Transportation Advisory Committee Meeting

Wednesday, October 23, 2024 | 3:00 PM
Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

Zoom:
 https://us02web.zoom.us/j/86771292471?pwd=Ykd1WWxCYjNsRkhGbU5vNkJNUldmdz09
Meeting ID: 867 7129 2471 | Passcode: 808045

By Phone at: 1-253-215-8782
Meeting ID: 867 7129 2471 | Passcode: 808045
Or find your local number: https://us02web.zoom.us/u/kb4NUskxCv

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Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 12:00pm the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

![SRTC — Spokane Regional Transportation Council]

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Transportation Advisory Committee (TAC) Meeting Agenda

Wednesday, October 23, 2024

Time	Item		Page
3:00	1	**Call to Order / Record of Attendance**	
3:02	2	**Public Comments**	
3:03	3	**TAC Member Comments**	
3:05	4	**Chair Report on SRTC Board of Directors Meeting**	

ACTION ITEMS

Time	Item		Page
3:10	5	**Consent Agenda**	
		a) September minutes for TAC meeting	3
3:15	6	**2025 Unified List of Regional Transportation Priorities (Federal Version)** *(David Fletcher)*	6

INFORMATION AND DISCUSSION ITEMS

Time	Item		Page
3:20	7	**2025 Transportation Improvement Plan (TIP) Guidebook - Draft** *(Ryan Stewart)*	10
3:25	8	**Smart Mobility - Draft Report** *(Jason Lien)*	11
3:40	9	**Resiliency - Draft Report** *(Jason Lien)*	12
3:55	10	**Guiding Principles: 2nd Review** *(Jason Lien)*	13
4:05	11	**Agency Update and Future Information Items** *(David Fletcher)*	
4:10	12	**Adjournment**	

Spokane Regional Transportation Council – Transportation Advisory Committee

9/25/2024| Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 500, Spokane WA 99201 and virtually on Zoom

 # 1   Call to Order/Record of Attendance 3:00 PM

In Attendance:

Members	**Guests**	**SRTC Staff**
Michael Ankney	Brian Jennings, STA	Eve McMenamy, *Deputy Executive Director*
		David Fletcher, *Principal Transportation Planner*
John Barber		Ryan Stewart, *Principal Transportation Planner*
Raychel Callary		Jason Lien, *Principal Transportation Planner*
Charles Hansen		Benjamin Kloskey, *Associate Transportation Planner*
Carlie Hoffman		Savannah Hayward, *Communications & PR Coord.*
Katie Melby		Angel Jackson, *Executive Admin Coord.*
Tom Sahlberg		Michael Redlinger, *Associate Transportation Planner 3*
Paul Vose		
Bill White		
Kim Zentz		

 # 2   Public Comments

No comments

 # 3   TAC Member Comments

Each member was given the opportunity to highlight events/projects in their respective areas.

 # 4   Chair Report on SRTC Board of Directors Meeting

Chair Vose reviewed action and discussions from the previous SRTC Board meeting.

ACTION ITEMS

 # 5   Consent Agenda

a) August minutes for TAC Meeting
b) CY 2024-2027 Transportation Improvement Program (TIP) Amendment
c) SFY 2024-2025 Unified Planning Work Program (UPWP), Amendment Two

Mr. Barber made a motion to approve the Consent Agenda as presented. Mr. Ankney seconded. The motion was passed unanimously.

 # 6   Election of New TAC Vice-Chair

Mr. Fletcher noted that the TAC Vice Chair position is currently vacant. He provided an overview of the responsibilities, obligations, and the remaining timeline for the term. After pausing for any volunteers or nominations, Mr. Ankney, following a few clarifying questions, volunteered to assume the role.

Mr. White motioned to approve Mr. Ankney as the Vice Chair of Transportation Advisory Committee for the remainder of the term. Mr. Hansen seconded this motion. This action passed unanimously.

#7 2025-2028 Transportation Improvement Program (TIP) Recommendation

Mr. Stewart explained the TIP is a four-year plan for regionally significant and federally funded transportation projects. He discussed the project selection processes, ensuring alignment with regional and state transportation plans such as *Horizon 2045*, the Congestion Management Process, and fiscal constraints. Key highlights include 65 total projects, 23 with SRTC-managed funding totaling $32 million, and nearly $896 million in project funding overall. Notable projects include the Division Street BRT, transportation demand management initiatives, and the US 2 Craig Road roundabout. Public engagement includes a 30-day comment period, with a public meeting scheduled for September 26th.

Mr. Sahlberg made a motion to approve the 2025-2028 Transportation Improvement Program (TIP) Recommendation as presented. Mr. White seconded the motion. The motion was approved unanimously.

INFORMATION & DISCUSSION ITEMS

 # 8 Guest Presenter: Spokane Transit Authority Connect 2035

Brian Jennings, Spokane Transit Authority's Deputy Director for Community Development, reviewed the 2022 Strategic Plan update, highlighting Phase 2's focus on strategies and goals for adoption this year. Public feedback emphasized the need for more frequent service, expanded locations, longer hours, and a push toward sustainability. Key goals include enhancing the customer experience, strengthening community partnerships, and building capacity. Major investments include $55 million for a clean energy campus and $30 million for service enhancements. Public engagement through surveys and forums identified priorities like extended weekend service, safety, real-time info, and affordability.

He also discussed alternatives for using $10 million in additional enhancements and sought input from the community and STA Board. The plan's final adoption is scheduled for December 18, with next steps outlined for implementation. Ms. McMenamy noted STA's role in shaping long-term transportation plans for metropolitan transportation plan (MTP).

 # 9 SRTC Guiding Principles

Mr. Lien provided an overview of the six guiding principles that originated from the 2012 Metropolitan Transportation Plan (MTP) cycle, noting that they have remained unchanged since then. The current review aims to bring clarity to the policies associated with these principles, especially with the implementation of a new equity planning framework in 2022. Some of the key updates include revised guiding principle language, clearer text alignment, stronger connections to performance measures, safety updates based on the Regional Safety Action Plan (RSAP), enhanced ties to priority networks with an emphasis on technology and resiliency, and the introduction of a new guiding principle focused on equity.

During a pause for questions, one member suggested adding "equitable" to the overview on page 13 of the draft. Another raised concerns that "equitable" might conflict with "accessible," while there was also acknowledgment of general confusion about the term and its application in planning. The conversation continued while noting the complexity of discussing equity in all contexts, advocating for an approach that considers how solutions to one problem might cause others. It was explained that formalizing equity as a guiding principle helps ensure it remains central to planning efforts.

 # 10 Congestion Management Process (CMP): Corridor Analysis & Strategies

Mr. Fletcher reviewed the Congestion Management Process (CMP) network which includes National Highway System (NHS) routes with 15,000 or more vehicles and key connecting routes. The new CMP corridor mapping

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was displayed, explaining the division of sections based on regional destinations and traffic volume changes. Feedback was requested on the proposed network split. The previous network's Tier 1 and Tier 2 distinctions were reviewed, with Tier 1 including detailed congestion management strategies and Tier 2 serving as a watch list for potential future strategies if conditions worsen.

Key factors influencing congestion management, such as traffic volume, level of travel time reliability (LOTTR), peak hours of excessive delay (PHED), and the presence of regional activity centers, were also discussed. Participants were invited to attend an upcoming workshop for further details

11   Washington State Dept of Transportation (WSDOT) Consolidated Grant- Scoring Volunteers

Mr. Redlinger requested volunteers to participate as scorers in the upcoming evaluation process. He provided a brief overview, noting that the application deadline is set for 9/13/24. He reviewed the scoring process and outlined the commitment required for evaluating the two submitted projects. The scoring process will run through October 2024, with individual scores to be completed by 11/9. He also mentioned key board review dates related to the process. Volunteers included: Mike Ankney, Charles Hoffman and Kim Zentz.

12   Agency Update and Future Information Items

Mr. Fletcher and Ms. Bollenback gave a few agency updates:
- The October 17th Regional Transportation Summit will be at the Centerplace Regional Event Center in Spokane Valley from 8-10 a.m., tickets are available now on the SRTC website.
- The Equity working group would be meeting September 27th. Anyone interested in attending please contact Ben or Michael.
- Mr. Fletcher showcased the regional data hub and how to access it on the website.

13   Adjournment

There being no further business, the meeting adjourned at 4:25 pm.

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Angel Jackson, Recording Secretary

To: Transportation Advisory Committee 10/16/2024

From: David Fletcher, Principal Transportation Planner

TOPIC: 2025 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES (FEDERAL VERSION)

Requested Action:
Recommend Board approval of the 2025 Unified List of Regional Transportation Priorities (Federal Version), as shown in the **Attachment**.

Key Points:

- The Unified List of Regional Transportation Priorities (Unified List) is a strategic tool used to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to annually updating the Unified List.

- The SRTC Board of Directors approved Resolution R-24-08, establishing the 2025 Unified List development process and project evaluation criteria, at their 4/11/2024 meeting. This was followed by a project submittal period from 4/22/2024 through 5/17/2024. Projects were required to be on an agency's current legislative agenda and consistent with the region's metropolitan transportation plan, Horizon 2045.

- The 2025 Unified List (Federal Version), provided as an **Attachment**, includes project funding requests that are intended for a federal audience.

Board/Committee Discussions:
The SRTC Board approved Resolution R-24-19, adopting the 2025 Unified List (State Version) at their 9/12/2024 meeting. The TAC and TTC recommended its approval at their 8/28/2024 meetings. Project evaluation criteria scores, along with potential options for the 2025 Unified List, were presented to TTC and TAC at their 6/26/2024 meetings. These items were also presented to the SRTC Board at their 7/11/2024 meeting. The Unified List development process and project evaluation criteria were presented to the TTC and TAC at their 2/28/2024 and 3/27/2024 meetings. The SRTC Board approved Resolution R-24-08, establishing the 2025 Unified List development process and project evaluation criteria, at their 4/11/2024 meeting.

Public Involvement:
All SRTC committee and Board meetings are open to the public.

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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.
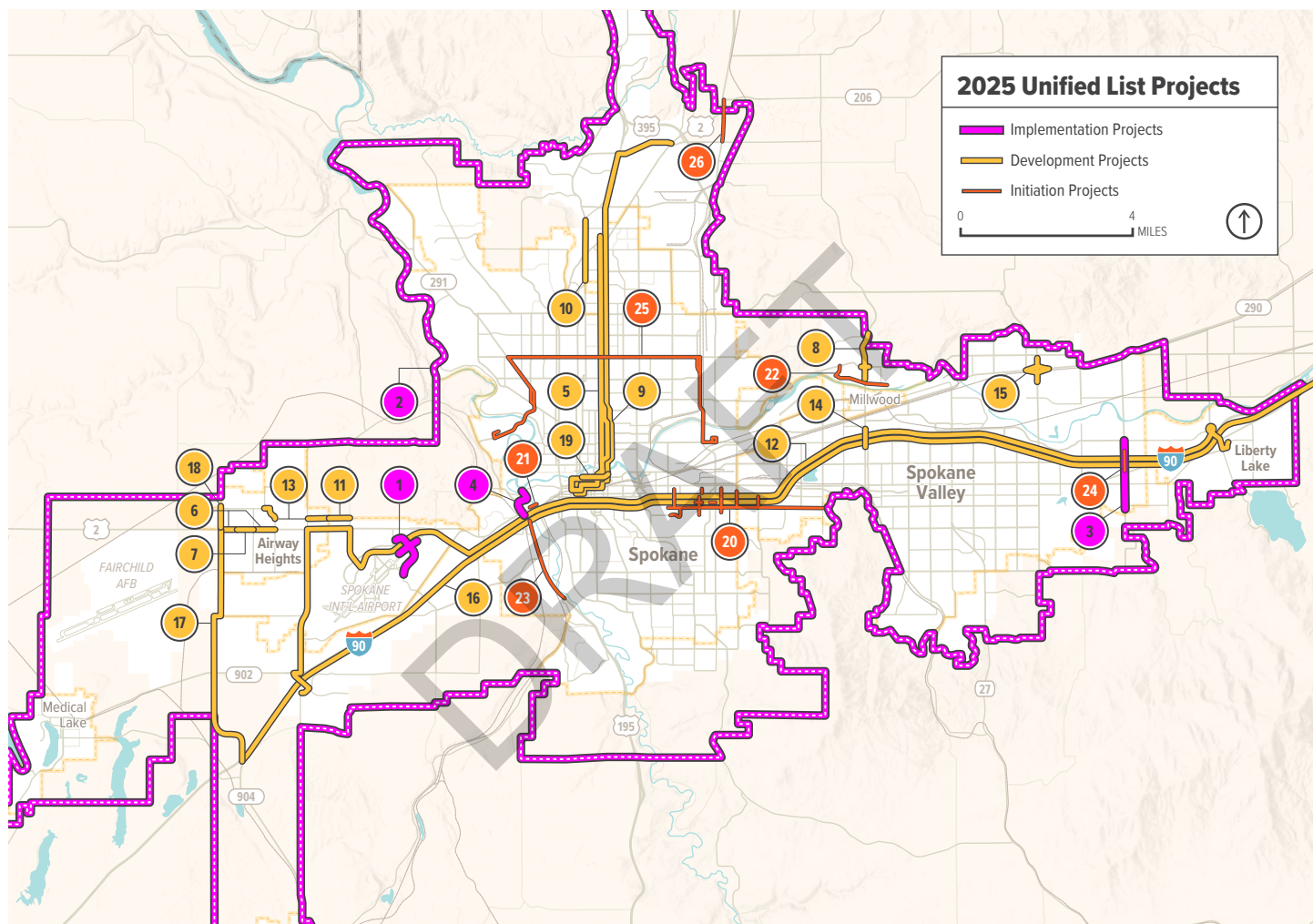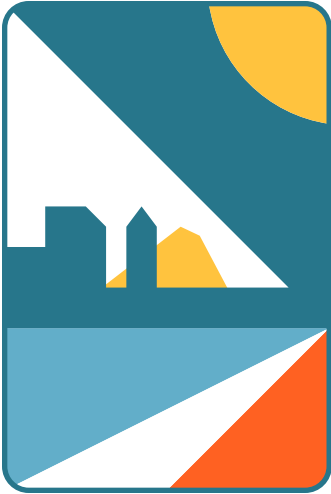

Project Status Categories

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 ≥ 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.

Initiation

▶ Design is < 30% complete.

▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.

2025 | UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Summary By Project Status

PROJECT STATUS CATEGORY	#	~ COST	FUNDING REQUEST	% OF ~COST REQUESTED
IMPLEMENTATION	4	$133.5 Million	$22.9 Million	17%
DEVELOPMENT	15	$547.8 Million	$225.0 Million	41%
INITIATION	7	$178.6 Million	$132.7 Million	74%
TOTAL	26	$860.0 Million	$380.5 Million	44%

Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
1	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	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.	$37.2 Million	No Federal Request
2	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	$35.8 Million	$5.3 Million
	Note: Project upgrades buses throughout the Public Transportation Benefit Area (PTBA) and is represented on the map by the PTBA boundary.				
3	South Barker Rd Corridor	Spokane Valley	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.	$41 Million	$3 Million
4	Fish Lake Trail Connection Phases 1–3	Spokane	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	$19.5 Million	$14.6 Million

Development Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	$25.8 Million	$25.8 Million
6	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	$20.1 Million	$18.2 Million
7	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	$26.1 Million	$22.2 Million
8	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	$28.7 Million	$28.4 Million
9	Division Bus Rapid Transit (BRT)	STA	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 Million	No Federal Request
10	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	$11 Million	$10.4 Million
11	12th Ave — Spokane Phase	Spokane	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.	$4.9 Million	$4.9 Million

Development Projects *(Continued)*

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
12	I-90/Valley High Performance Transit (HPT)	STA	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.	$39.3 Million	$5.3 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III – Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	$4.8 Million	$4.3 Million
14	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	$28.2 Million	$3 Million
15	Sullivan/Trent Interchange	Spokane Valley	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.	$46.8 Million	$5 Million
16	I-90 TSMO Improvements	WSDOT	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 Million	$20.8 Million
17	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	$66.9 Million	$59.4 Million
18	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	$11.2 Million	$10 Million
19	Spokane Falls Blvd	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	$8.1 Million	$7.4 Million

Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
20	LEIA - Liberty to Edgecliff Improvements for Accessibility	STA	Focused construction of sidewalks, bike facilities, crosswalks, lighting, traffic signals, and transit stops in the East Central community to offset myriad negative impacts created by the 1950s construction of I-90.	$26.5 Million	$26.1 Million
21	Latah Bridge Rehabilitation	Spokane	Replace and widen bridge deck, railing, sidewalks, and rehabilitate structural elements. Project improves pedestrian and transit facilities (shared-use path, bike lanes, space for future light rail transit line).	$65.1 Million	$65.1 Million
22	Centennial Trail / Argonne Gap Project	Spokane County	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.	$8.5 Million	$8.2 Million
23	US 195 Corridor Projects	Spokane	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.	$18.4 Million	$18.4 Million
24	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	$40 Million	$4 Million
25	Wellesley High Performance Transit (HPT)	STA	Revise Route 33 Wellesley to HPT Route 3. The project includes passenger and operational enhancements, along with improved connectivity and accessibility to facilitate ease of transfer to other routes.	$9.3 Million	No Federal Request
26	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	$10.9 Million	$10.9 Million

To: Transportation Advisory Committee

10/16/2024

From: Ryan Stewart, Principal Transportation Planner

TOPIC: **CY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) GUIDEBOOK - DRAFT**

Requested Action:
None. For information and discussion.

Key Points:

- The SRTC TIP Guidebook establishes goals and objectives for the TIP, outlines specific programming policies, and provides critical TIP timelines and information for various processes.
- The TIP Guidebook is a programming resource for SRTC member agencies, the Board of Directors, and advisory committee members.
- The initial TIP Guidebook was developed in 2013 and is updated yearly to incorporate new schedules, procedures, and programming policies.
- Changes to the 2025 Guidebook include:
    - Addition of information about the 2025 Call for Projects.
    - Minor clarification to the change in percentage of total programmed funding that is considered an administrative modification.
    - Updates to the amendment and administrative modification schedules.
- The draft of the CY 2024 TIP Guidebook can be found here.

Board/Committee Discussions:
This is the first briefing on the 2025 TIP Guidebook.

Public Involvement:
All meetings at which the 2025 TIP Guidebook will be discussed are open to the public.

Staff Contact: Ryan Stewart, SRTC| rstewart@srtc.org | 509.343.6370

SRTC SPOKANE REGIONAL TRANSPORTATION COUNCIL

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To: Transportation Advisory Committee   10/16/2024

From: Jason Lien, Principal Transportation Planner

TOPIC: SMART MOBILITY – DRAFT REPORT

Requested Action:
None. For information only.

Key Points:

- For the past few months, SRTC, with consultant assistance, has been assessing the state of our transportation system and analyzing potential technological solutions to improve its efficiency and safety. This is documented in the draft Smart Mobility Plan, which is **available here for review**.

- Smart mobility refers to the use of technology and data to improve the efficiency, safety, accessibility, and sustainability of the transportation system. The draft report uses a set of criteria to screen various technology applications and includes recommended actions to advance regional transportation goals (see Table 3 in the plan document linked above).

- The schedule is to have an informational item this month and seek committee recommendations in November, with the SRTC Board voting on final approval of the plan in December.

Board/Committee Discussions:
Staff presented an initial discussion on this work program at the December 2023 committee meetings and at the January 2024 Board meeting. It was again presented to the respective committees and Board in May, June, July, August, and September 2024.

Public Involvement:
All SRTC committee and Board meetings are open to the public. A Stakeholder Advisory Group was established to further review project milestones and met five times through the course of the project.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

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To: Transportation Advisory Committee   10/16/2024

From: Jason Lien, Principal Transportation Planner

TOPIC: RESILIENCY – DRAFT PLAN

Requested Action:
None. For information only.

Key Points:

- Project work for the Resiliency Assessment is nearing completion with release of the draft Resiliency Plan, **available here for review**. The plan identifies vulnerabilities and recommended actions to improve transportation system resiliency (Actions and Strategies begin on page 35 in the linked plan document). The work is being conducted with consultant assistance.

- Resiliency is defined as the ability of the transportation system to anticipate, prepare for, and adapt to changing conditions and recover and regain functionality after a major disruption or disaster. The project builds on information in the Spokane County Hazard Mitigation Plan to assess the risk of potential hazard scenarios and the impact on the transportation system. The technical assessment utilizes the Resiliency and Disaster Recovery Tool (RDR), a GIS-based tool developed by the USDOT Volpe Center.

- The schedule is to have an informational item this month and seek committee recommendations in November, with the SRTC Board voting on final approval of the plan in December.

Board/Committee Discussions:
Staff presented an initial discussion on this work program at the December 2023 committee meetings and at the January 2024 Board meeting. It was again presented to the respective committees and Board in May, June, July, August, and September 2024.

Public Involvement:
All SRTC committee and Board meetings are open to the public. A Stakeholder Advisory Group was established to further review project milestones and met five times through the course of the project.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

To: Transportation Advisory Committee   10/16/2024

From: Jason Lien, Principal Transportation Planner

TOPIC: **SRTC GUIDING PRINCIPLES: 2ND REVIEW**

Requested Action:
None. For information and discussion.

Key Points:

- The Guiding Principles reflect SRTC's vision and values. They were approved by the SRTC Board and are the foundation for SRTC's plans, policies, and programs. There are six Guiding Principles:

    - Economic Vitality
    - Cooperation and Leadership
    - Stewardship

    - System Operations, Maintenance, and Preservation
    - Safety and Security
    - Quality of Life

- As part of the update cycle for the Metropolitan Transportation Plan (MTP), and to ensure policy clarity and direction for the agency, staff have revisited the Guiding Principles. The review has generated suggested updates to the text and policy statements based on new requirements and related project work.
- In alignment with the Equity Planning Framework adopted by the Board in December 2022, a seventh Guiding Principle was drafted on Equity.
- The proposed updates and new Equity Guiding Principle are detailed in the **Attachment** and are the same as presented at the September committee meeting. The updates are for discussion as staff present them for a second time and build consensus to move forward.

Board/Committee Discussions:
Staff presented the initial Draft Equity Guiding Principle at the 04/24/2024 committee meetings and at the 05/09/24 Board meeting. The Attachment was reviewed at the 09/25/24 committee meetings and at the 10/09/2024 Board meeting.

Public Involvement:
The Draft Equity GP was presented before the Equity Working Group in July 2024. All SRTC Board and Committee meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

Draft Guiding Principles

1) Economic Vitality (stays the same)

Investments and improvements in the regional transportation system will promote economic vitality by moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within economic activity centers, will stimulate commerce. Horizon 2045 should prioritize and coordinate regional transportation investments aimed at the development of a multimodal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.

POLICIES - To promote economic vitality and prioritize transportation investments, SRTC will:
1A (stays the same): Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.
1B (stays the same): Support areas of potential economic development.
1C Current: Support the efficiency of freight movement.
1C <u>Rewrite</u>: Support the efficiency of freight movement and monitor associated performance measure progress around travel time reliability.
1D <u>New</u>: Support projects that maintain and enhance the Regional Freight Priority Network.

2) Cooperation and Leadership (stays the same)

Horizon 2045 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2045 will help coordinate efforts to communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

POLICIES - To provide a regional forum for transportation planning and funding, SRTC will:
2A (stays the same): Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.
2B (stays the same): Incorporate public processes in significant planning efforts.
2C (stays the same): Promote regional transportation interests, plans and projects to federal, state and local public and private entities.
2D (stays the same): Coordinate transportation relevant data for shared use among regional stakeholders.
2E (stays the same): Strengthen avenues of involvement for all people including those considered underserved regardless of race, national origin or income in the decision-making process.

3) Stewardship

Current Version: Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies. This is in addition to following federal and state and local goals as adopted by statute, ordinance, resolution or executive order. SRTC will use performance measures to ensure coordinated regional policies make progress towards established objectives. SRTC and project proponents should demonstrate that projected revenues will sustain current facilities and services, and

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ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

New Draft: Transportation decisions will strive to maximize the positive impacts to the built environment while minimizing negative impacts to air quality and the natural environment. SRTC will promote investments in the region that protect and enhance the environment and promote energy conservation. SRTC will leverage data for the benefit of the region and establish performance measures to ensure coordinated regional policies make progress towards established objectives. SRTC will ensure that the region plans for a resilient, redundant, and connected multimodal transportation network that can withstand unforeseen disruptions. Coordinated regional investment opportunities will be sought out to support the fiscally constrained planning program and fund project delivery.

POLICIES - To enhance the built environment, protect the natural environment, and promote sustainable regional investment, SRTC will:

3A (stays the same): Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.

3B (stays the same): Make investments that maximize transportation benefits and support federal, state and local goals and maintain a federally compliant TIP.

3C (stays the same): Ensure plans and programs provide for the responsible use of public and private funds while demonstrating financial constraint.

3D (stays the same): Encourage evaluating shared-use of infrastructure for stakeholders and all transportation users.

3E (stays the same): Use performance measures to evaluate how policies and investments support key transportation objectives.

3F New: Enhance overall resiliency in the transportation network by prioritizing projects that reduce greenhouse gas emissions, promote energy efficiency, and ensure infrastructure redundancy and state of good repair.

4) System Operations, Maintenance, and Preservation

Current Version: SRTC 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.

New Draft: SRTC will strive to provide adequate funding for projects that preserve the region's physical infrastructure, optimize system operations, and reduce costs. SRTC and project proponents will establish performance targets and measures that promote efficient system management and well-maintained infrastructure. Technology solutions will be utilized where appropriate to maximize efficiency of the existing transportation system.

POLICIES - To ensure a high level of system operations and responsible maintenance of the transportation network, SRTC will:

4A Current: Identify cost-effective strategies and utilize technology to optimize system performance.

4A Rewrite: Identify cost-effective strategies and utilize technology to optimize system performance and adaptability considering future growth and potential changes in transportation demand.

4B Current: 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.

4B Rewrite: During winter weather conditions, ensure snow and ice removal and snow storage is managed for roadways and sidewalks to improve user safety and mobility and to keep the transportation system operational for all users.

15   **4C New:** Monitor and set performance targets for federally required performance management areas to improve travel time reliability and advance pavement and bridge condition.

4D New: Promote coordination and collaboration with the Spokane Regional Transportation Management Center (SRTMC) and incident & emergency management agencies.

4E New: Utilize the Congestion Management Process to identify areas of need and implement strategies to improve operational efficiency.

5) Safety and Security

Current version: The regional transportation system will be designed, constructed, operated and maintained to enable healthy, safe, and secure movement of people and goods. The system will enhance safe and secure choices, access and usage of all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies. Emphasis should be placed on maintenance activities and education to make the system safer.

New Draft: SRTC will promote and implement the FHWA Safe Systems Approach, thus the regional transportation system will be designed, constructed, operated and maintained to ensure that all road users and their vehicles are able to travel safely, at safe speeds, and on safe roads. SRTC will prioritize investments that make the system safer for all users through best-practice design, operational improvements, education and outreach, and technology-based strategies. SRTC will promote strong regional post-crash care response.

POLICIES - To promote safe and secure travel on all regional transportation networks, SRTC will:

5A Current: Support improvements to roadway safety deficiencies in order to reduce crashes within all modes of transportation.

5A Rewrite: Support improvements to vehicle and roadway safety deficiencies to eliminate fatal and serious injury crashes.

5B (stays the same): Protect critical infrastructures from natural and human threats.

5C New: Review, reassess, and renew data targets regularly to achieve Target Zero.

5D (stays the same): Promote safety through supporting education, outreach and enforcement of rules of the road for all modes that use the roadways.

5E Current: Support transportation infrastructure and operational strategies for emergency response.

5E Rewrite: Support strategies to ensure safe and efficient working conditions for roadway maintenance teams and emergency responders while they provide post-crash care.

5F New: Support structural improvements to the active transportation network in accordance with SRTC's Complete Streets Policy.

6) Quality of Life

Current version: Quality of life issues will be considered in transportation decision-making. The community will strive to have urban, suburban and rural neighborhoods offer safe and convenient forms of healthy, active transportation options for people of all abilities. Decision-making will work toward creating transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. Shared-use infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity. Through context sensitive design, the community will strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

New Draft: SRTC will promote plans and projects in urban, suburban and rural neighborhoods that offer safe and convenient forms of healthy active transportation options for people of all abilities. Decision-making will strive to create multimodal transportation choices through increased availability and improved service, and Level of Traffic Stress analyses and other relevant data will be leveraged in transportation planning. Strengthening existing connections and creating new connections will improve mobility for all users. Context sensitive design will be considered to preserve cultural, social, commercial, and natural elements of the region's neighborhoods and communities.

POLICIES – To improve transportation choice and mobility, SRTC will:
6A Current: Incorporate complete streets policies into transportation planning that enhance and expand bike, walk and transit networks and their connectivity.
6A Rewrite: Apply SRTC's Complete Streets policy in transportation planning efforts to advance lower-stress and accessible active transportation options.
6B (stays the same): Improve access and the quality of access to transit for all people including those considered underserved, regardless of race, age, national origin, income or ability.
6C Current: Implement transit that improves frequency, span and reliability of transit services with a variety of service levels and transit modalities within the region.
6C Rewrite: Implement transit that improves frequency, span and reliability of transit services with a variety of service levels and transit modalities within the region, with emphasis on investments in the Regional Transit Priority Network.
6D Current: Support health-promoting transportation options for users of all abilities to increase opportunities for physical activity while improving demand-management strategies to reduce Single Occupant Vehicle (SOV) trips.
6D Rewrite: Support multimodal transportation options and land-use practices that enhance health and physical activity for users of all abilities.
6E New: Support demand-management strategies to help safely integrate e-bikes and micro-mobility devices while reducing Single Occupant Vehicle (SOV) trips.
6F (stays the same): Support transportation projects that protect culture, value unique characteristics of communities, and contribute to a sense of place.
6G New: Support projects that maintain or add appropriate facilities to the Regional Bicycle Priority Network, including extending and filling gaps in regional multi-use trails.

7) Equity (new Guiding Principle)

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, users' experience when using the transportation system should not be determined by race, class, or any other identity.

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.

POLICIES – To remedy past and existing inequities and ensure that the benefits of our transportation system are accessible to all, SRTC will:
7A: Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy that includes tailored outreach to vulnerable and transportation disadvantaged communities.
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.
7C: Ensure that all people can benefit from a well-connected transportation network by addressing multimodal connectivity gaps and supporting projects that improve access to employment and service centers for potentially disadvantaged communities.
7D: Employ established federal and state evaluation tools alongside local data in considering environmental justice and health disparities in transportation planning.