



***SRTC***

# 2025 Unified List of Regional Transportation Priorities

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**Transportation Technical Committee  
Agenda Item 6 | Page 6**

**October 23, 2024**

# Requested Action

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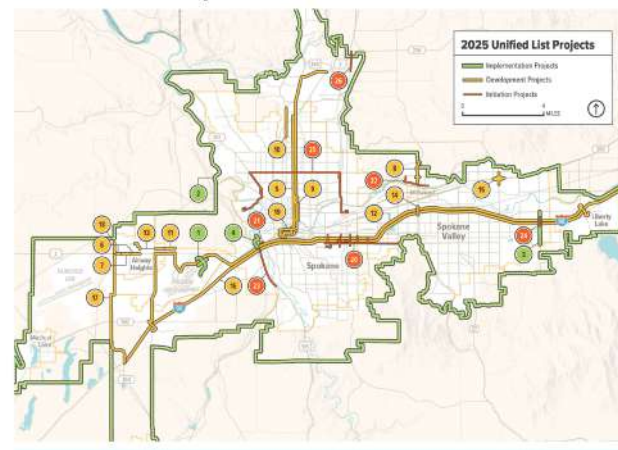
**Recommend Board approval of the 2025 Unified List of Regional Transportation Priorities (Federal Version), as shown in the attachment.**



# 2025 Unified List (Federal Version) DRAFT

## 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	Development	Initiation
<ul style="list-style-type: none"> <li>Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway.</li> <li>Project is identified in a local, regional, and/or state plan.</li> </ul>	<ul style="list-style-type: none"> <li>Design ≥ 30% complete, right-of-way needs identified, environmental initiated and/or substantial percentage of funding has been secured.</li> <li>Project is identified in a local, regional, and/or state plan.</li> </ul>	<ul style="list-style-type: none"> <li>Design is &lt; 30% complete.</li> <li>Project is in the early stage of development and has, at a minimum, been identified in a planning study.</li> </ul>

2025 Unified List of Regional Transportation Priorities and Policy Statements



## 2025 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

### Summary By Project Status

PROJECT STATUS CATEGORY	#	" COST	FUNDING REQUEST	% OF "COST REQUESTED
IMPLEMENTATION	4	\$13.5 Million	\$22.9 Million	17%
DEVELOPMENT	15	\$547.8 Million	\$325.0 Million	4%
INITIATION	7	\$178.8 Million	\$152.7 Million	74%
<b>TOTAL</b>	<b>26</b>	<b>\$860.0 Million</b>	<b>\$380.5 Million</b>	<b>44%</b>

### Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	" COST	FUNDING REQUEST
1	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	STA	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.	\$32.2 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
<i>Note: Project applies across throughout the Public Transportation Service Area (PTSA) and is implemented on the map to the PTSA boundary.</i>					
3	South Barker Rd Corridor	Spokane Valley	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Approval), a 3-lane urban arterial (approach to city limits) and side 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 Central 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, high-level, multi-modal connections to SPT stations.	\$25.0 Million	\$25.0 Million
6	US Hwy 2 Multimodal Improvements Phase I	Arroyo Heights	Add pathways and sidewalks, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$201 Million	\$18.2 Million
7	US Hwy 2 Multimodal Improvements Phase II	Arroyo Heights	Add pathways and sidewalks, 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/Upper 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 with more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202 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 County Homes Blvd.	\$11 Million	\$10.4 Million
11	12th Ave - Spokane Phase	Spokane	Expand 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

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2025 Unified List of Regional Transportation Priorities and Policy Statements

### 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 Pines/SM to Spokane Valley and Liberty Lake. Construct two new park & ride (Bikeway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$39.3 Million	\$5.1 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Arroyo 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/Tweet Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 Interchange, including on/off ramps, to restore long-term capacity and safety 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 smart way detection.	\$24 Million	\$20.8 Million
17	Craig Rd & I-90 Four Lanes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide north-south access and complete a link to Craig Rd, and reconstructing the corridor.	\$66.5 Million	\$55.4 Million
18	Craig Rd Complete Streets Project	Arroyo Heights	Reconstruct and widen road, adding turn lanes at major intersections, transit improvements, sidewalks (past 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 sidewalks, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$61 Million	\$7.4 Million

### Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	" COST	FUNDING REQUEST
20	LEA - Liberty to Edgemoor 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 of the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicle incidents and reduce stress at Argonne Rd/Upper 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. Streetcar improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$10.4 Million	\$18.4 Million
24	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 3-lane bridge with new 2-lane roundabout and 8-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

2025 Unified List of Regional Transportation Priorities and Policy Statements

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# Requested Action

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



# CY 2025 Transportation Improvement Program (TIP) Guidebook

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SRTC TTC – For Information and Discussion  
Ryan Stewart, Principal Transportation Planner

Agenda Item 7, Page 10

10/23/24

The logo for the Spokane Regional Transportation Council (SRTC) features the letters 'SRTC' in a large, bold, blue, italicized sans-serif font.

SPOKANE REGIONAL TRANSPORTATION COUNCIL

# TIP Guidebook

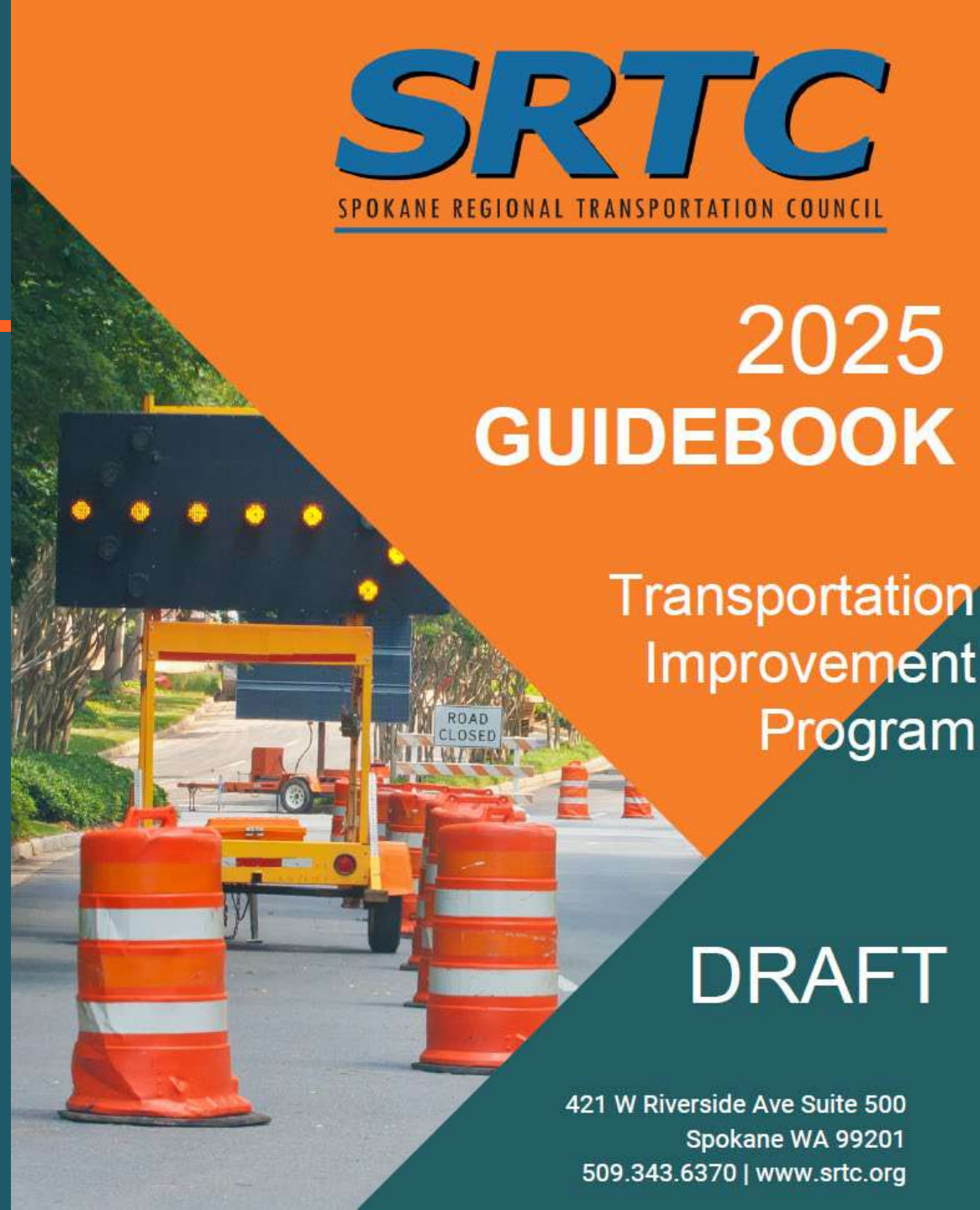
## 2025 GUIDEBOOK

Transportation  
Improvement  
Program

**DRAFT**

421 W Riverside Ave Suite 500  
Spokane WA 99201  
509.343.6370 | [www.srtc.org](http://www.srtc.org)

- Outlines goals & objectives of the TIP
- Identifies polices & procedures
- Important timelines
- Updated annually



# 2025 Updates

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- **Added 2025 Call for Projects info**
- **Proposed alternating schedule for Call for Projects**
- **Clarified change in total programmed amount for administrative modification**
- **Updated amendments and administrative modification schedules**

# 2025 Call for Projects

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## Funding:

- **Surface Transportation Block Grant (STBG) program**
- **STBG – Set Aside program (formerly Transportation Alternatives)**
- **Congestion Mitigation Air Quality (CMAQ) program**
- **Carbon Reduction Program (CRP)**



# 2025 Call for Projects

2025	Schedule
February	Call for projects release
March	Project Eligibility Worksheet and Complete Streets Checklist due
April	Deadline for submitting Application Package(s)
May	TAC & TTC review preliminary results
June	Board review preliminary results
June	TAC & TTC recommend to Board prioritized list of projects for award and contingency list
July	Board approve list of projects for awards and contingency list

# Call for Projects – Proposed Revision

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## Current practice:

- Main Call for Projects – every 3 years
- Preservation Only Call for Projects – every 2 years

## Proposed change:

- Main Call for Projects – every 3 years
- Preservation Only Call for Projects – **every 3 years**
- Offset by 1 year so as to not overlap
  - i.e., Main CFP 2025, Preservation CFP 2026

# Administrative Modification

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## *Minor revision to a TIP project*

- Changes to a project's total programmed amount less than **or equal to 30%**.

# Schedule updates

## Amendment & Admin. Mod.

- No July TAC & TTC Meeting
- No Aug Board Meeting

2025-2028 Transportation Improvement Program (TIP) Amendment Schedule  
Dates in Calendar Year 2025 (except where noted)

January Amendment	
Amendment Request Due Date	11/29/24
SRTC Staff Review & Air Quality	12/02 – 12/06/24
Public Comment Period (10 day)	12/09 – 12/18/24
TTC & TAC Recommendation	12/18/24
SRTC Board Approval	1/09/25
WSDOT STIP Amendment Due Date	1/17/25
FHWA/FTA STIP Approval	~2/21/25

February Amendment	
Amendment Request Due Date	1/3/25
SRTC Staff Review & Air Quality	1/6 – 1/10/25
Public Comment Period (10 day)	1/13 – 1/22/25
TTC & TAC Recommendation	1/22/25
SRTC Board Approval	2/13/25
WSDOT STIP Amendment Due Date	2/21/25
FHWA/FTA STIP Approval	~3/14/25

March Amendment	
Amendment Request Due Date	2/7/25
SRTC Staff Review & Air Quality	2/10 – 2/14/25
Public Comment Period (10 day)	2/17 – 2/26/25
TTC & TAC Recommendation	2/26/25
SRTC Board Approval	3/13/25
WSDOT STIP Amendment Due Date	3/21/25
FHWA/FTA STIP Approval	~4/18/25

April Amendment	
Amendment Request Due Date	3/7/25
SRTC Staff Review & Air Quality	3/10 – 3/14/25
Public Comment Period (10 day)	3/17 – 3/26/25
TTC & TAC Recommendation	3/26/25
SRTC Board Approval	4/10/25
WSDOT STIP Amendment Due Date	4/18/25
FHWA/FTA STIP Approval	~5/16/25

May Amendment	
Amendment Request Due Date	4/4/25
SRTC Staff Review & Air Quality	4/7 – 4/11/25
Public Comment Period (10 day)	4/14 – 4/23/25
TTC & TAC Recommendation	4/23/25
SRTC Board Approval	5/8/25
WSDOT STIP Amendment Due Date	5/16/25
FHWA/FTA STIP Approval	~6/21/25

June Amendment	
Amendment Request Due Date	5/2/25
SRTC Staff Review & Air Quality	5/5 – 5/9/25
Public Comment Period (10 day)	5/12 – 5/21/25
TTC & TAC Recommendation	5/28/25
SRTC Board Approval	6/12/25
WSDOT STIP Amendment Due Date	6/20/25
FHWA/FTA STIP Approval	~7/18/25

July Amendment	
Amendment Request Due Date	6/7/25
SRTC Staff Review & Air Quality	6/10 – 6/14/25
Public Comment Period (10 day)	6/17 – 6/26/25
TTC & TAC Recommendation	6/26/25
SRTC Board Approval	7/11/25
WSDOT STIP Amendment Due Date	7/19/25
FHWA/FTA STIP Approval	~8/16/25

August Amendment*	
Amendment Request Due Date	No Amendment
SRTC Staff Review & Air Quality	No Amendment
Public Comment Period (10 day)	No Amendment
TTC & TAC Recommendation	No Amendment
SRTC Board Approval	No Amendment
WSDOT STIP Amendment Due Date	No Amendment
FHWA/FTA STIP Approval	No Amendment

September Amendment	
Amendment Request Due Date	8/1/25
SRTC Staff Review & Air Quality	8/4 – 8/8/25
Public Comment Period (10 day)	8/11 – 8/20/25
TTC & TAC Recommendation	8/27/25
SRTC Board Approval	9/11/25
WSDOT STIP Amendment Due Date	9/19/25
FHWA/FTA STIP Approval	~10/17/25

October Amendment	
Amendment Request Due Date	9/5/25
SRTC Staff Review & Air Quality	9/8 – 9/12/25
Public Comment Period (10 day)	9/15 – 9/24/25
TTC & TAC Recommendation	9/24/25
SRTC Board Approval**	10/9/25
WSDOT STIP Amendment Due Date	10/17/25
FHWA/FTA STIP Approval	~11/21/25

\*Per Policy 3.6, SRTC will process time sensitive amendments and retroactively ask for Board approval in September.

\*\*SRTC Board approving 2026-2029 TIP at this meeting.

No amendments will be processed by WSDOT in November or December; the amendment process for the 2025 TIP is closed after the October cycle.

# Next Steps

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- **Nov 20 – TAC & TTC Action**
- Dec 12 – SRTC Board Approval



# Questions?

**Ryan Stewart**

Principal Transportation Planner

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6370 | [rstewart@src.org](mailto:rstewart@src.org) | [www.src.org](http://www.src.org)



# Resiliency Planning

SRTC Committees  
October 23, 2024

 **KITTELSON**  
& ASSOCIATES

  
**CivTech**

 **RSG**<sup>®</sup>  
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SPOKANE REGIONAL TRANSPORTATION COUNCIL

# SETTING THE STAGE FOR THE MTP UPDATE

## Smart Mobility Key Tasks

- State of the System
- Best Practices
- Performance Metrics
- Needs and Readiness
- EV Charging Infrastructure
- Future Technology Focus Areas



## Resiliency Key Tasks

- Summarize existing plans
- Best Practices
- Prioritize vulnerable corridors
- Identify strategies on prioritized corridors



# Stakeholder Advisory Group

## 5 meetings

- # 1: Goals and Objectives
- # 2: State of the System and Best Practices from other MPOs
- # 3: Smart Mobility Focus Areas
  - Resiliency Hazards
  - Electric Vehicle Plan Update
- # 4: Resiliency Draft Plan
- # 5: Smart Mobility Draft Plan



## Transportation Resiliency Goal

- Continually improve the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions.
  - Allow the system to maintain essential services
  - Quickly recover to normal operations after an event

# Hazards

## Natural Hazards\*

- Drought
- Earthquake
- Flood and dam failure
- Landslide, rockfall, debris flow
- Severe weather (damaging winds, winter storms, dust storms, thunderstorms)
- Volcanic eruptions
- Wildfire

## Human-Made Hazards\*

- Infrastructure Failure
- Hazardous Materials Release
- Cyber Incident
- Civil Disturbance and Terrorism
- Public Health Events (Pandemic)
- Financial Instability
- Mass Migration
- Power Outage, Geomagnetic Storm

\*Consistent with the Spokane County Hazard Mitigation Plan

# Approach: Methodology and Outcomes

## Step 1

Identify Natural Hazards & Vulnerability



## Step 2

Predict how hazards impact the transportation system & specific assets with several "what if" Scenarios



## Step 3

Analyze Scenarios to inform the criticality of specific assets that can inform priority resilience investments

# Data Inputs

- Traffic Volumes
- Functional Classification
- Bridge Condition
- National Highway/Freight Corridors
- Hazard Risk

- **Mobility**
  - Through and along critical routes
  - Bridges
  - High-capacity routes and secondary routes
  - Access to key points of interest

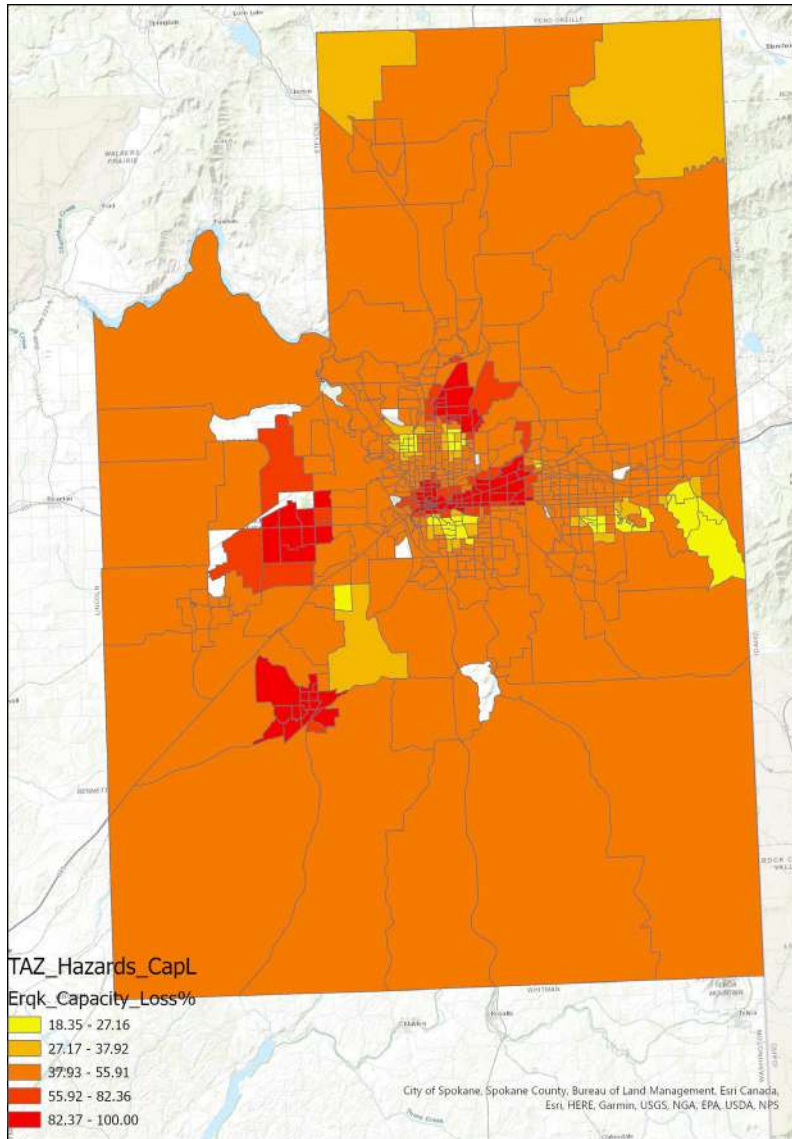


- **Capacity:** prioritize key routes
- **Crossings:** bridges, flooding risks
- **Essential Modes:** e.g., Rail, Airports
- **Points of Interest:**
  - Medical facilities & EMS
  - Government
  - Educational
  - Military
  - Transportation Facilities
  - Utilities

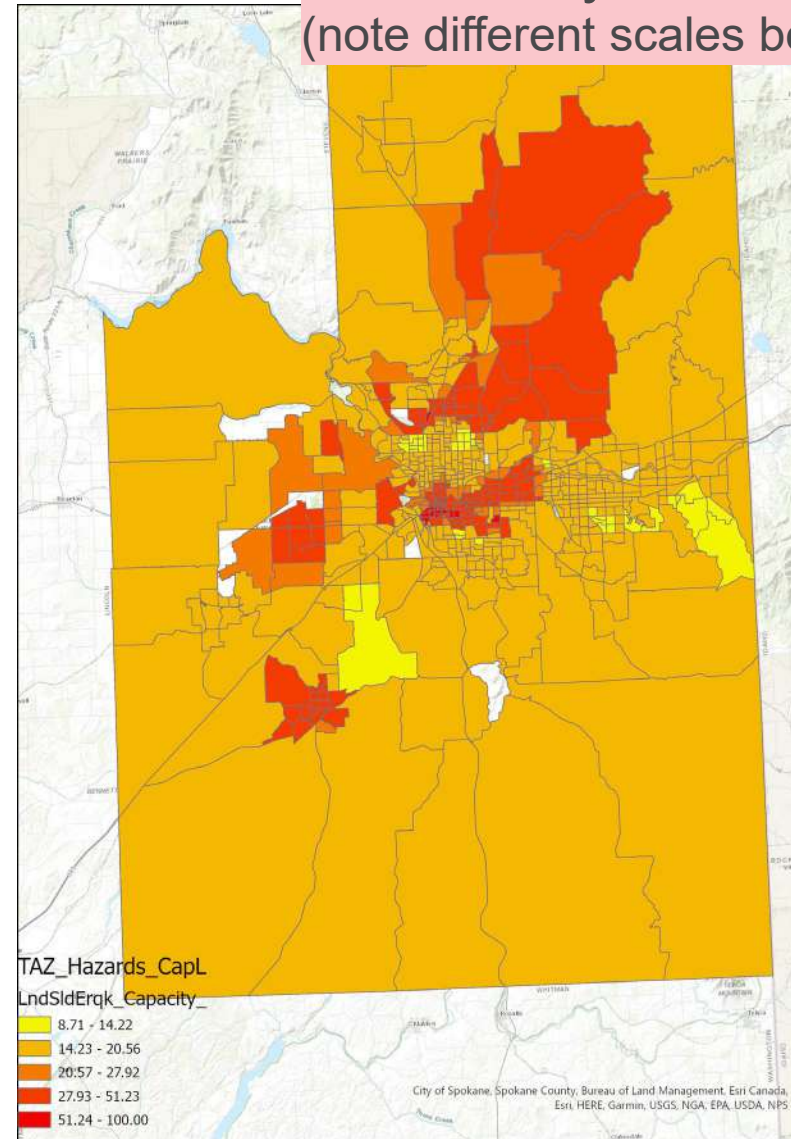
# Example Output: Disrupted Roadway

Darker the color shows the greater share of traffic capacity affected by the Hazard  
(note different scales between the hazards)

Earthquake Risks



Landslide & Earthquake

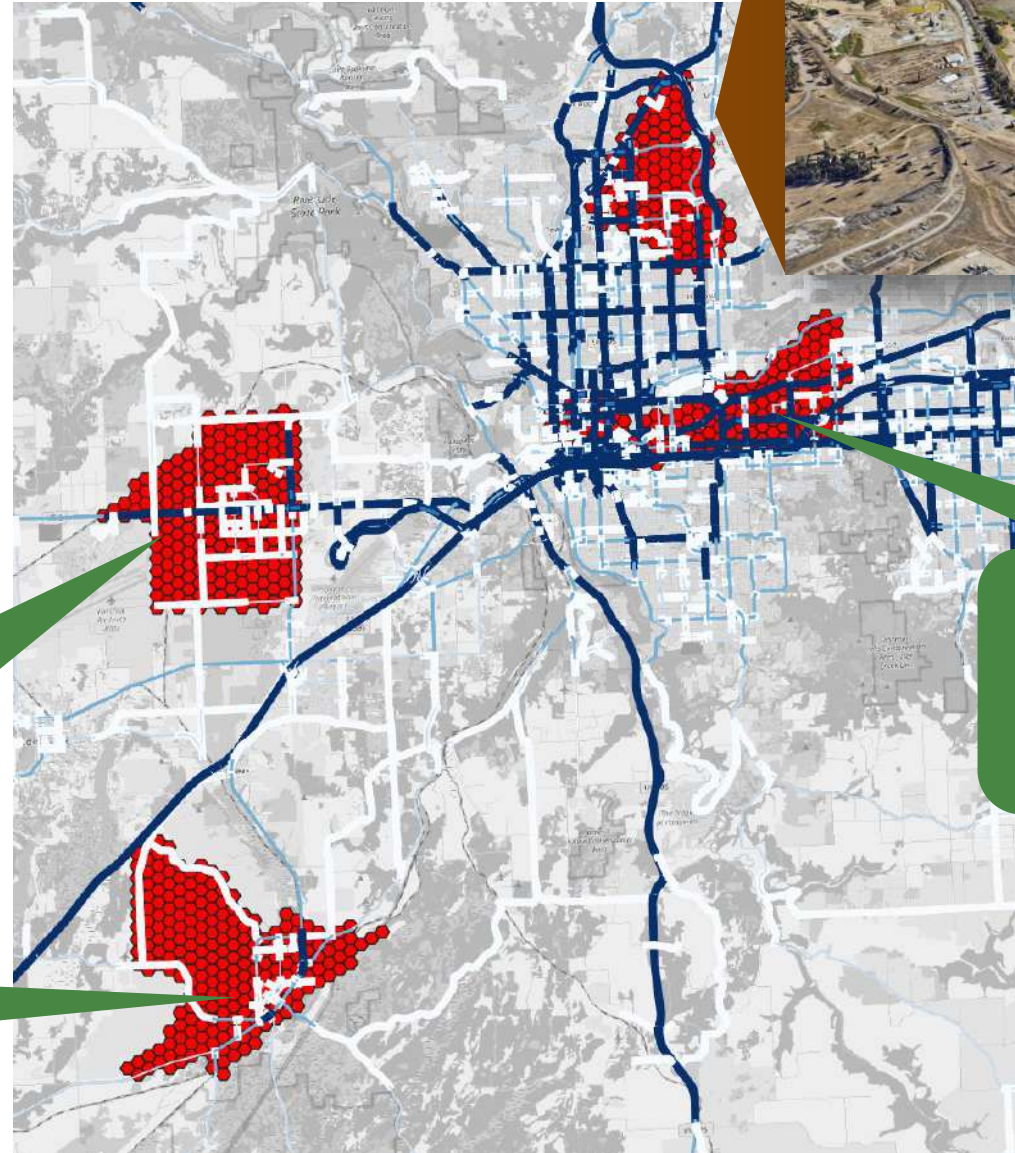


# Example Network Output

## Earthquake Risks

**Red:** Higher risk

**Darker Blue:** Greater vehicle capacity



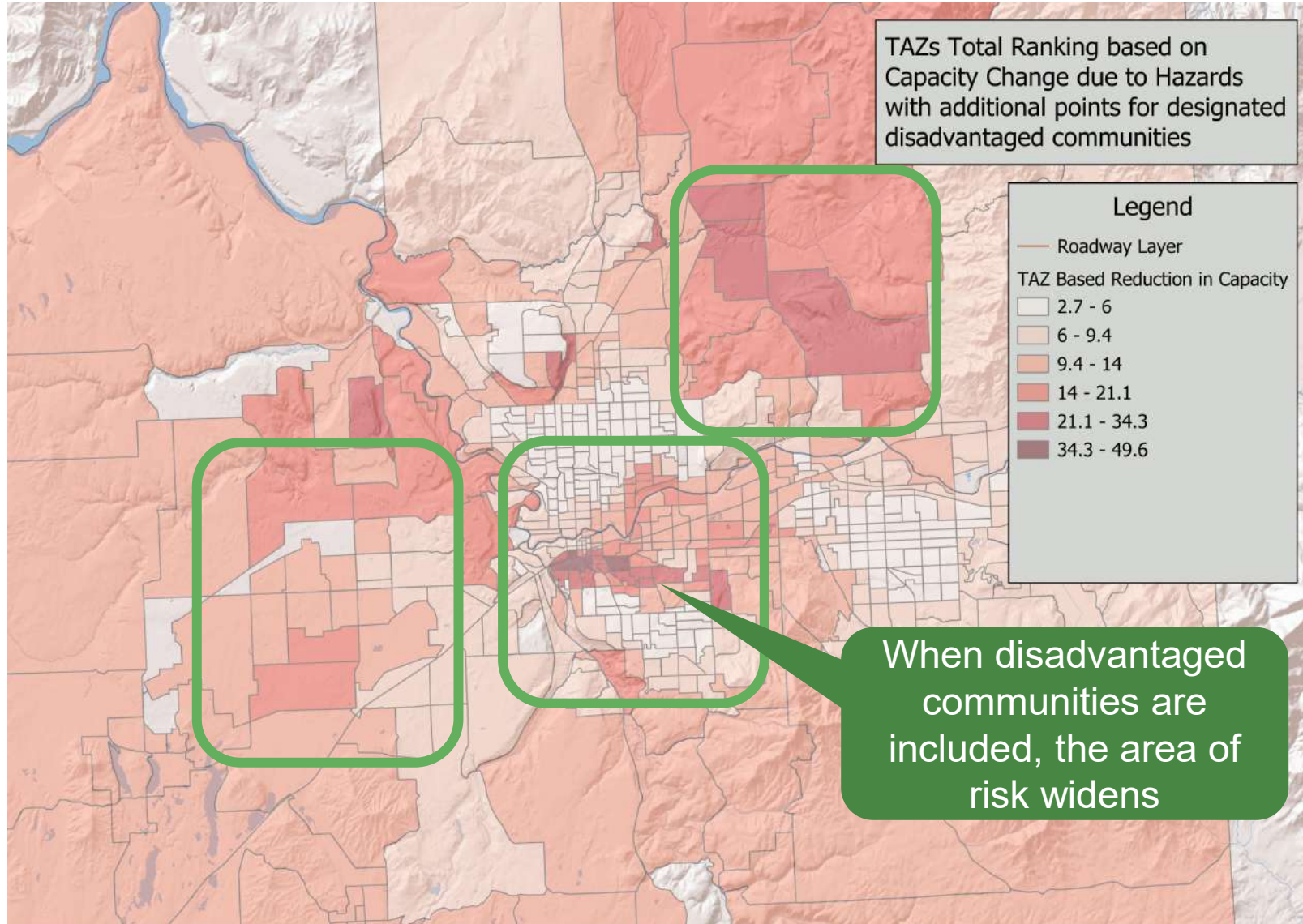
395 and the northeast industrial areas are in higher risk areas for landslides and earthquakes.

Area between Fairchild & Spokane Airport

Cheney area

Core area south of the river. Important east-west rail and road

# Elevated risk associated with Disadvantaged Communities



These communities may be less able to return to normal and may face additional challenges during hazards.



# Conclusions and Strategies

- Most hazards are widespread and unpredictable
- Region can sustain regional mobility during most hazards

Focus on:

- Upgrading and expanding **intelligent transportation system**
- **Asset management** and resiliency improvements for:
  - East/west bridges over the Spokane River and the I-90 Latah Bridge
  - I-90 Viaduct
  - Hwy 290 and the Sherman Street bridge
  - US 2 west overcrossing at US 2 and I-90
- Revise **design standards** to address climate factors
- Improve **mobility options**
- Optimize **maintenance** practices to lessen hazard impacts

## Top 5 Critical Roadways Spokane County

I-90

US 2

US 395

US 195

SR 27

# Strategies/Actions

## Planning/Policy Solutions

- Develop **regional data-gathering** and sharing processes
- Incorporate resilience into **Project Prioritization Criteria**
- Consider forming an **Extreme Weather Resilience Working Group**
- Promote **alternative fuel** vehicles and infrastructure
- Support **education/outreach** campaigns
- Conduct **benefit-cost analyses**: resiliency compared to response
- Regularly **monitor** and evaluate progress

# Strategies/Actions

- Incorporate **resiliency into local comprehensive plans**
- Advocate for preventative measures such as:
  - **Regulatory restrictions on development in high-risk areas** (e.g. wildfire overlay district)
  - **Low-Impact Development Standards**
  - **Zoning for mixed use development** to reduce vehicle miles traveled
  - **Green infrastructure** to off-set heat islands

# What's next?

- Board – November 14
- Committee Recommendations – November 20
- Board Action – December 12





# Smart Mobility Planning

SRTC Committee Meeting  
October 23, 2024

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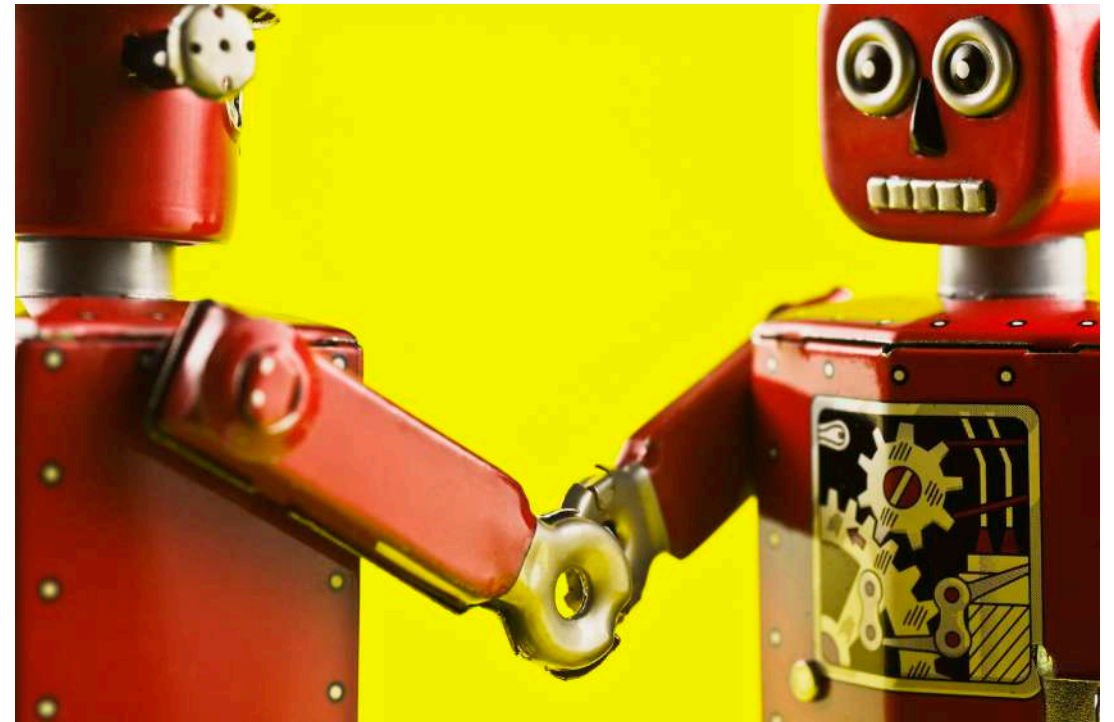
# Review: Regional Transportation Needs

- Asset Management
- Safety
- Travel Demand / Congestion Management
- Accessibility and Equity
- Resiliency
- Sustainability
- Smart Land Use Management
- Data Management & Information Sharing



## Review: Smart Mobility Goal

Integrate technology into the multi-modal transportation network for more safe, efficient, resilient, and equitable movement of people and goods.



# Review: Smart Mobility Objectives



**Advance regional goals** by anticipating, learning from, adapting to, and utilizing new and proven technologies.



Use technology to **reduce transportation system vulnerability** to natural disasters, climate change, and other disruptions.



Support initiatives that offer a **seamless mobility experience**.



Increase access to and education on existing and emerging technologies to **facilitate their successful adoption**.



**Use data** to empower travelers to make travel choices and to plan, operate and manage the transportation system.



Promote technologies that encourage a transition to more **environmentally responsible travel**.



Develop proactive strategies to attract, train, and retain a **skilled and qualified transportation workforce**.

# Feasibility Assessment of Technologies



What **problem** are you trying to **solve**? Does the technology application solve your problem?



What **level of effort** or **staff resources** are required?



What are the potential **benefits** and **limitations**?



Will the public and key decision-makers **support** it?



Is **funding** sustainable?



Is it “**achievable**” in the short term (1 – 5 years)?



Is **deployment** sustainable or better as a **pilot** project?

# Recommended Strategies: Near-Term (1-5 years)

## Expand Broadband and Fiber Optic Network to Support ITS

- Adopt a local **“Dig Once”** policy
- Allow broadband providers to **access ROW**
- **Coordinate with WSDOT** to expand the network
- Expand **access** to traditionally underserved populations
- Implement **supporting ITS technologies**
- Develop a **regional database** of broadband infrastructure



# Recommended Strategies: Near-Term (1-5 years)

## Implement Advanced Traffic Signal Systems



Maintain and expand the **connected traffic signal network**



Implement **advanced traffic signal strategies** (like signal coordination and transit signal priority (TSP))



Implement **red light cameras** at High Injury Network intersections



# Recommended Strategies: Near-Term (1-5 years)

## Connected and Automated Vehicles

- Prioritize “**smart**” **corridors** to focus ITS investments, maintenance, and agency coordination
- Follow **MUTCD Part 5** AV striping, signage, and signals guidance
- Design and maintain **consistent, visible** roads (benefits human drivers and vehicle sensors)
- **Monitor** other agency deployments and lessons learned. Attend conferences to learn more.
- Incorporate technology scenarios into **land use planning** (ex: travel patterns, curbside management, parking demands)



# Recommended Strategies: Near-Term (1-5 years)

## Electric Vehicles

- Develop **fleet transition plans** to meet environmental goals and state laws
- Regularly update **zoning and building codes**
- **Educate** community on EV, EV charging, and EV charging business models
- **Install** charging stations to support fleet needs
- Build **community charging hubs** that provide equitable charging access



## Recommended Strategies: **Mid-to-Long Term** (6-10 years)

- Conduct a **curbside charging pilot** to study EV charging infrastructure on curbside management and parking demand
- Identify **mobility hub services** and priority **locations**
- Identify **shared-use travel modes** to add or expand
- Coordinate with STA to **expand the *Connect* fare system** with shared-use mobility applications
- Plan for charging needs of **electric AVs**
- Conduct an **AV pilot** prior to implementing a full deployment



# Implementation Strategies – Policies

Develop technology-agnostic and performance-based policies for:

- **Asset Management:** Maintain infrastructure in a state of good repair
- **Transportation Demand Management (TDM):** Manage and reduce travel demand
- **Decision-Making:** Collect baseline data today to monitor technology impacts. (Ex: emissions, equity, parking demands, safety)

# Implementation Strategies – Planning for Impacts

Integrate Smart Mobility impacts into the regional travel demand model and land use and transportation plans

- Assess need to update zoning codes
- Develop curb management strategies
- Assess design standards for roadways

Consider future technology scenarios to inform MTP

- Business-as-Usual
- Moderate Technology Transformations
- Extensive Technology Transformations

# What's next?

- Board – November 14
- Committee Recommendations – November 20
- Board Action – December 12



# SRTC Guiding Principles – 2<sup>nd</sup> Review

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TTC

Agenda Item 10 | Page 13

Jason Lien

October 23, 2024



# 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..

# Update Highlights

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- Add clarity / specificity
- Alignment with federal & state policy
- Greater ties to performance measures



# New - Equity Guiding Principle

- Outgrowth of Equity Planning Framework
- Recommendations adopted by Board in Dec. 2022



The screenshot shows a document titled "SRTC EQUITY STATEMENT" with the SRTC logo at the top right. The document is titled "Equity Statement" and contains the following text:

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.<sup>1</sup> The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.<sup>2</sup>

**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.<sup>3</sup>

**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.<sup>4</sup>

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.

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

<sup>2</sup> 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/ohr/Diversity/SubComm/DI%20GlossaryofEquity%20related%20terms.pdf>.

<sup>3</sup> 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/tepic\\_transportationequity.aspx](https://www.planning.dot.gov/planning/tepic_transportationequity.aspx)



# Application of Guiding Principles

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- Call for Projects criteria
- Unified List criteria
- UPWP development

# Committee Feedback

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- **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**

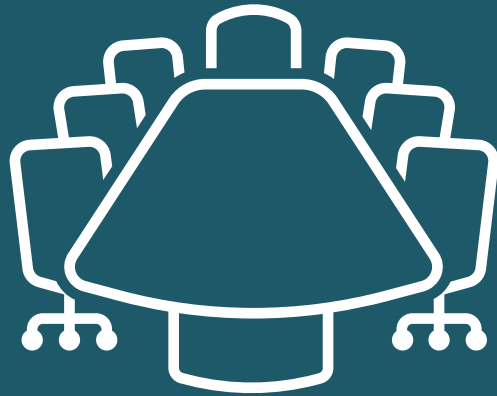
# Next Steps

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- Board consensus in Nov.
- Apply in 2025 Call for Projects
- Final adoption in Horizon 2050 (Nov. 2025)

# Comments

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# Thank You

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Jason Lien

[jlien@srtc.org](mailto:jlien@srtc.org)

509.343.6370