT or ≥ 1.5 LOTTR
- Key connecting routes also included



CMP Network Map

- Congestion Management Process (CMP) Network
- Regional Activity Centers
- Highway Urban Area Boundary
- Incorporated City or Town

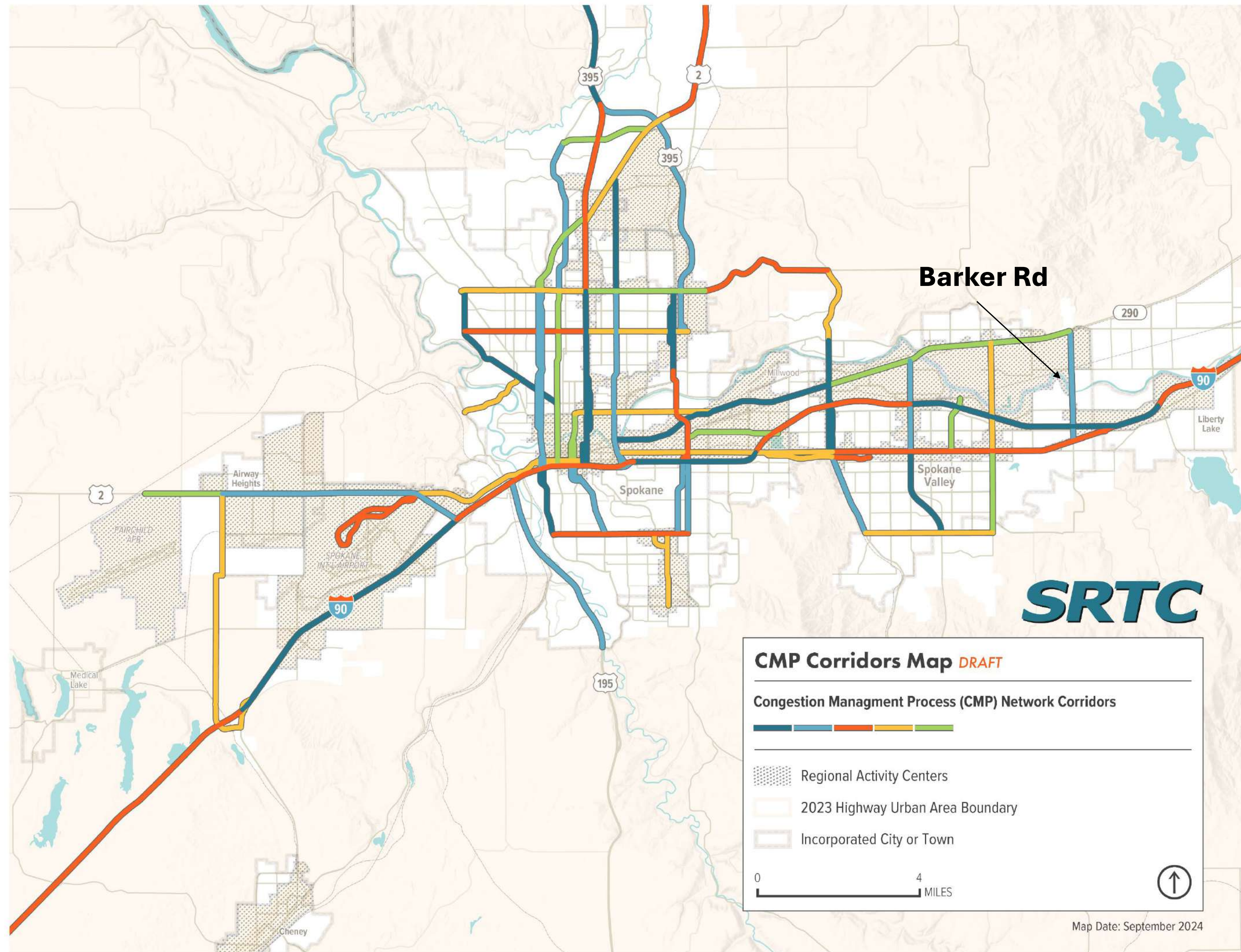
0 4 MILES



Map Date: July 2023



CMP Network Corridors



CMP Corridor Analysis

Tier 1 Corridors

- Selected for detailed congestion management strategies

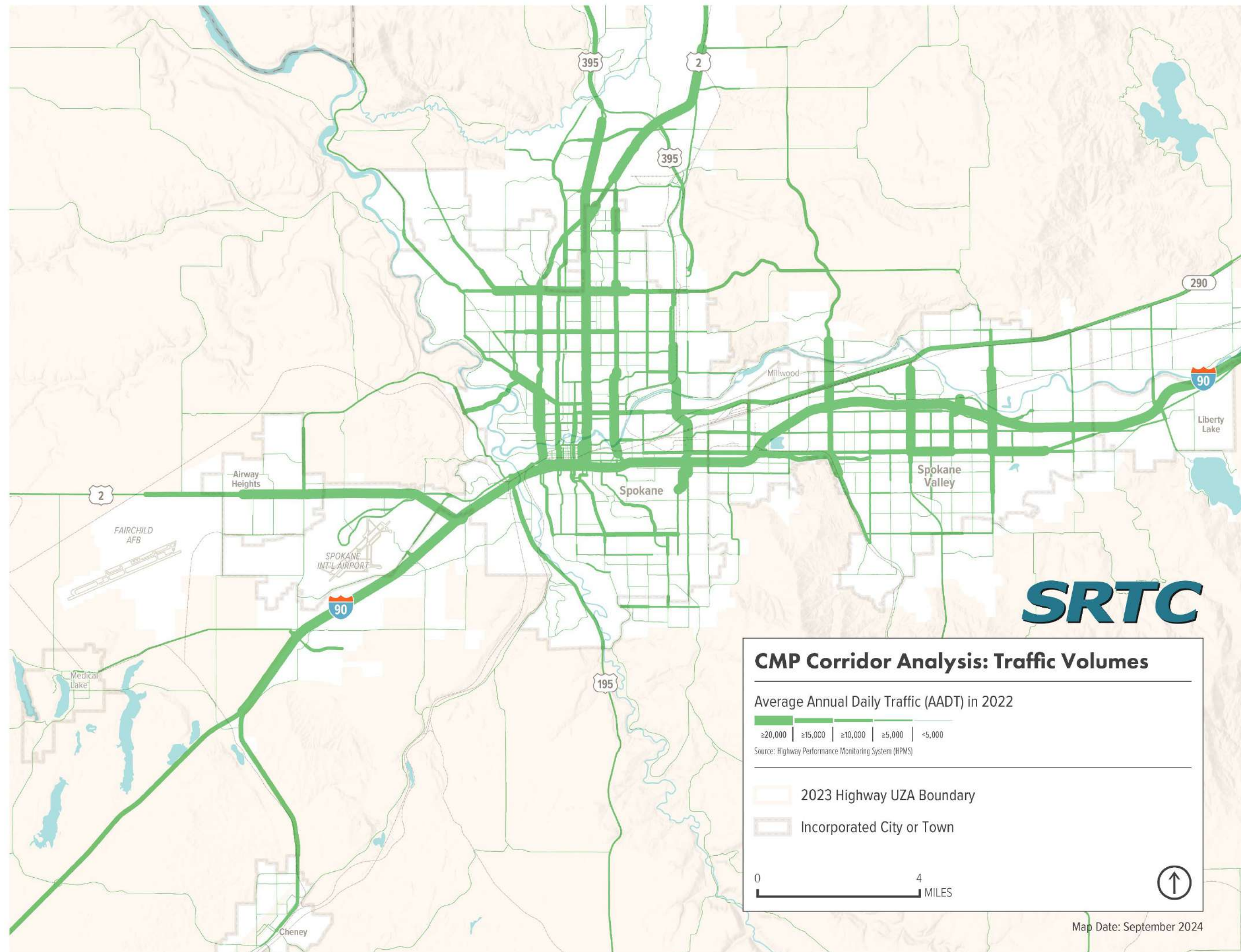
Tier 2 Corridors

- “Watch list” where data is collected & conditions monitored
- Strategies not assigned until conditions worsen

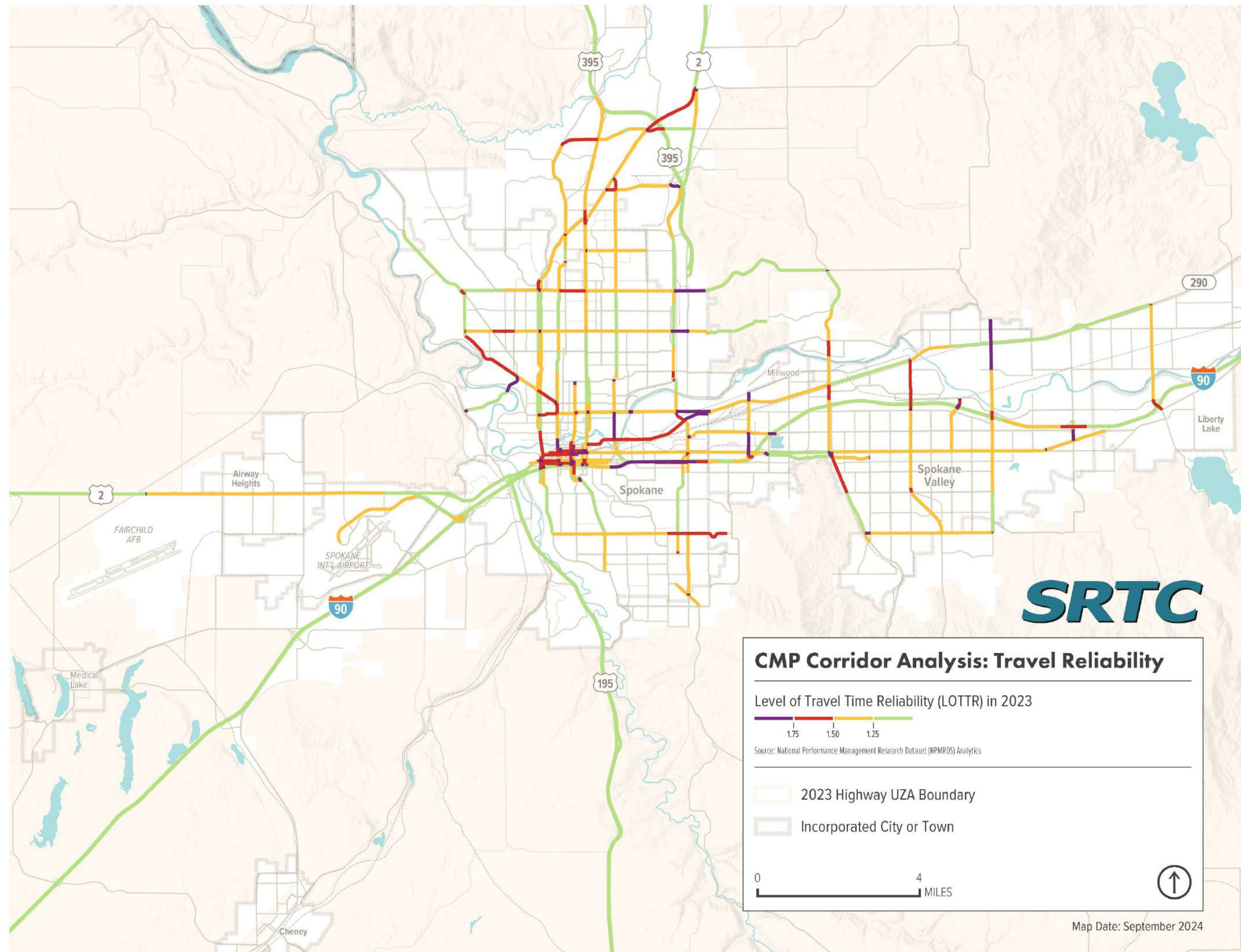
Identifying Tier 1 CMP Corridors

- 1. Travel Demand**
- 2. Level of Travel Time Reliability (LOTTR)**
- 3. Peak Hours of Excessive Delay (PHED)**
- 4. Connections to Regional Activity Centers**

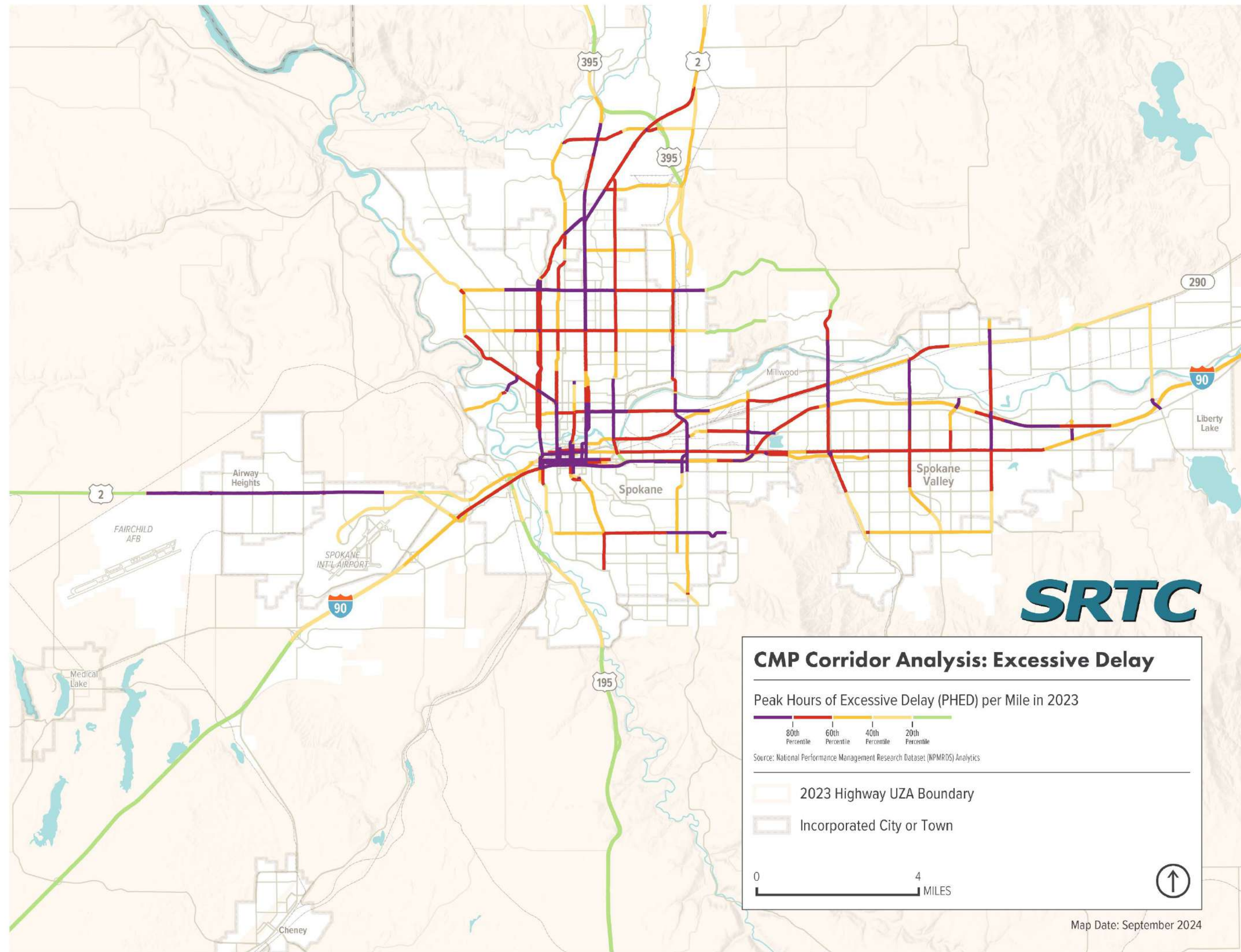
Factor 1 Travel Demand



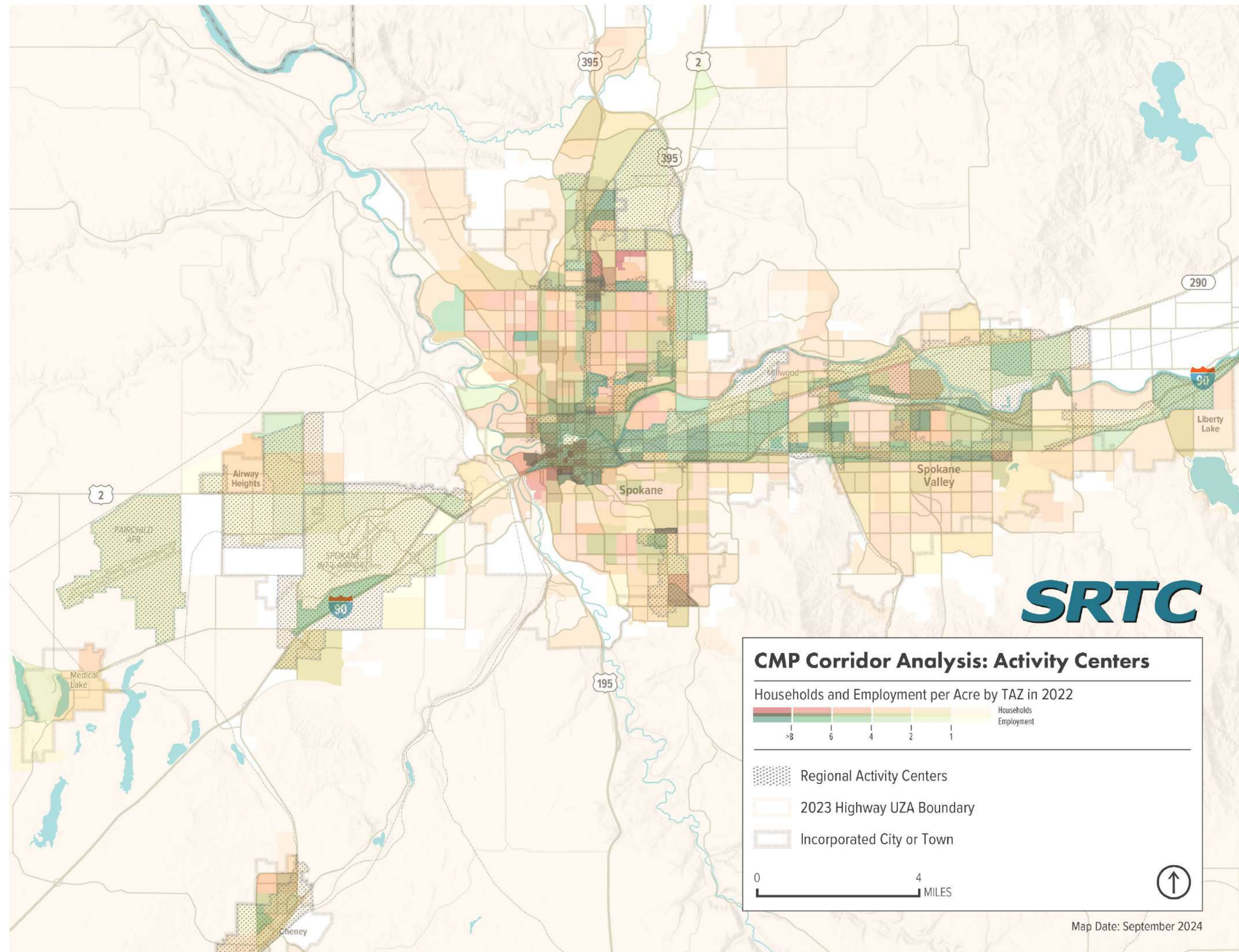
Factor 2 Level of Travel Time Reliability (LOTTR)



Factor 3 Peak Hours of Excessive Delay (PHED)



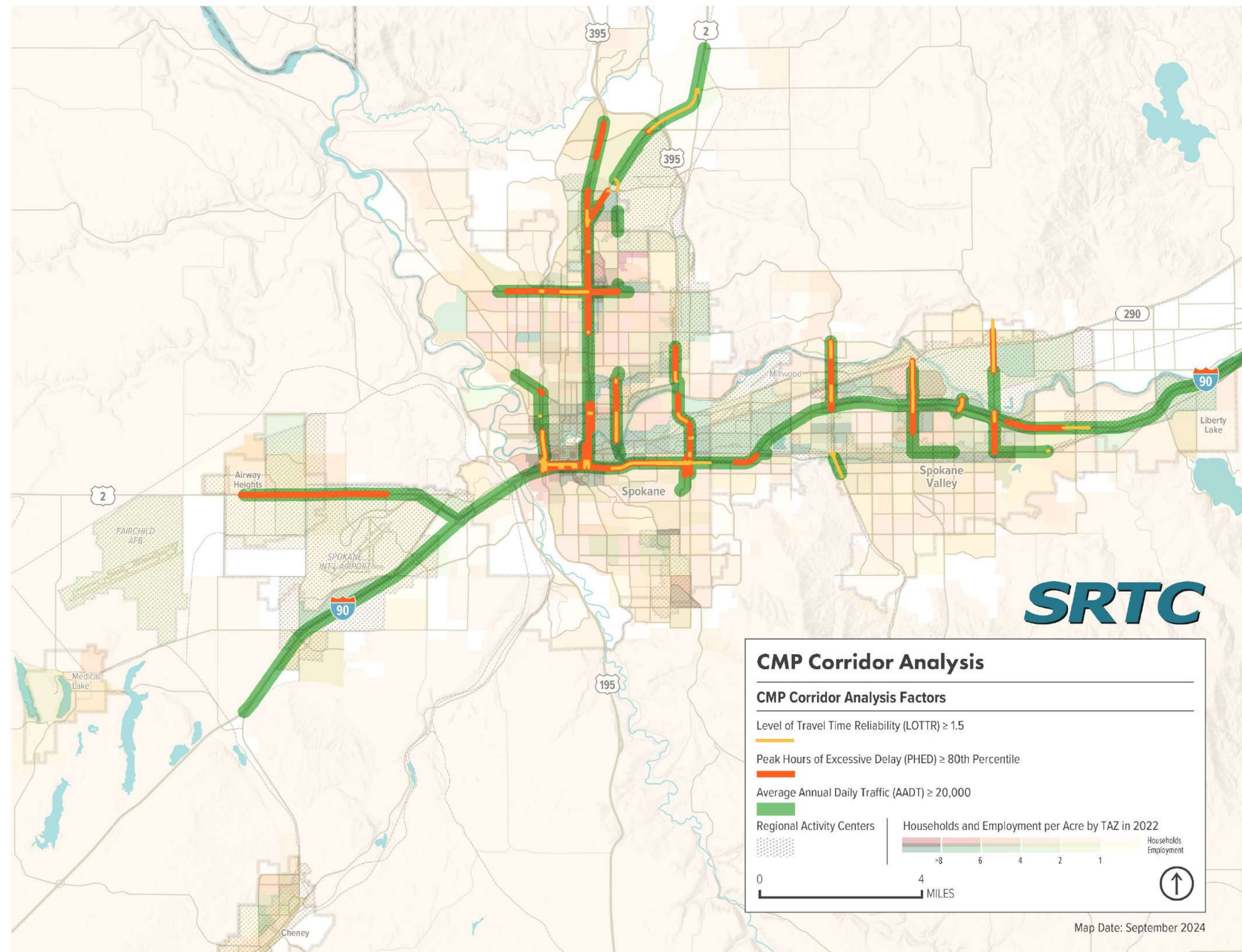
Factor 4 Regional Activity Centers



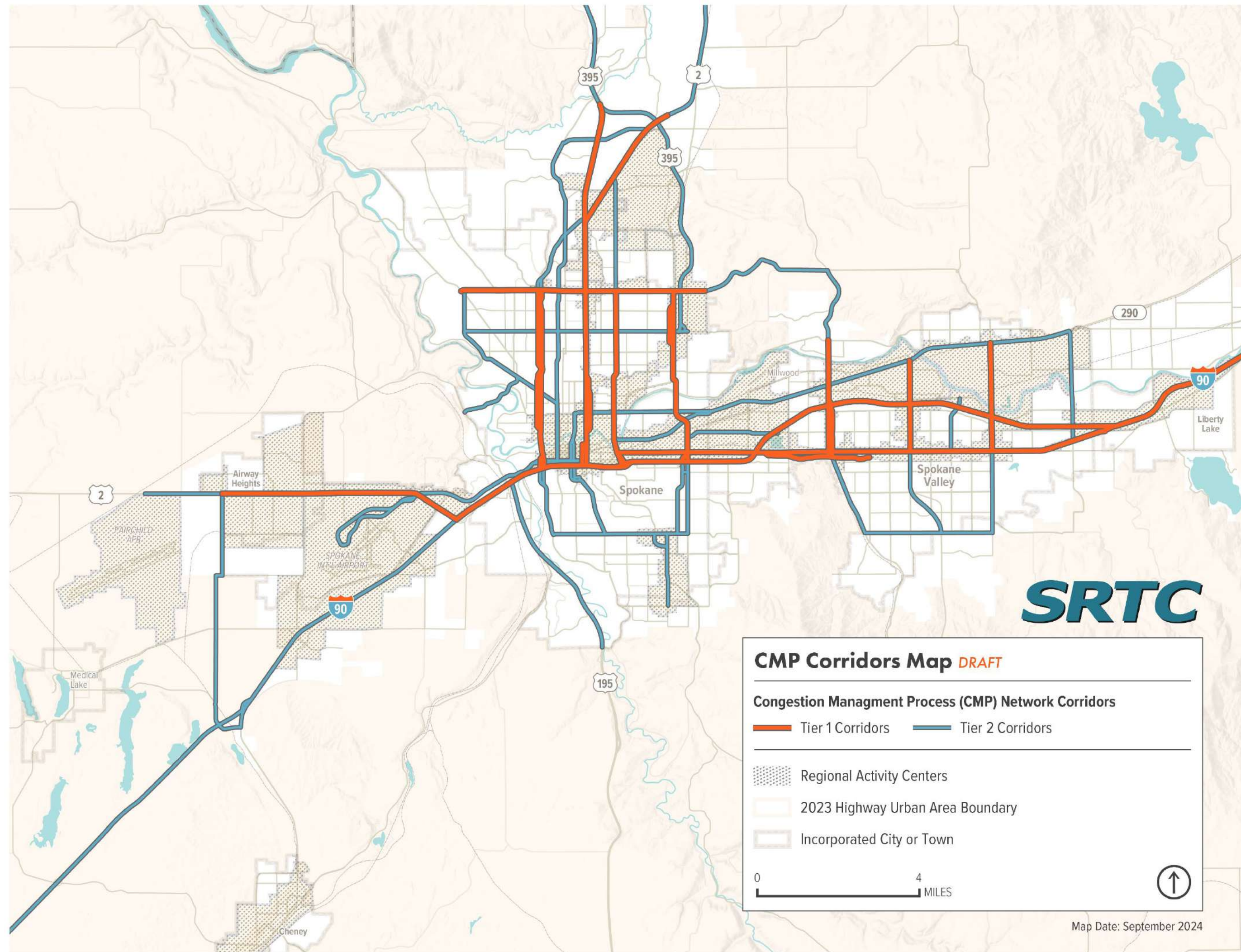
Corridor Analysis

Regionally important corridors w/the most congestion

- ▶ 20,000+ AADT
- ▶ 1.5+ LOTTR
- ▶ 80th Percentile PHED


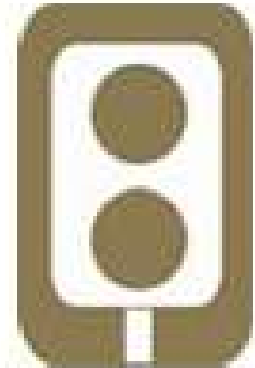





Tier 1 & 2 CMP Corridors



CMP Toolkit of Strategies

- Strategies that could realistically be applied to the Spokane region
- 37 strategies grouped into 5 categories

CMP Toolkit Strategy Categories	
	Travel Demand Management (TDM)
	Operational Improvements/ Intelligent Transportation Systems (ITS)/ Transportation System Management (TSM)
	Transit Operational Improvements
	Freight/Goods Movement
	Roadway Capacity improvements

CMP Strategies Matrix

- Identifies specific strategies for each Tier 1 Corridor

SRTC CMP Strategy Matrix										
Toolkit Category	Toolkit Strategy	SR 291/Francis	US 2 -A	Sullivan	1-90 Central	1-90 East	Argonne/Mullian	Freya/Thor/Greene	US 2/US 395/Division	US 395/Division
Travel Demand Management (TDM)	Ridesharing Services /Ride matching		X	X	X	X		X		
TDM	Alternate Travel Modes Outreach Events and Programs (group and individualized)	X	X		X	X			X	
TDM	Shift Peak Travel									
TDM	Local Delivery Service								X	X
TDM	Parking Management				X	X		X		
TDM	Parking Facility Management Informational Signs				X	X				
TDM	Improvements for Walking	X	X	X	X	X	X	X	X	X

Questions?

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