



SEPTEMBER 12, 2024

SRTC BOARD MEETING





Staff at El Mercadito



Staff at STA Kiosk

Join SRTC at the 2nd Annual Transportation Summit on October 17



EMBRACING INNOVATION: INTEGRATING TECHNOLOGY IN
TRANSPORTATION



Staff at the GSI Golf Tournament

2025 Unified List of Regional Transportation Priorities

**SRTC Board of Directors' Meeting
Agenda Item 4 | Page 30**

September 12, 2024

Requested Action

Approval of Resolution R-24-19, adopting the 2025 Unified List of Regional Transportation Priorities and Legislative Priority Statements.



Unified List Process

- Communicates current regional transportation priorities to legislators for potential funding opportunities
- Updated annually
- State & Federal versions



2025

UNIFIED LIST OF
REGIONAL TRANSPORTATION
PRIORITIES
AND POLICY STATEMENTS

Approved by the Spokane Regional Transportation Council Board of Directors on September 12, 2024

SRTC SPOKANE REGIONAL
TRANSPORTATION
COUNCIL
421 W RIVERSIDE AVE, SUITE 500 • SPOKANE, WA 99201 • 509.343.6370 • WWW.SRTC.ORG



Safety Statement

A SAFE TRANSPORTATION SYSTEM

STATEWIDE POLICY STATEMENT

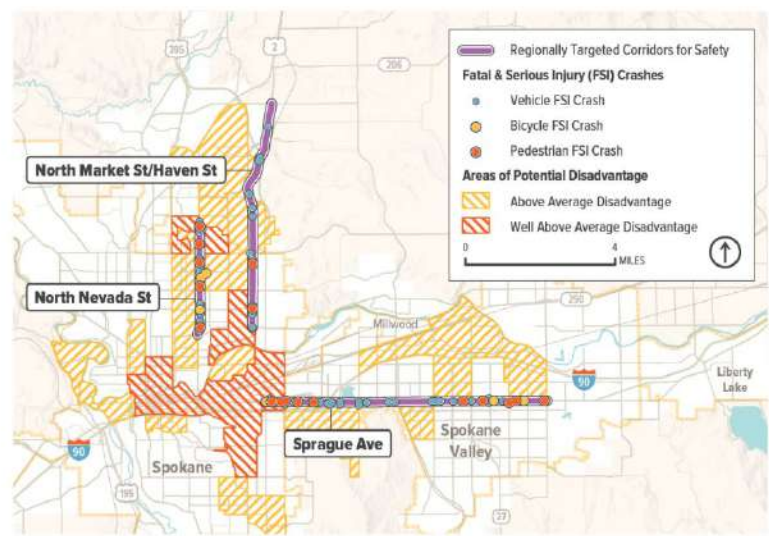
Expand resources to improve transportation safety in support of Target Zero

- ▶ Direct additional funding to state and local agencies for safety projects that help achieve zero fatal and serious injuries.
- ▶ Promote collaboration between the new WSDOT Transportation Safety Office and MPOs/RTPOs to identify and address regional safety priorities.
- ▶ Enhance the impact of Regional Safety Action Plans (RSAPs) through collaborative efforts with the Washington Traffic Safety Commission, ensuring early integration of regional input in the priority-setting process.

Traffic fatalities and serious injuries in Washington state have reached record highs, increasing 54% and 51% respectively since 2019. This marks the fastest five-year increase in traffic fatalities ever according to the Washington Traffic Safety Commission. In Spokane County fatal and serious injury (FSI) crashes increased by 66% from 2019 to 2022. To address this, SRTC developed a data-driven RSAP aiming for a 50% reduction in FSI crashes by 2030 (pending approval). The RSAP, based on extensive research and stakeholder engagement, identifies critical safety challenges and solutions. It emphasizes resource leveraging, collaboration, and ongoing evaluation to achieve Target Zero. Enhanced proactive collaboration with state partners is crucial for significant impact on this issue.

Regionally Targeted Corridors for Safety

The RSAP conducted a thorough analysis of FSI crashes within the SRTC planning area to establish a High Injury Network (HIN). This network includes corridors and intersections with the highest concentrations of FSI crashes. Additionally, the RSAP targeted three specific corridors where the HIN overlaps with disadvantaged areas and system improvements may have more significant outcomes. Conceptual plans for these corridors were developed to streamline future funding opportunities and offer guidance to local agencies interested in initiating safety strategies.



North Nevada St



North Market St/Haven St



Sprague Ave



Legislative Priority Statements

LEGISLATIVE PRIORITY STATEMENTS



Pursue strategies to effectively address maintenance and preservation needs

- Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion, however the time frame to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming years. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.

Support increased funding for Regional Transportation Planning Organizations

- Increase the Regional Transportation Planning Organization (RTPO) program budget by \$6.8 million a biennium to provide a base funding level of \$200,000 per year for each RTPO, to fully achieve the transportation planning outcomes and requirements of RCW 47.80.

An assessment of the required functions of an RTPO was conducted, and a base level of funding necessary to address program shortfalls was identified. RTPOs have an important role in providing transportation planning support in rural and tribal areas across the state. However, funding allocations have not increased over time to keep pace with the rising cost of operations and expanded responsibilities of RTPOs, which now include tracking and monitoring vehicle miles traveled (VMT).



Revise the tax increment financing (TIF) public financing method

- Expand the TIF framework to include provisions for allocating a portion of state property and/or sales tax collected within a TIF boundary for state facilities.

TIF is a valuable public financing method to encourage cost-effective development, improve infrastructure, and revitalize areas in need of investments without placing an immediate burden on taxpayers. The method uses future increases in property and sales tax revenues generated within a designated area to fund identified infrastructure and development projects within that area. Greater flexibility in TIF would enable it to be tailored to a community's specific needs, allowing for diverse projects improvements that address local priorities and challenges.



Additional Policy Statements

ADDITIONAL POLICY STATEMENTS



Ensure access to transportation in support of affordable housing strategies

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.



Fund regionally critical projects on the SRTC Unified List

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.



Encourage diversity in the development of clean fuel technologies

- ▶ Assess the need for and continue to develop electric charging infrastructure capacity.
- ▶ Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.



Address funding gaps that are anticipated due to the loss of gas tax revenue

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.



Enhance transportation investments that support Fairchild Air Force Base (FAFB) as the significant military installation in Spokane County

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



Maintain currently committed legislative investments

- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.



Unified List Integration

Long-Range Planning:

Horizon 2045

METROPOLITAN TRANSPORTATION PLAN / 20+ YEAR HORIZON

Medium-Range Planning:

Unified List of Regional Transportation Priorities

REGIONALLY SIGNIFICANT PROJECTS ACTIVELY SEEKING FUNDING / LEGISLATIVE PRIORITIES

Short-Range Planning:

Transportation Improvement Program (TIP)

PROGRAM OF PROJECTS WITH FUNDING SECURED



**Planning
Studies**



2025 Development Schedule

Target Completion Date: Sept 2024 (state) Nov 2024 (federal)	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	Legend
Project Tasks	5 12 19 26	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	C TAC/TTC First Touch
Project List Development											B Board First Touch
(t1) Develop Draft Criteria	<div></div> <div></div> <div>C</div> <div></div>	<div></div> <div>B</div> <div></div> <div></div>									CA TAC/TTC Action Item
(t2) Finalize Criteria		<div></div> <div>CA</div> <div></div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>								BA Board Action Item
(t3) Develop Project Information Form		<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>								D Draft Deliverable
(t4) Project Submittal Period			<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>							F Final Deliverable
(t5) SRTC Project Review				<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>						
(t6) Integrate Safety Action Plan Projects				<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>						
(t7) Develop Projects List					<div></div> <div></div> <div>C</div> <div></div>	<div></div> <div>B</div> <div></div> <div></div>	<div></div> <div></div> <div>CA</div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>			
Legislative Priority Statements Development											
(t8) Collect + Review Local Legislative Agendas		<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>								
(t9) Develop State Legislative Statements + Priority Areas				<div></div> <div></div> <div></div> <div></div>	<div></div> <div>B</div> <div></div> <div></div>	<div></div> <div>B</div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>			
(t10) Develop Federal Legislative Statements + Priority Areas							<div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div>C</div> <div></div>	<div></div> <div>B</div> <div>CA</div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>	
Final Unified List Packets Development											
(t11) Finalize Project List + Unified List (State Version)						<div></div> <div></div> <div></div> <div></div>	<div></div> <div>CA</div> <div></div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>			
(t12) Finalize Unified List (Federal Version)								<div></div> <div>C</div> <div></div> <div></div>	<div></div> <div>B</div> <div>CA</div> <div></div>	<div></div> <div>BA</div> <div></div> <div></div>	
Project Deliverables											
(d1) Project Evaluation Criteria	<div></div> <div>D</div> <div></div>	<div></div> <div>D</div> <div>F</div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>								
(d2) Projects List					<div></div> <div>D</div> <div></div>	<div></div> <div>D</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>			
(d3) State Legislative Statements + Priority Areas					<div></div> <div>D</div> <div></div> <div></div>	<div></div> <div>D</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>			
(d4) 2025 Unified List (State Version)							<div></div> <div>F</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>			
(d5) Federal Legislative Statements + Priority Areas								<div></div> <div>D</div> <div></div> <div></div>	<div></div> <div>D</div> <div>F</div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>	
(d6) 2025 Unified List (Federal Version)									<div></div> <div>F</div> <div></div> <div></div>	<div></div> <div>F</div> <div></div> <div></div>	



2025 Project Submittals

30 projects submitted

- One project from the 2024 list is now split into two separate phases

4 new projects submitted for the 2024 list

- Market Street Reconstruction (Spokane County)
- Wellesley High Performance Transit (STA)
- LEIA – Liberty to Edgecliff Improvement for Accessibility (STA)
- Craig Rd Complete Streets Project (City of Airway Heights)

2 projects included in the 2024 list were not submitted for the 2025 list

- 3rd Avenue: Perry to Havana Improvements (City of Spokane)
- Freya Street/Palouse Highway Roundabout (City of Spokane)



2025 Project Submittals (continued)

7 agencies submitted projects

- Airway Heights, Spokane, Spokane Valley, Spokane County, STA, Spokane Int'l Airport, WSDOT

\$696.6 million in unfunded need

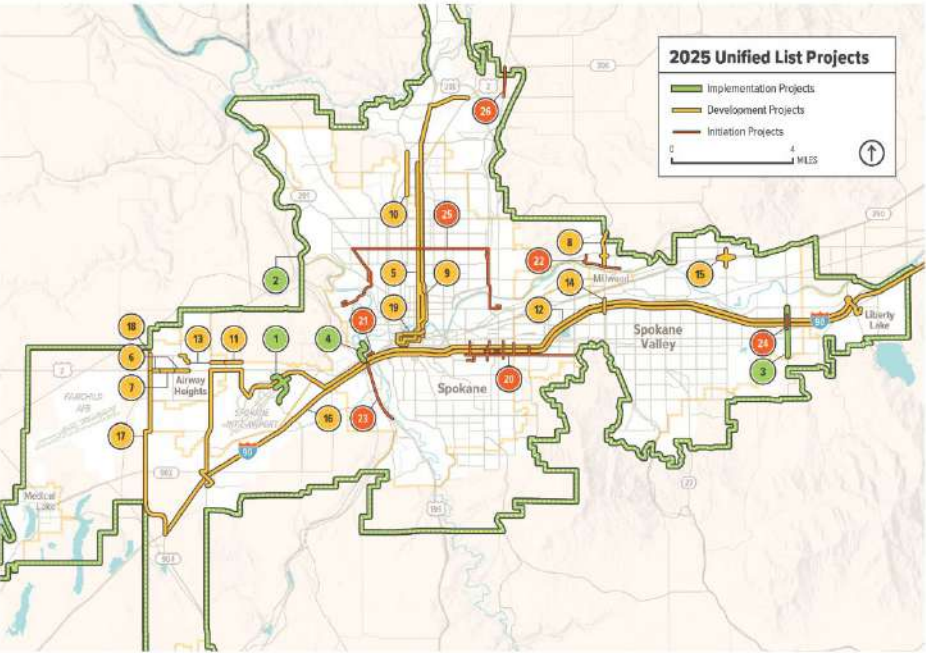
- \$576 million in unfunded need submitted for last year's list



2025 Unified List *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

- 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	\$22.6 Million	17%
DEVELOPMENT	15	\$547.8 Million	\$201.6 Million	37%
INITIATION	7	\$178.6 Million	\$114.0 Million	64%
TOTAL	26	\$860.0 Million	\$338.2 Million	39%

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	\$5 Million
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	No State Request
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 State 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	No State Request
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	\$2.6 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 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.	\$26.6 Million	No State Request
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	\$7.5 Million
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



Draft List Considerations

- Overall project scores / natural breaks in the scoring
- Projects with significant amounts of funding secured
- Consistency with previous year's list
- Maintaining a focused list that accurately depicts regional needs
- Ensuring the list is flexible to respond to various funding opportunities



2025 Unified List Submitted Projects

SORTED BY PROJECT STATUS, THEN TOTAL SCORE

#	TITLE	LEAD AGENCY	STATUS	TOTAL COST	UNFUNDED	FED REQUEST	STATE REQUEST	TOTAL SCORE
1	Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Implementation	\$37.2 Million	\$5. Million	None	\$5. Million	152
2	STA Fleet Electrification	STA	Implementation	\$35.8 Million	\$2.7 Million	\$5.3 Million	None	137
3	South Barker Rd Corridor	Spokane Valley	Implementation	\$41. Million	\$27.7 Million	\$3. Million	\$3. Million	130
4	Fish Lake Trail Connection Phases 1–3	Spokane	Implementation	\$19.5 Million	\$14.6 Million	\$14.6 Million	\$14.6 Million	116
1	Division St Active Transportation Access Improvements	Spokane	Development	\$25.8 Million	\$25.8 Million	\$25.8 Million	\$25.8 Million	178
2	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Development	\$20.1 Million	\$18.2 Million	\$18.2 Million	\$18.2 Million	173
3	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Development	\$26.1 Million	\$22.2 Million	\$22.2 Million	\$22.2 Million	172
4	Argonne Rd Safety Improvements	Spokane County	Development	\$28.7 Million	\$28.4 Million	\$28.4 Million	\$28.4 Million	165
5	Division Bus Rapid Transit (BRT)	STA	Development	\$202. Million	\$101. Million	None	None	163
6(t)	Wall St Safety & Capital Improvements	Spokane County	Development	\$11. Million	\$10.4 Million	\$10.4 Million	\$10.4 Million	148
6(t)	West Plains Connection - Spokane Phase	Spokane	Development	\$4.9 Million	\$4.9 Million	\$4.9 Million	\$4.9 Million	148
8	I-90/Valley High Performance Transit (HPT)	STA	Development	\$39.3 Million	\$5.3 Million	\$5.3 Million	None	146
9	6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Development	\$4.8 Million	\$4.3 Million	\$4.3 Million	\$4.3 Million	138
10	Argonne Bridge at I-90	Spokane Valley	Development	\$28.2 Million	\$26.7 Million	\$3. Million	\$3. Million	134
11	Sullivan/Trent Interchange	Spokane Valley	Development	\$46.8 Million	\$38.8 Million	\$5. Million	\$5. Million	129
12	I-90 TSMO Improvements	WSDOT	Development	\$24. Million	\$23.4 Million	\$20.8 Million	\$2.6 Million	128
13	Craig Rd & I-90 Four Lakes Connection	Spokane County	Development	\$66.9 Million	\$59.4 Million	\$59.4 Million	\$59.4 Million	115
14(t)	Craig Rd Complete Streets Project	Airway Heights	Development	\$11.2 Million	\$10. Million	\$10. Million	\$10. Million	113
14(t)	Spokane Falls Blvd	Spokane	Development	\$8.1 Million	\$7.4 Million	\$7.4 Million	\$7.4 Million	113
16	Elk Chattaroy Rd - US 2 to Tallman Rd	Spokane County	Development	\$24. Million	\$20.1 Million	\$20.1 Million	\$20.1 Million	86
1	LEIA - Liberty to Edgecliff Improvements for Accessibility NEW	STA	Initiation	\$26.5 Million	\$26.1 Million	\$26.1 Million	None	173
2	Latah Bridge Rehabilitation	Spokane	Initiation	\$65.1 Million	\$65.1 Million	\$65.1 Million	\$65.1 Million	160
3	Centennial Trail Argonne Gap Improvements	Spokane County	Initiation	\$8.5 Million	\$8.2 Million	\$8.2 Million	\$8.2 Million	152
4	US 195 Corridor Projects	Spokane	Initiation	\$18.4 Million	\$18.4 Million	\$18.4 Million	\$18.4 Million	151
5	Barker/I-90 Interchange	Spokane Valley	Initiation	\$40. Million	\$40. Million	\$4. Million	\$4. Million	144
6	Wellesley High Performance Transit (HPT) NEW	STA	Initiation	\$9.3 Million	\$7.5 Million	None	\$7.5 Million	140
7	Market St Reconstruction NEW	Spokane County	Initiation	\$10.9 Million	\$10.9 Million	\$10.9 Million	\$10.9 Million	137
8	Hayford/US 2 Congestion & Safety Project - 21st Ave Improvements Phase I	Airway Heights	Initiation	\$9.4 Million	\$9.4 Million	\$9.4 Million	\$9.4 Million	125
9(t)	32nd Ave Corridor Reconstruction	Spokane County	Initiation	\$23.5 Million	\$23.5 Million	\$23.5 Million	\$23.5 Million	104
9(t)	Glenrose Corridor - 57th Ave to Spokane Valley City Limits	Spokane County	Initiation	\$33.4 Million	\$33.4 Million	\$33.4 Million	\$33.4 Million	104

Break Point

Break Point



Requested Action

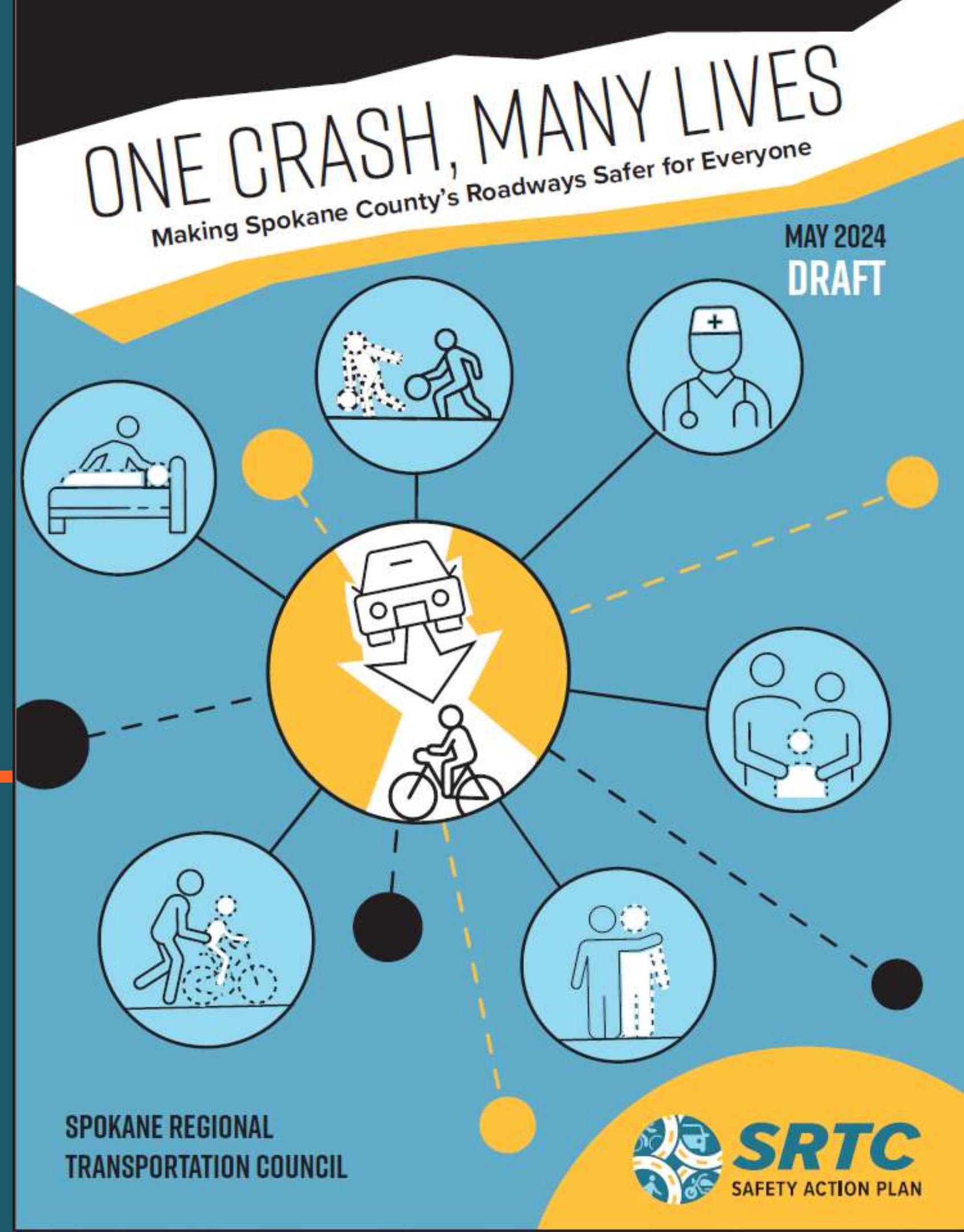
Approval of Resolution R-24-19, adopting the 2025 Unified List of Regional Transportation Priorities and Legislative Priority Statements.



Regional Safety Action Plan

SRTC Board of Directors' Meeting
Agenda Item 5 | Page 42

September 12, 2024



Extraordinary Effort! Thank You!

- Multiple Meetings
- Document review
- Follow up calls
- Email coordination

★ Steering Committee Members

Agency Stakeholders

- ★ Adam Jackson, City of Spokane Valley*
City of Deer Park
Town of Fairfield
- ★ John Griffin, WTSC Vision Zero Task Force
Micki Harnois, Town of Rockford
- ★ Samantha Hennessy, Spokane Regional Health District*
Kalispel Tribe of Indians
Lisa Key, City of Liberty Lake
Town of Latah
Brett Lucas, City of Cheney
- ★ Inga Note, City of Spokane*
Kevin Picanco, City of Spokane
- ★ Tom Sahlberg, SRTC Tac Member*
Kyle Schiewe, City of Millwood
Town of Spangle
Spokane Tribe of Indians
Heather Trautman, City of Airway Heights
- ★ Nate Thompson, Spokane County*
Washington State Patrol
Washington State Department of Transportation
Washington State Transportation Commission
Town of Waverly
Sonny Weathers, City of Medical Lake
- ★ Lukas Yanni, Spokane Transit Authority*



Requested Action

Approve Resolution 24-20, adopting the Regional Safety Action Plan and a Regional Commitment to the Goal of Zero Roadway Fatalities and Serious Injuries

What's in the Plan

Introduction	8
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Appendices (under separate cover)

Appendix A: Public Involvement Summary
Appendix B: Equity Analysis
Appendix C: Crash Analysis/HIN Methodology
Appendix D: Plan and Peer Agency Review
Appendix E: Strategy Background
Appendix F: Countermeasure Toolkit
Appendix G: Project Prospectus Sheets

RESOLUTION

of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL
TRANSPORTATION COUNCIL
R-24-##

Regional commitment to the goal of zero roadway fatalities and serious injuries

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC is established through an Interlocal Agreement of the members that forms a Board of Directors to serve as the governing body of SRTC with a responsibility to make policy decisions for the organization; and

WHEREAS, SRTC was awarded a federal Safe Streets and Roads for All (SS4A) planning grant to fund a Regional Safety Action Plan (RSAP) to identify measures for reducing fatal and serious crashes for all modes – vehicles, motorcycles, pedestrians, and bicyclists.

WHEREAS, to comply with the SS4A program requirements, the RSAP must include a public commitment to the eventual goal of zero roadway fatalities and serious injuries from a high ranking official and/or elected body in the jurisdiction, including a timeline/target for achieving that goal.

WHEREAS, progress toward the national safety goals is monitored as part of the annual Safety Performance Measurement reporting process.

WHEREAS, Washington State Department of Transportation (WSDOT) Target Zero goal states that traffic fatalities and serious injuries on Washington's roadways (including roads beyond the National Highway System) will be reduced to zero by the year 2030.

WHEREAS, the likely time frame from RSAP adoption to project programming, design, funding, and construction will exceed 6 years in most cases.

WHEREAS, under the SS4A grant program, establishing multiple target dates to achieve zero fatal and serious injury crashes is allowable.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board: agrees to plan and program projects to achieve a 50 percent reduction in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists; achieve zero fatal and serious injury crashes within the SRTC planning area by 2042; reassess data and targets at least every four to five years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

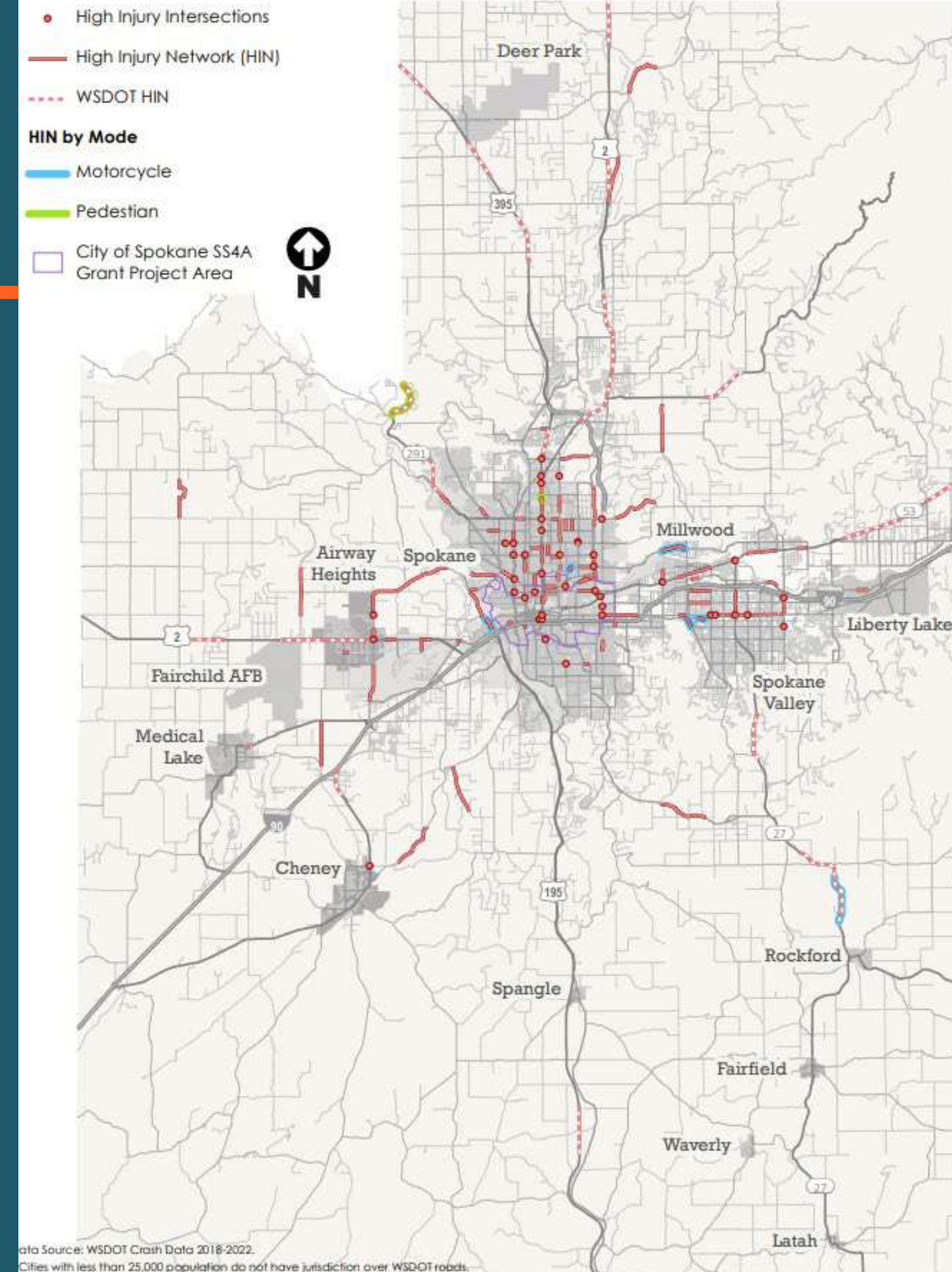
Safety Target

[The SRTC Board] agrees to plan and program projects to achieve a 50 percent reduction in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists; achieve zero fatal and serious injury crashes within the SRTC planning area by 2042; reassess data and targets at least every four to five years to make significant and continuous progress in achieving zero fatal and serious injury crashes.

High Injury Network

- Highest priority segments, intersections, and connecting facilities
- 43% of FSI crashes included on this network
- Basis for identification of Regional Targeted Corridors

HIGH INJURY NETWORK



Regionally Targeted Corridors

North Market Street/Haven Street

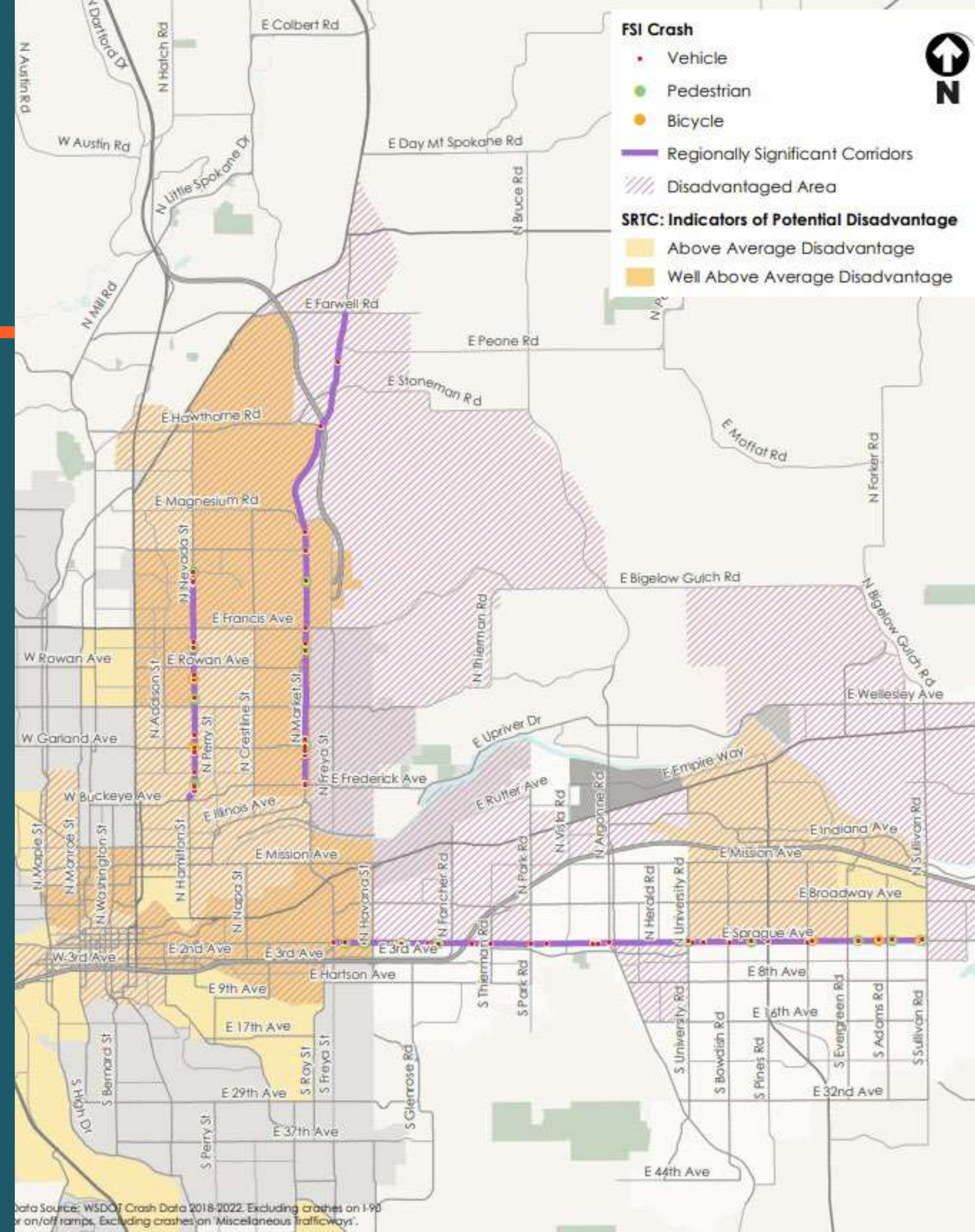
- **East Farwell Road to Euclid Avenue**

Sprague Avenue

- **Freya Street to Sullivan Road**

North Nevada Street

- **East Sharpsburg Avenue to East North Foothills Drive**



Prospectus Sheets

City of Airway Heights

Spokane County

City of Spokane Valley



- Fatal Crash
- Serious Injury Crash
- Transit Stops
- Existing/Funded Pedestrian Crossing Enhancement
- Proposed Pedestrian Crossing Enhancement**
- Existing Traffic Signals
- Proposed Shared Use Path
- Pedestrian Crash
- Bicyclist Crash
- Vehicular Crash

**Final location and quantity to be determined through engineering study

0 0.07 0.15 Mile

South Hayford Road - US Highway 2 to City Limits

The 0.45 mile long corridor had 57 total crashes, five of which were FSI crashes, between 2018 and 2022. It connects to the HIN intersection of US Highway 2 and Hayford Road.

Corridor-Wide Countermeasures for Consideration

- High Visibility Crosswalks
- Accessible Pedestrian Signals
- Appropriate Speed Limits for All Road Users
- Protective Phasing
- Leading Pedestrian Intervals (LPIs)
- Automated Enforcement
- Access Management Strategies
- Lighting



Draft Plan

- Made available May 10 to Steering Committee
- Presented to TTC at May meeting for comment
- Incorporated comment into final draft
- Presented final draft to TTC at June meeting
 - Requested Prospectus Sheets be included in the final plan
- TAC recommended SRTC Board adopt at June meeting
- TTC recommended SRTC Board adopt at August meeting

What Happens Next?

- MTP (Guiding Principles)
- Demonstration grant application submitted
 - Education campaign focused on user behavior
- Implementation NOFO released early 2025

Questions

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

Requested Action

Approve Resolution 24-20, adopting the Regional Safety Action Plan and a Regional Commitment to the Goal of Zero Roadway Fatalities and Serious Injuries



SRTC

Connecting Community
Through Transportation

The Project

In early 2024, SRTC opened a RFQ for Web Design Services, with an additional note seeking help with the branding. As this project moves forward, we are working in Phases to ensure an efficient use of time. Starting with the re-visioning of the SRTC brand style and applying those efforts to rebuilding the Website.

The Message

Regional Transportation Advocate

Bringing regional municipalities together for a shared voice

Creating the forum for conversations around transportation needs and priorities

Data Provider for Greater Community Needs

Data-driven decision making

Conducting transportation studies and making data available for other agencies

Equitable

Striving to be accessible to all

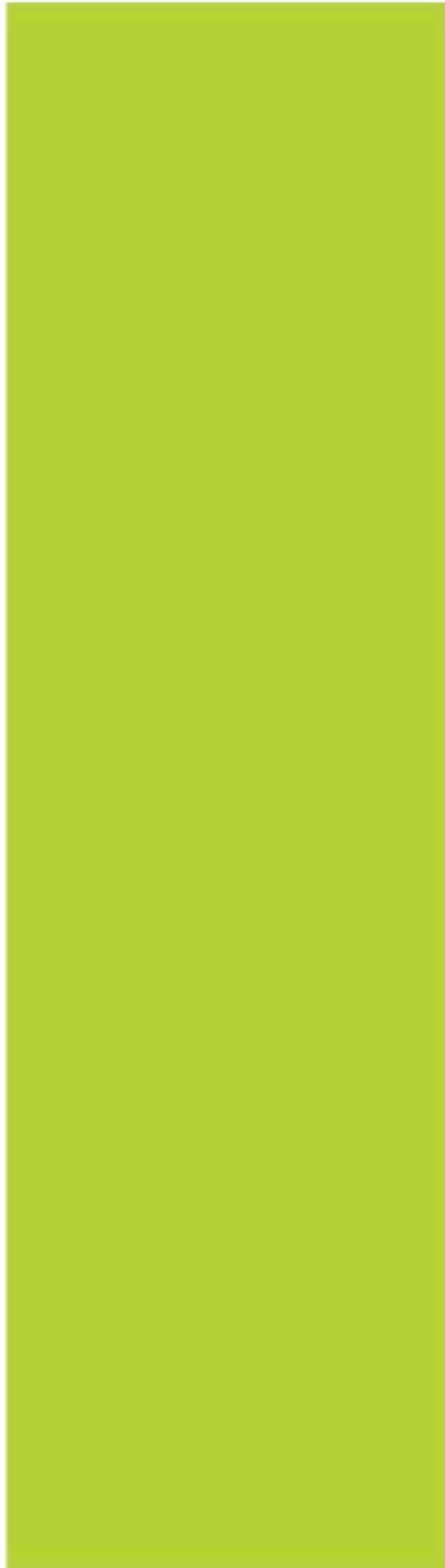
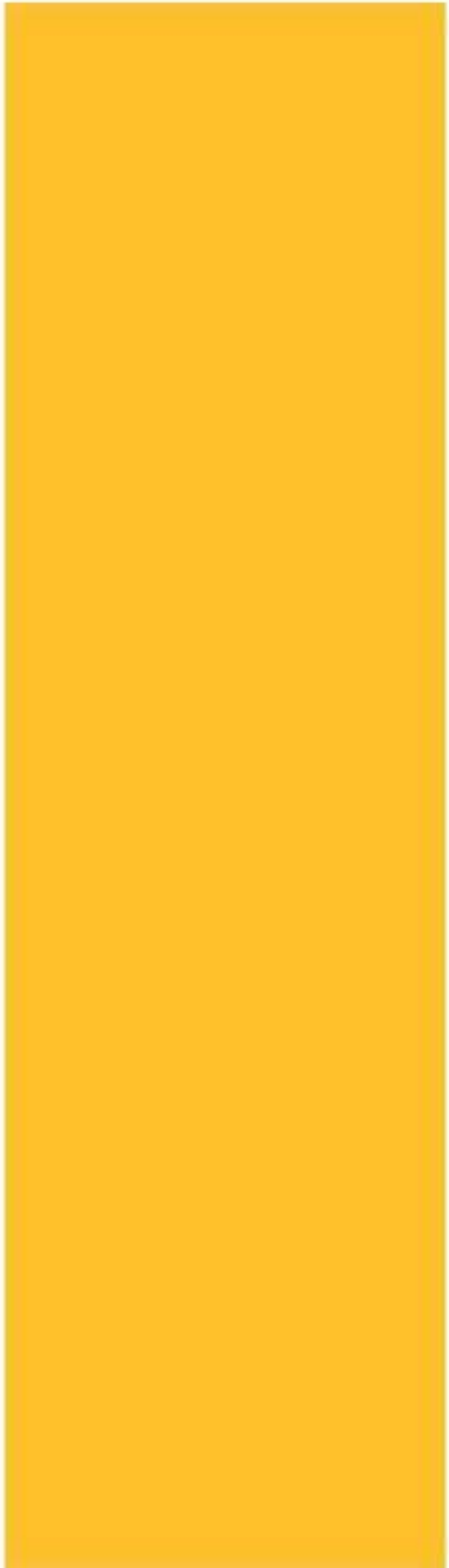
Bringing a voice to the community (calls for public opinion)

The Direction

The new direction for the SRTC brand is to feel approachable and engaging, with a focus on creating a sense of community.

Through consistent use of welcoming imagery, engaging graphics, and bold colors, the brand will be seen as a trusted advocate, open to having everyone participate and collaborate.

This new look will bolster SRTC's commitment to building a vibrant, inclusive, and forward-looking community.



The SRTC Color Palette

These colors are carefully selected to be engaging and approachable, fostering a sense of inclusivity and warmth not always felt from governmental agencies. With this broader and more dynamic color palette, SRTC will have the advantage of a more welcoming feel.

Throughout the 3 directions presented, you will see various combinations of this palette.



Pavilion Road

The Pavilion stands as a symbol of our city's spirit of **collaboration and progress**. This iconic structure has witnessed decades of **community gatherings and pivotal discussions** shaping our region's future.

It continues to serve as **a central hub** where local communities gather - much like SRTC, providing a space for all regional voices to be heard.

The power of the Pavillion is clear, seeing how often it's visually represented in connection with the region - however, we've taken a **new perspective** with this concept.





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Pavilion Road

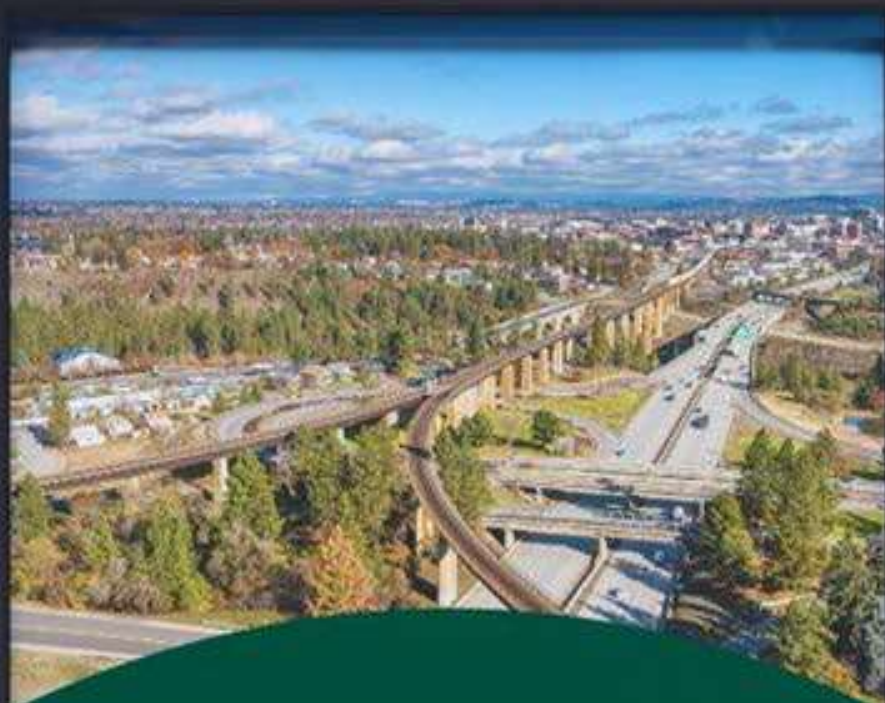
The Pavilion Road logo draws inspiration from the iconic Spokane Pavillon, creatively forming the **shape of an "S"** for Spokane.

This unique perspective, as if **looking down or up through the Pavillion**, symbolizes SRTC's innovative approach to transportation planning.

The sweeping forms that create the "S" also represent **roads converging**, illustrating SRTC's role in connecting the community and government. Playful and distinctive, this logo encapsulates the essence of SRTC, merging place and function to embody all elements of the organization.







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Develop plans and programs
that coordinate transportation
planning in the Spokane region.

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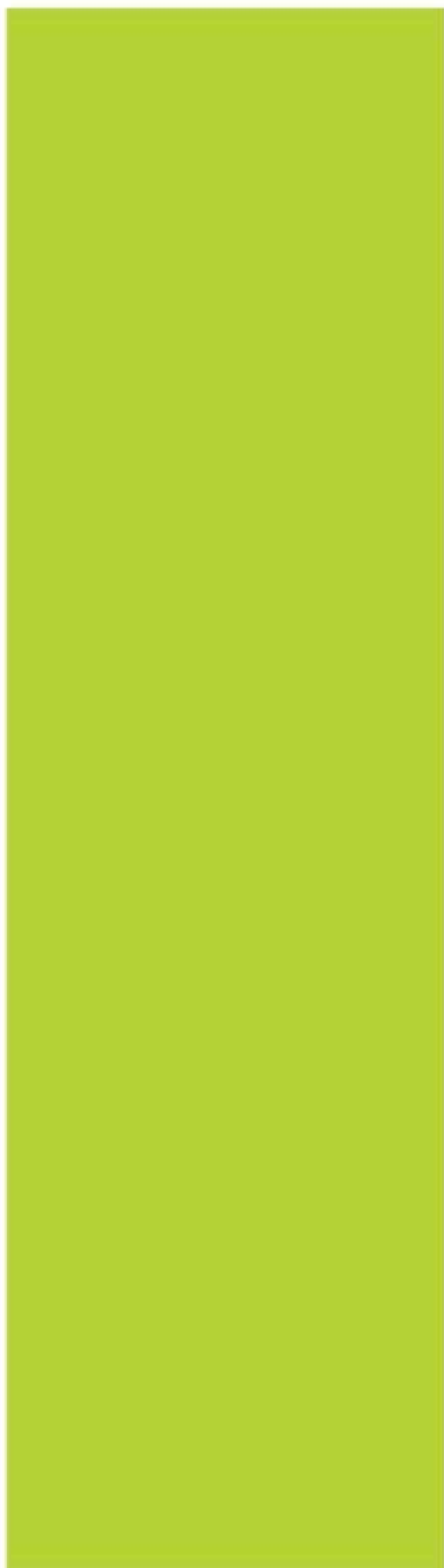
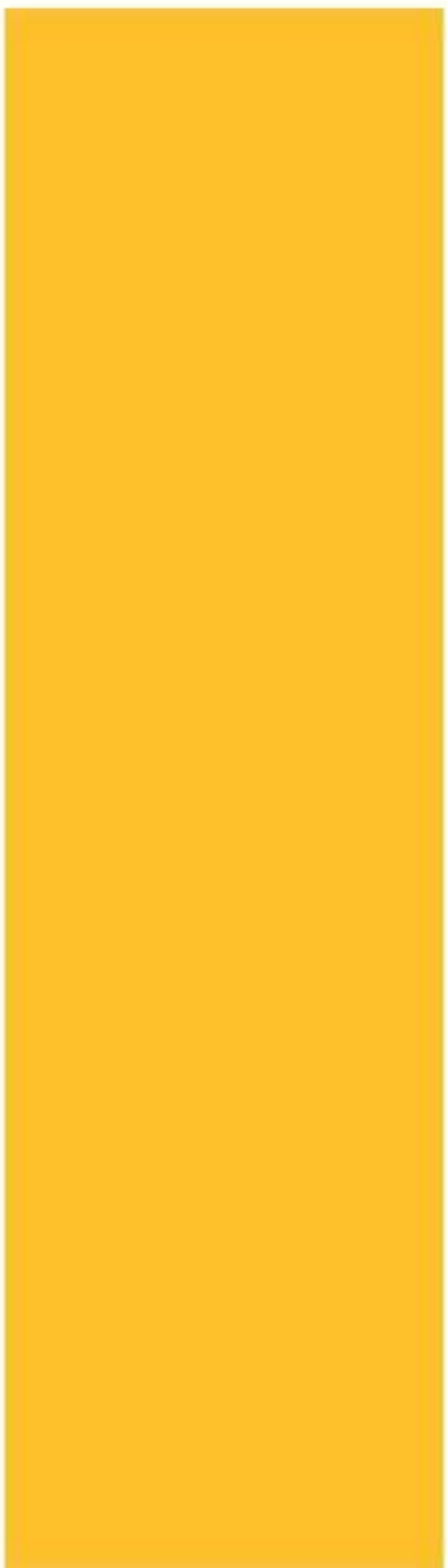
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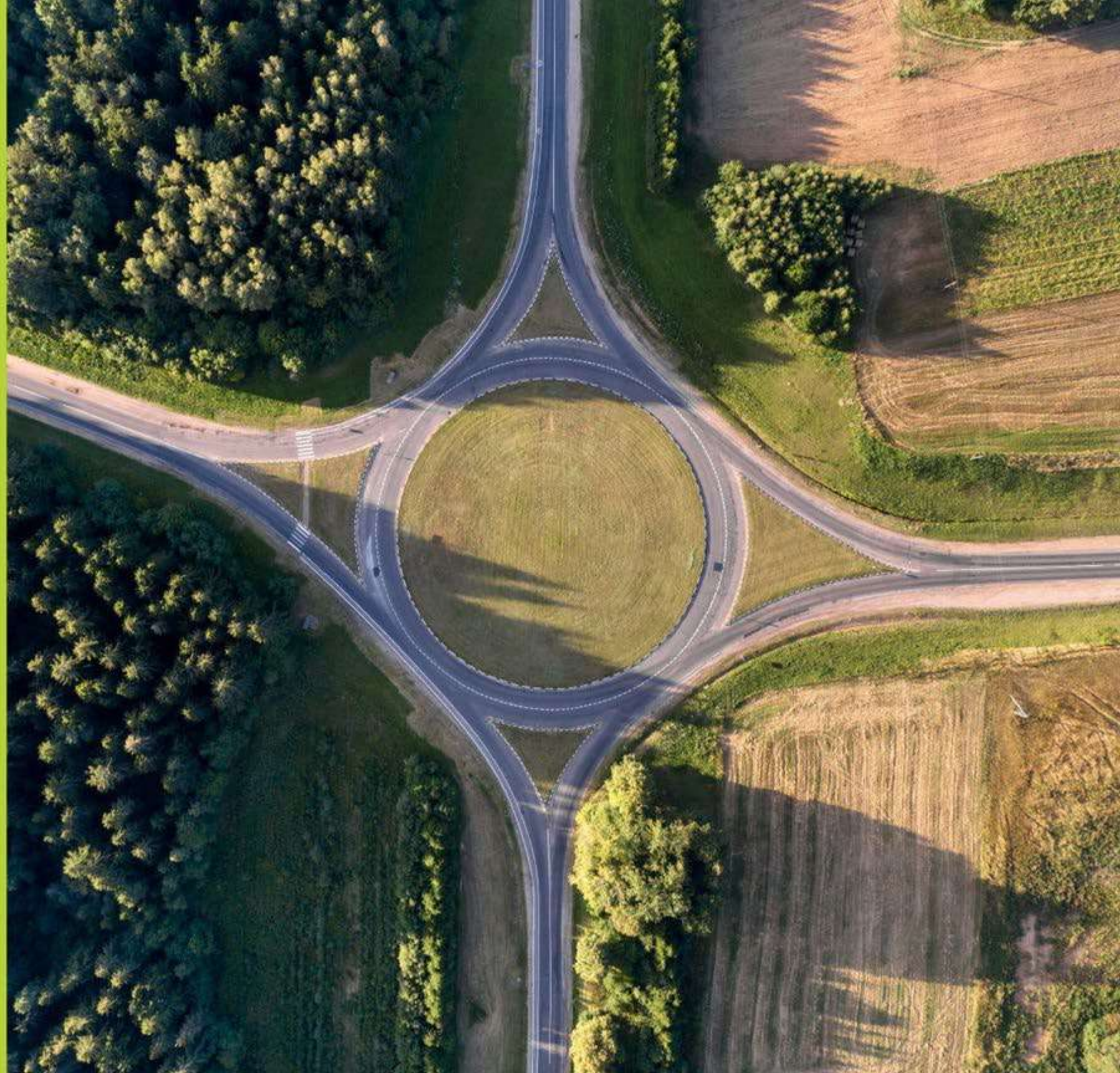


Community Corner

SRTC strives to be the **hub where community, government and transportation** planning are accessible by all.

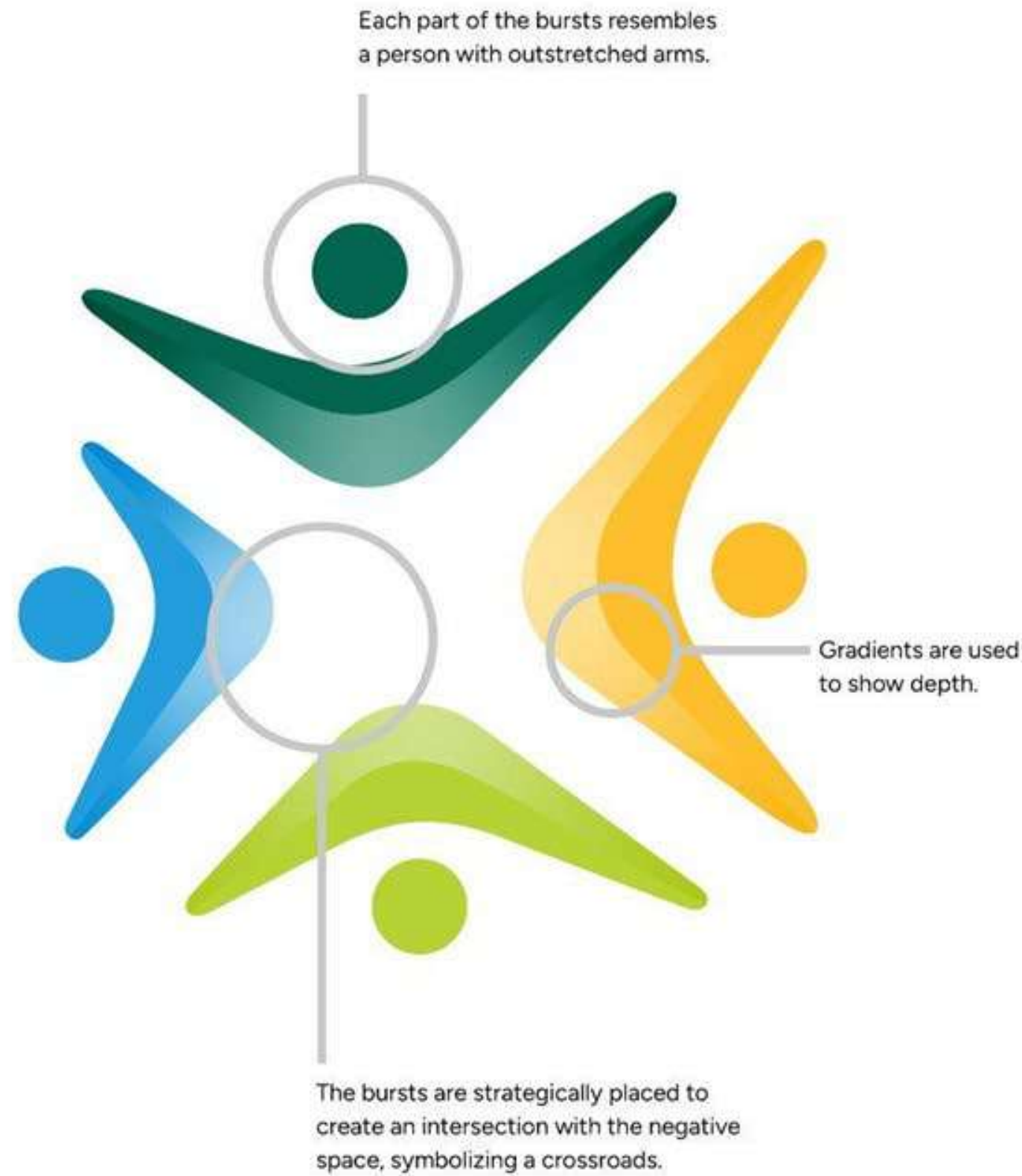
Roundabouts are known to **improve traffic flow** , be **better for the environment** , and offer additional **safety** for vehicles and pedestrians - all in alignment with the safety and future looking intentions of SRTC.

The intertwining aspect also pairs well with the organization's approach to **bringing together** communities, agencies and governments. SRTC looks to smoothly and seamlessly handle the diverse needs of all the participating parties.





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Community Corner

The Community Corner seamlessly combines the concepts of **community and transportation**. Its dynamic burst design of an intersection symbolizes the vibrant energy of a united community.

Each burst element resembles the image of individuals with outstretched arms, embodying the **spirit of collaboration** that SRTC promotes. And their positioning together creates the image of a traffic circle. The creative and modern design reflects the organization's **inviting approach to transportation planning**.

The typography, featuring a blend of thick and thin strokes, highlights the **value of diversity** while maintaining a sense of balance and harmony in the logo's presentation.



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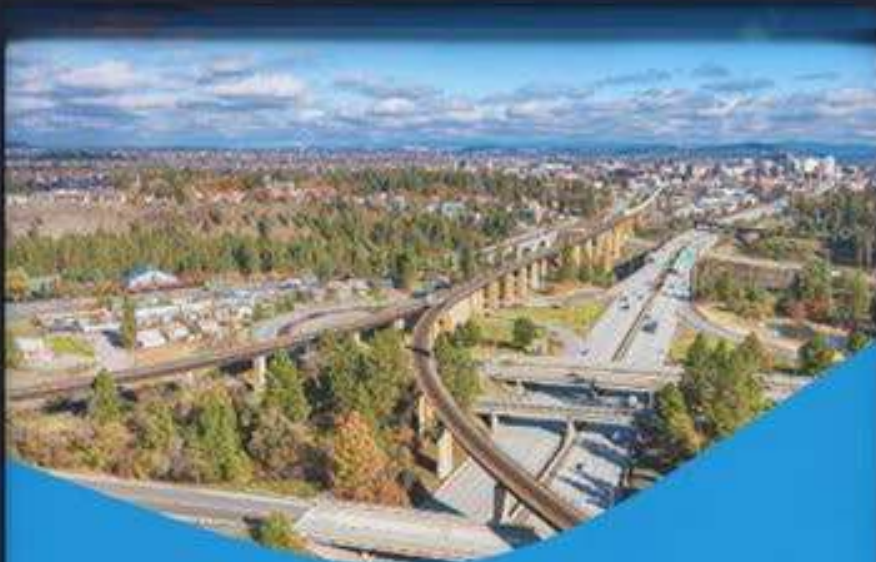


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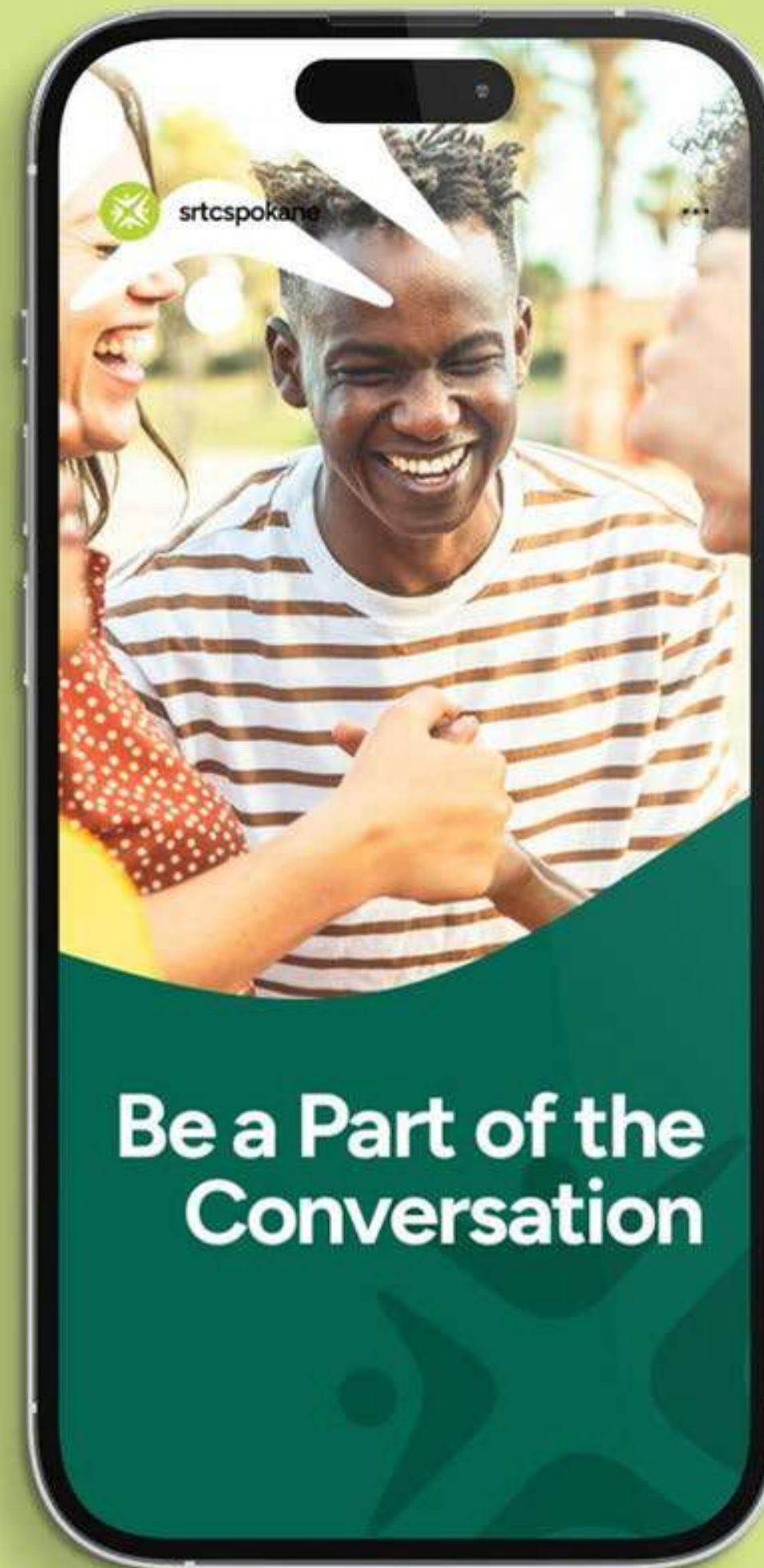
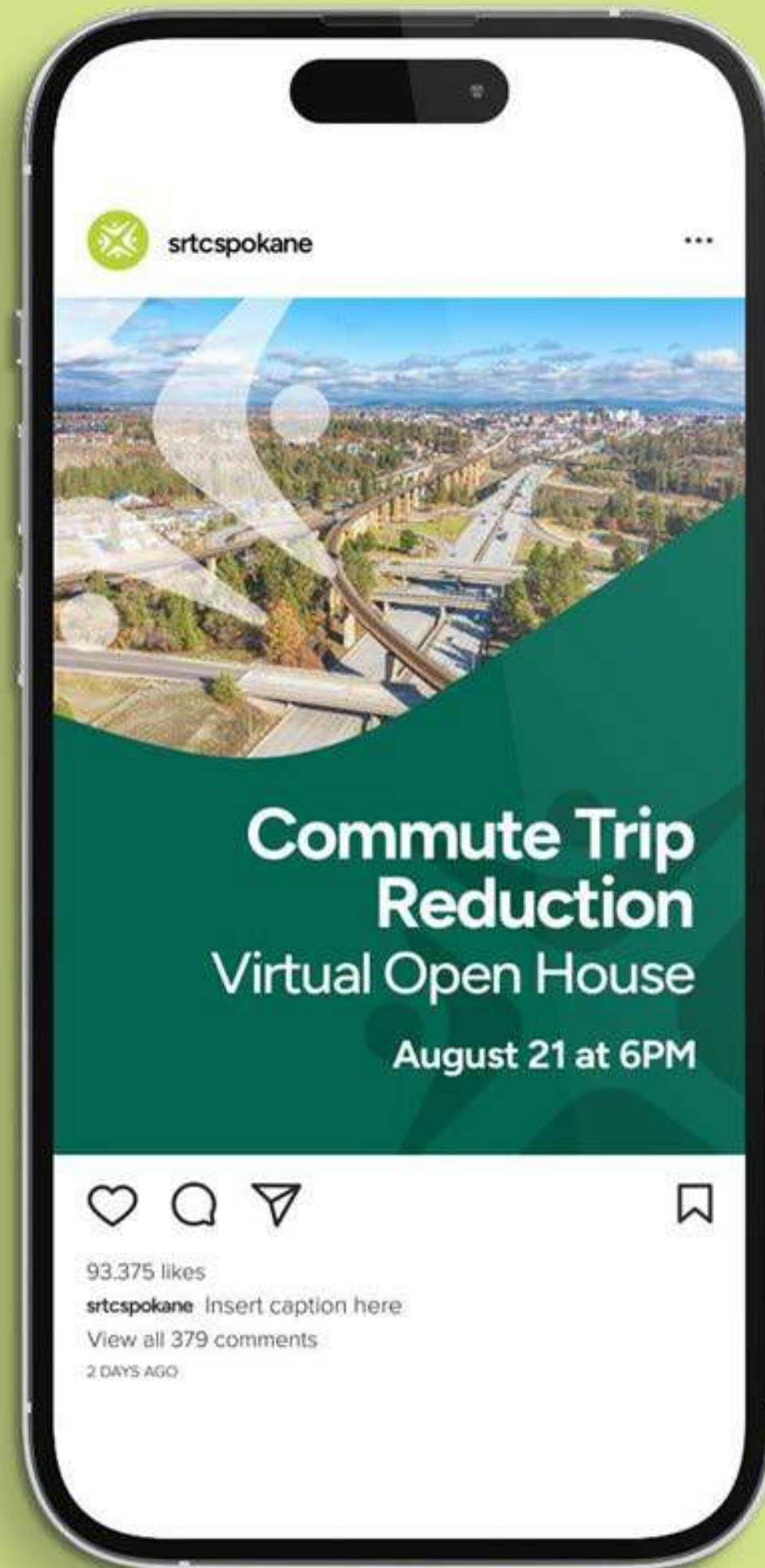
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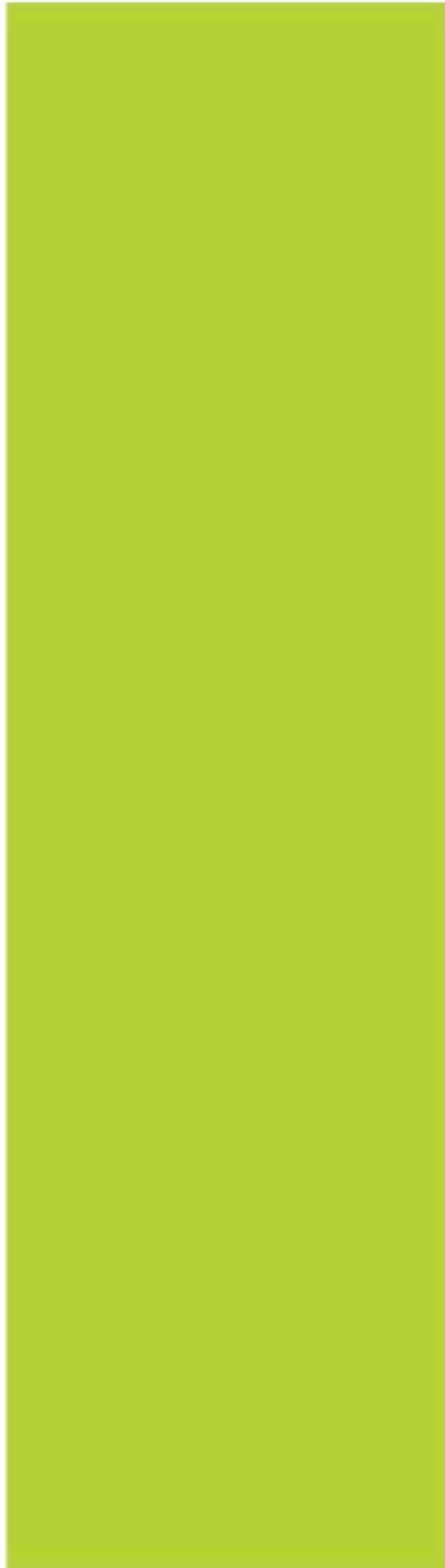
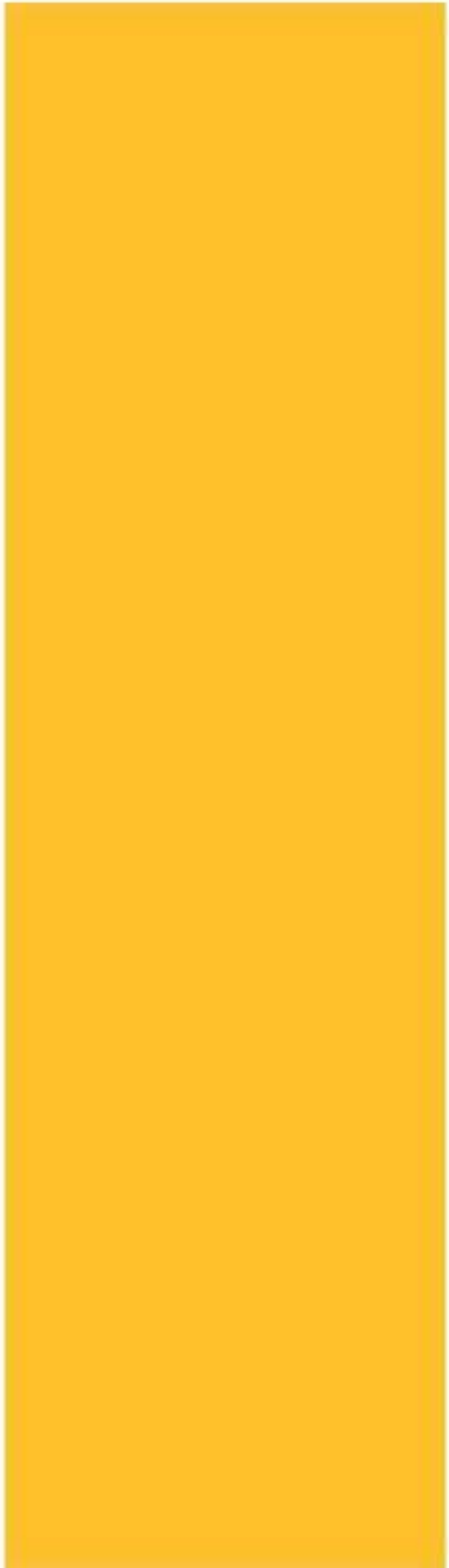


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The County Line

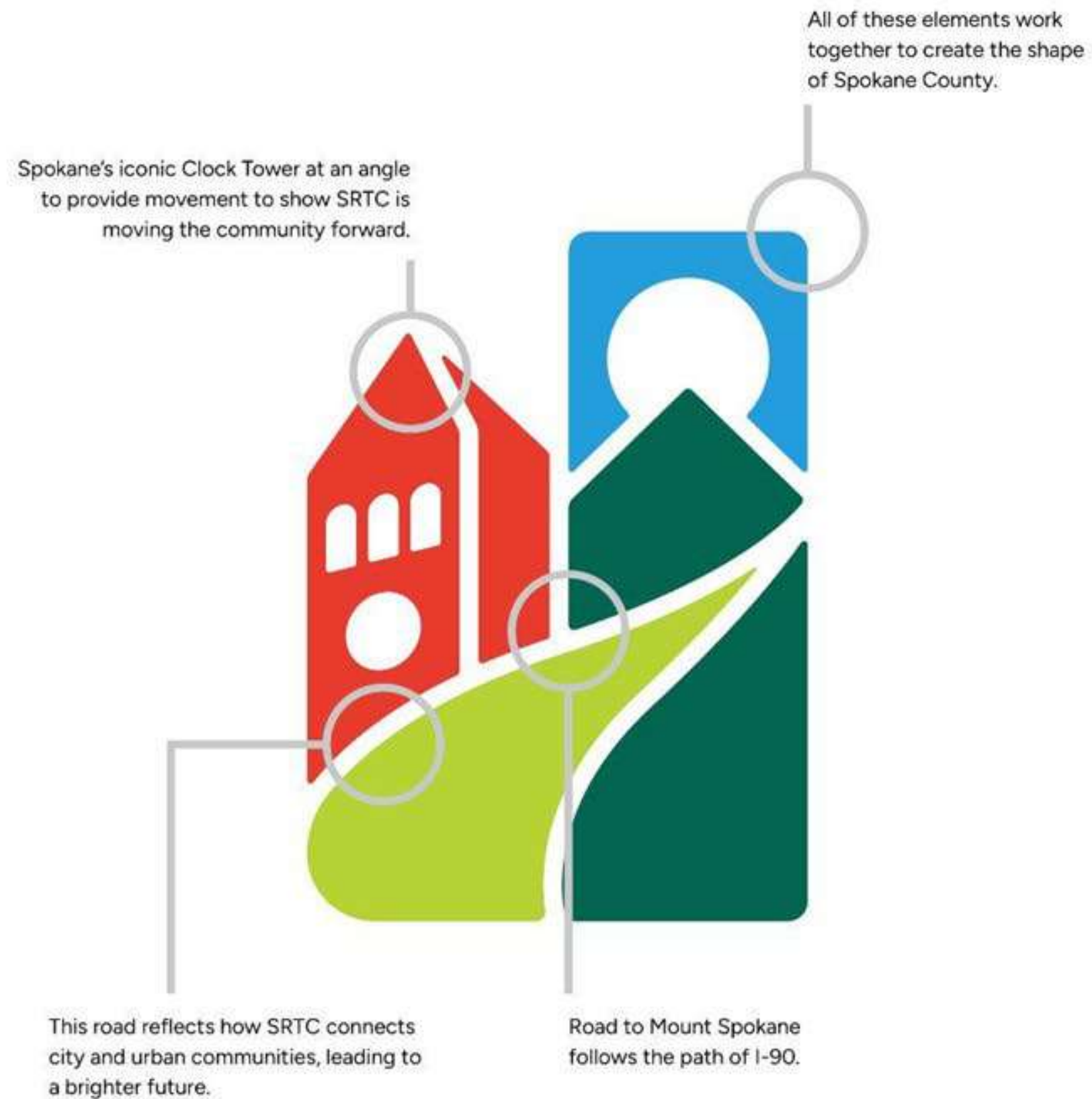
As the regions advocate for transportation planning, **SRTC takes pride** in calling Spokane County home.

SRTC understands that Spokane County's unique landscapes require careful planning and decision making. SRTC is committed to including and hearing all voices in the region. .





Spokane Regional Transportation Council



The County Line

The County Line logo utilizes the shape of **Spokane County** formed by the iconic Clock Tower and Mount Spokane, seamlessly integrating regional landmarks.

Starting with a arterial map of the county, the center line curving from foreground to back **follows the path of I -90**. We have two-dimensional **movement** across the logo, as well as the three dimensional movement from foreground, up to Mt Spokane.

The road element shows how SRTC **bridges communities** , both urban and rural, through transportation, highlighting its role in connecting different areas and enhancing regional cohesion for a brighter future.



Spokane Regional
Transportation Council



Spokane Regional
Transportation Council



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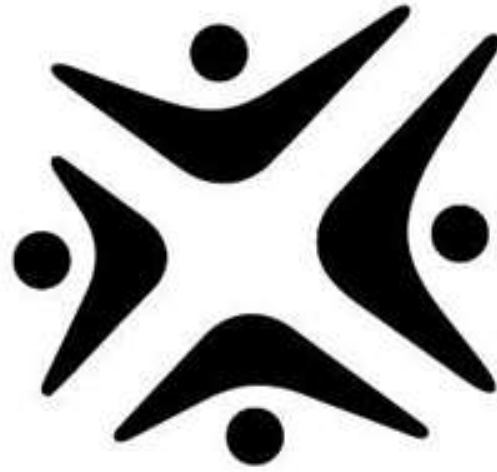
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**Spokane Regional
Transportation Council**

Committee Feedback

Color Combos - Blue/Green

Spokane Clean Air - Similarities

Airport - Similarities

Size of 'Transportation'

Clock Tower too heavy

Title Case vs All Caps

Draft CY 2025 Budget & Indirect Cost Plan

SRTC Board of Directors' Meeting

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SEPTEMBER 12, 2024

Budget Highlights

- Proposed 3% COLA wage adjustment for staff plus a 2.5% merit pool increase based on 2024 performance reviews.
- Completion 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 Travelled (VMT) study

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 Travelled) 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)

17	EXPENDITURES				
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)

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



Next Steps

- **CY 2025 Budget and Indirect Cost Plan presented to the Board for approval on October 10, 2024.**
- **Changes to this Draft 2025 Budget will be indicated prior to approval.**
- **Effective 01-01-2025.**

Questions?

Greg Griffin

Administrative Services Manager

ggriffin@srtc.org | 509.343.6370

2025 – 2028 Transportation Improvement Program (TIP)

SRTC Board of Directors' Meeting

Ryan Stewart, Principal Transportation Planner

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Information & Discussion

September 12, 2024

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**

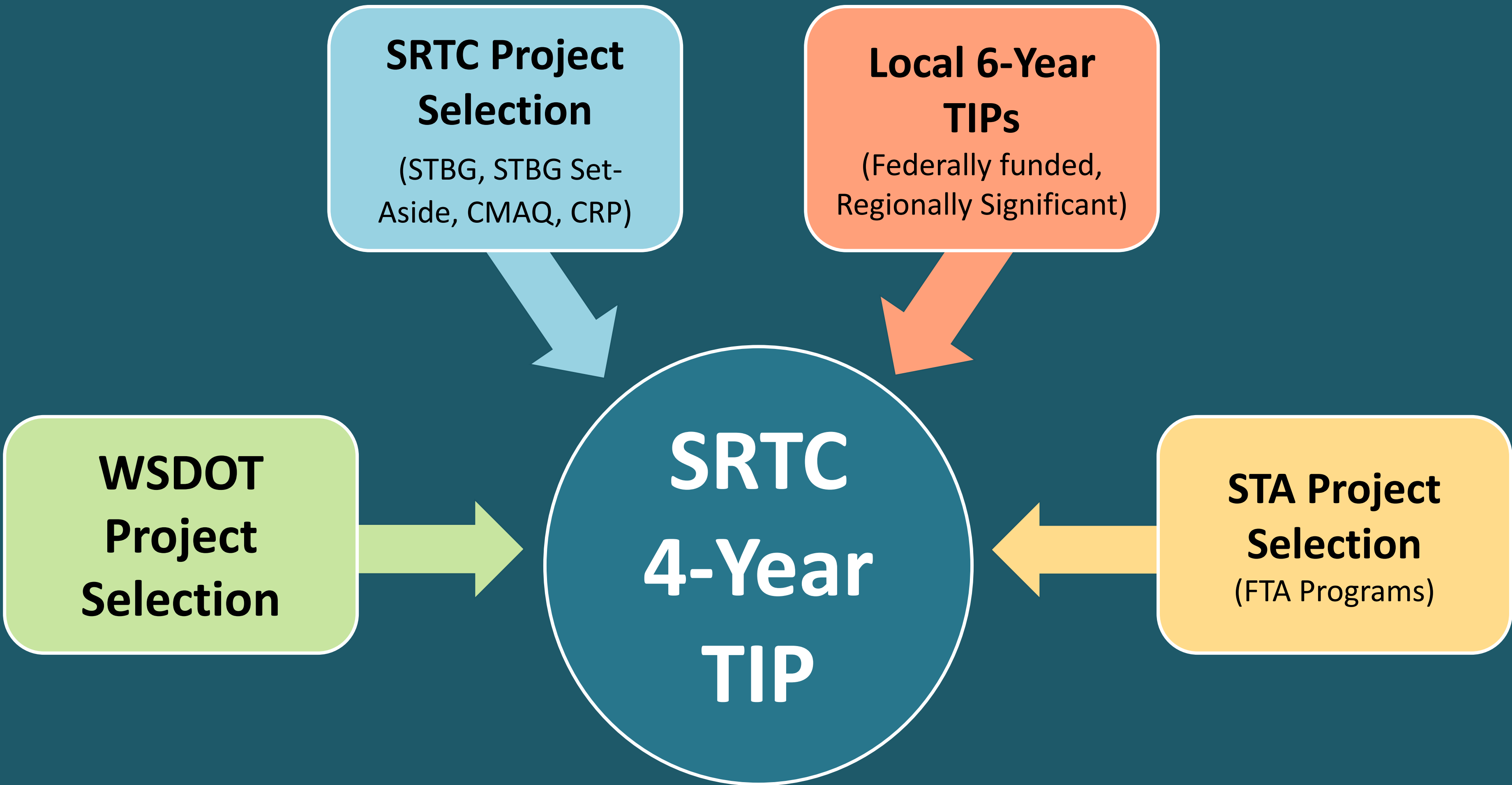
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421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

📞 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



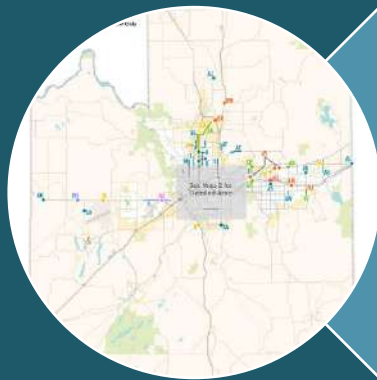
Fiscally
Constrained



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

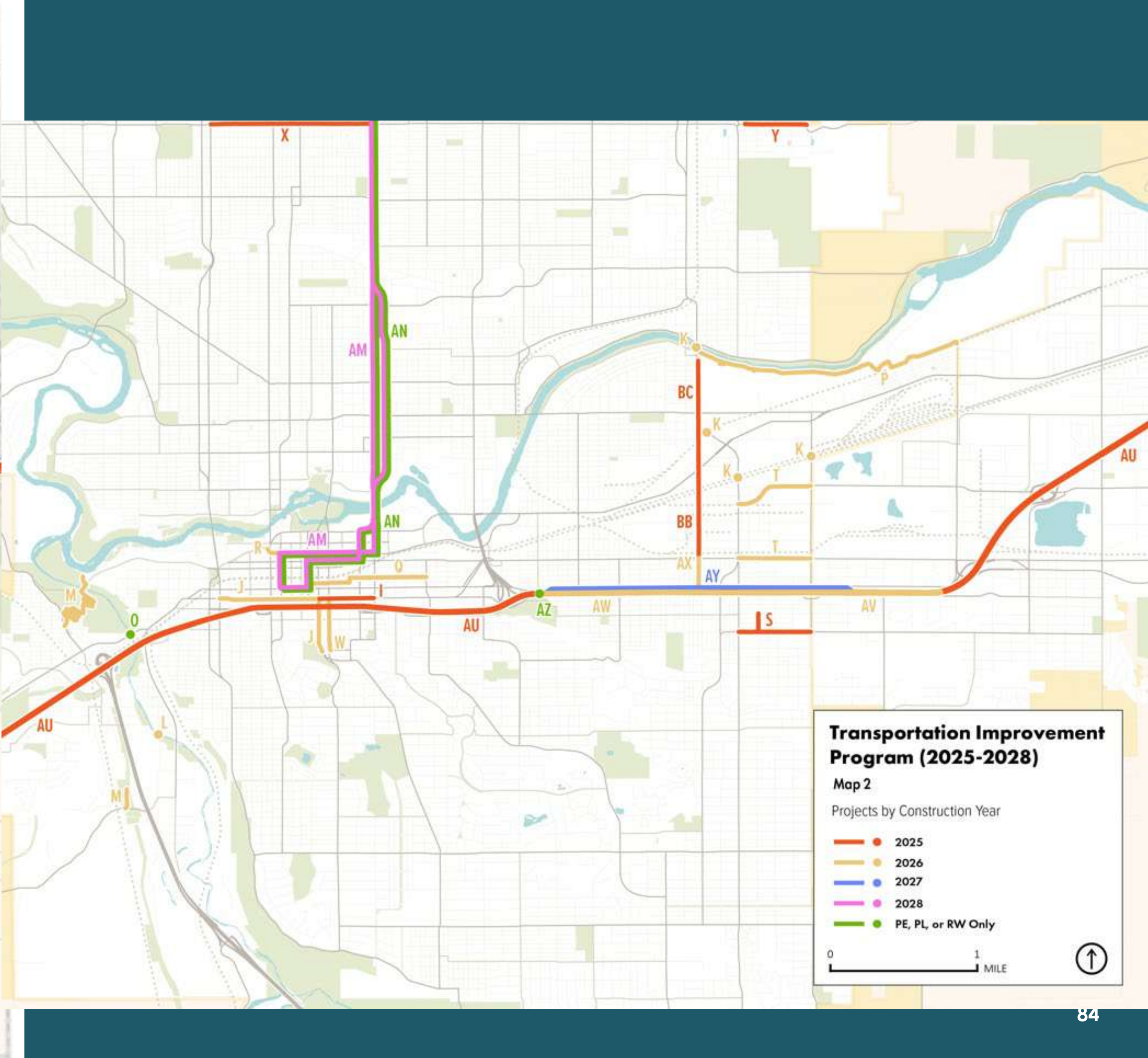
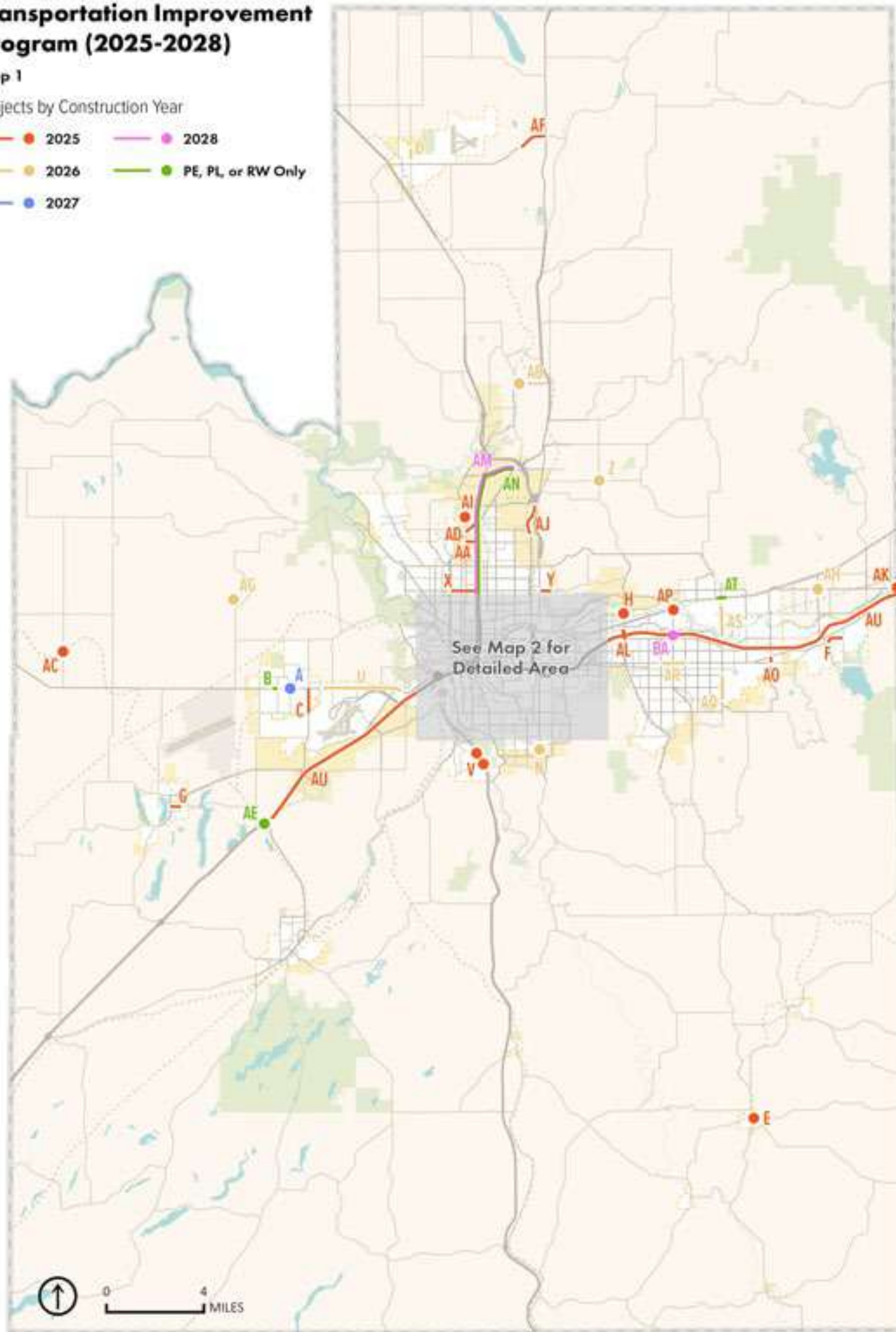
Project Type	Number of Projects	Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	7	25,830,870	3%	9%
Bridge	6	17,605,509	2%	6%
High Performance Transit	2	2,500,000	0%	1%
Planning	2	4,178,035	0%	2%
Preservation	18	32,641,494	4%	12%
Rail/Highway Crossing	1	39,961,208	4%	15%
Reconstruction	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%

Transportation Improvement Program (2025-2028)

Map 1

Projects by Construction Year

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



Transportation Improvement Program (2025-2028)

Map 2

Projects by Construction Year

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

0 1 MILE



Legend

TIP (2025-2028) Project Points

2025

2026

2027

2028

2029

PE, PL, or RW Only

TIP (2025-2028) Line Projects

2025

2026

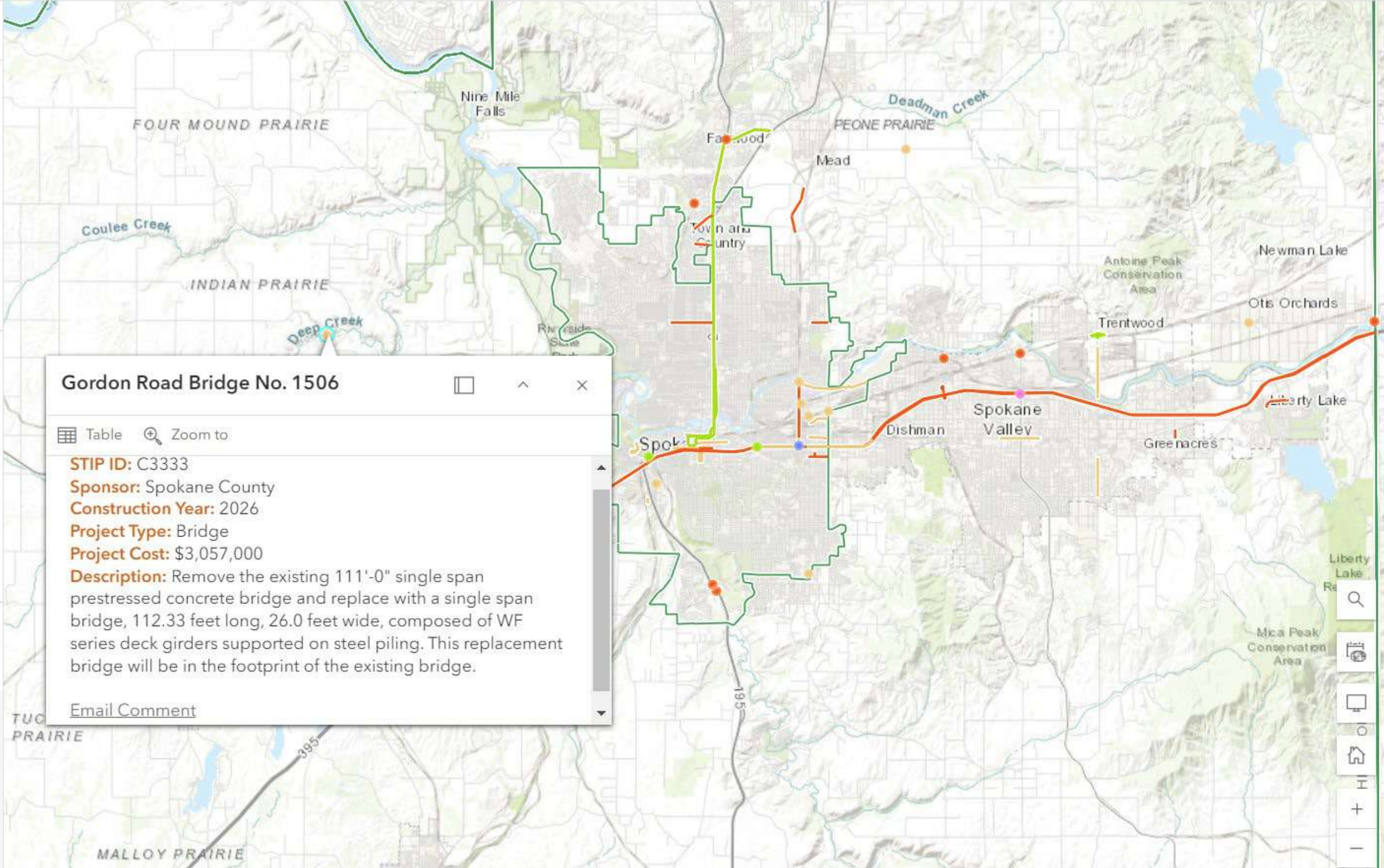
2027

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 12:00 – 1:00 PM

- Recording will be available



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



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

Smart Mobility and Resiliency Update

Board of Directors

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Jason Lien

September 12, 2024

Smart Mobility & Resiliency Projects



**Review current
practices and state of
our system**



**Assess technologies.
Assess resiliency
vulnerabilities.**



**Recommend projects,
programs, and strategies**

Smart Mobility: Goal

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



Smart Mobility Focus Areas

- Asset Management
- Travel Demand / Congestion Management
- Safety, Accessibility, & Equity
- Resiliency & Sustainability
- Data & Information Sharing

Technology Evaluation Criteria

- What problem are you trying to solve? Does the technology solve your problem?
- What are the potential benefits and limitations?
- Is it “achievable” in the short term (1 – 5 years)?
- Will it require a high level of effort and resources from staff?
- Will it be supported by the public and key decision-makers?
- Is there a sustainable funding source?
- Is it better as a pilot project?

Regional EV Infrastructure Planning

- EV adoption projections
- Priority locations
- Policy framework
 - Public / Community
 - Fleet
 - Residential



System Resiliency: Goal

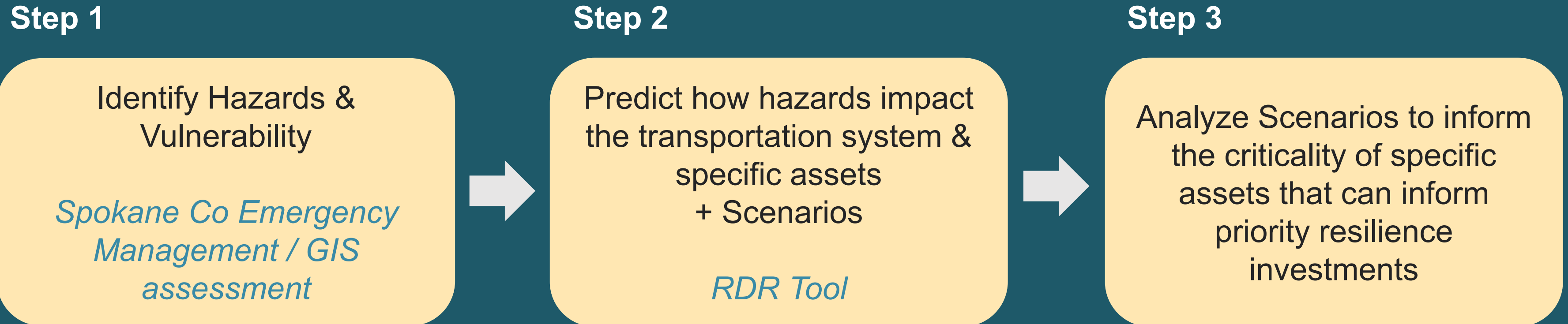
Continually improve the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions.



Resilience and Disaster Recovery Tool

- Quantitative GIS-based tool
- Developed by the USDOT Volpe Center

Resiliency Methodology



Next Steps

- Draft reporting complete in Sept. + Final stakeholder meetings
- Present to committees / Board in Oct./Nov.
- Board approval in Dec.
- Incorporate in Needs Assessment Summary > MTP Update

Thank You

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EV Charging Grant Update

Board of Directors

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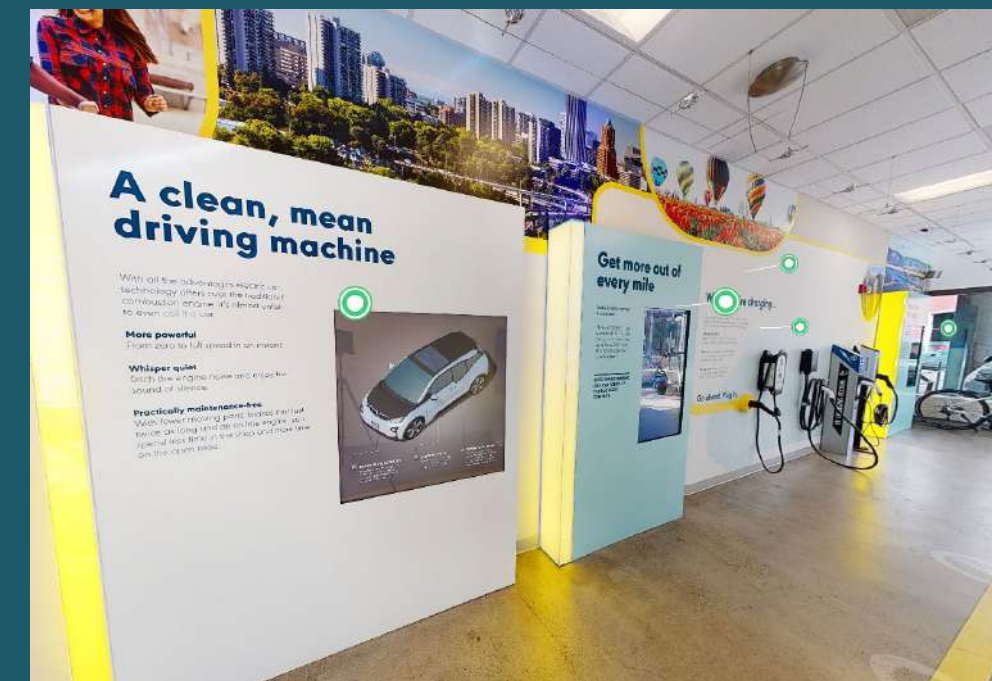
Jason Lien

September 12, 2024

Spokane Regional Transportation Electrification Grant Project

- \$2.5 million grant funding awarded thru WA Dept. of Commerce (2021)
- Match provided by Avista & STA for installation of charging infrastructure
- Partners: Dept. of Commerce, Avista, STA, local agencies, private business

Spokane Libraries



Status

- 20 sites in service
- 54 Level 2 ports, 22 DC Fast Charger ports



NE Community Center



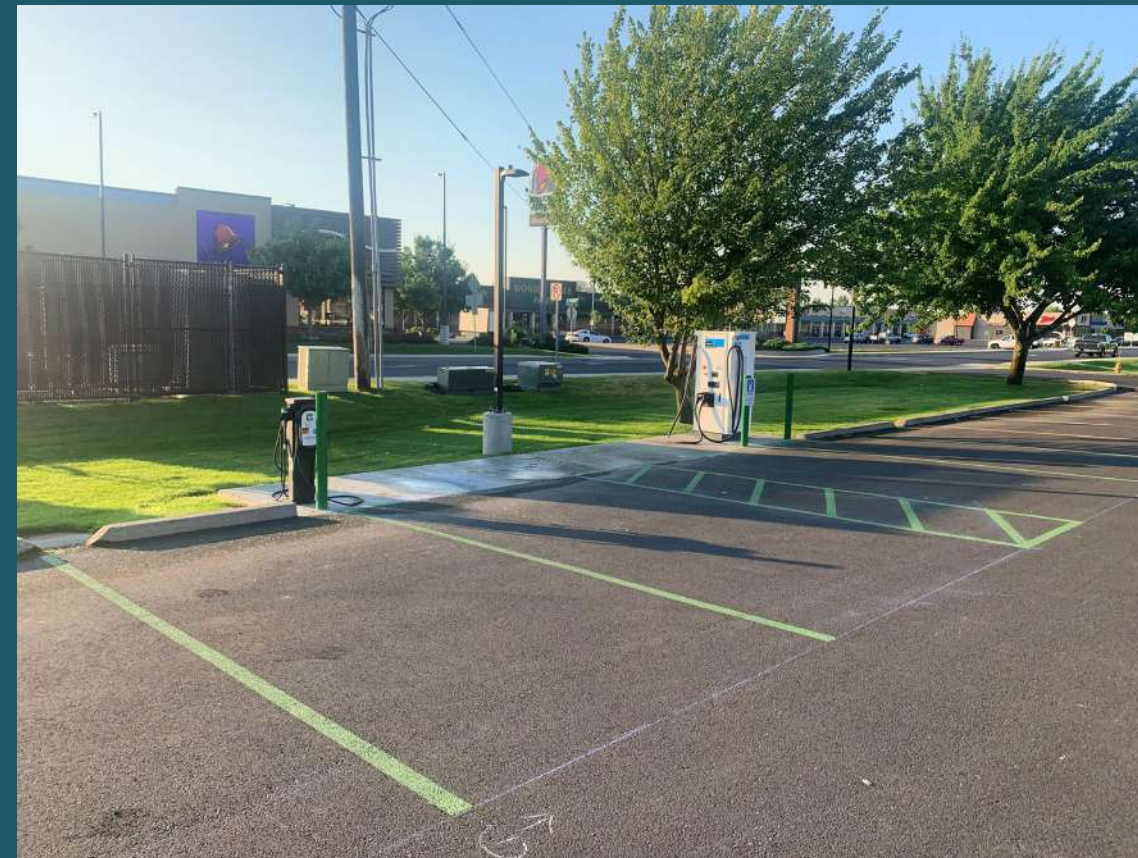
STA Garage

Status

- All DCFC stations have card readers



Moran Prairie Library



Deer Park



Spokane Valley Library

Challenges

- Sites asking for payment
- Security
- Change of commitment
- Alternate sites considered as possible

SRTC Project Management

- Ongoing project oversight & coordination
- Reimbursements, grant compliance & reporting
- Close-out of program in December 2025

Thank You

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