

APPROVED BY THE SRTC BOARD OF DIRECTORS ON SEPTEMBER 14, 2023

# 2024



## UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

SPOKANE REGIONAL TRANSPORTATION COUNCIL

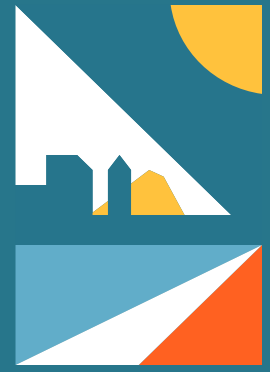
# **SRTC** SPOKANE REGIONAL TRANSPORTATION COUNCIL

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# 2024

## UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS



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## ABOUT SRTC

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, tribes, transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

### SRTC operates under the following principles:

- ▶ Finish what we have started by directing resources towards completing existing projects.
- ▶ Adequately fund maintenance and preservation of the existing transportation system.
- ▶ Identify and advance a broad range of project types to meet the needs of a growing region.
- ▶ Invest in projects that improve quality of life in the region in the following ways:
  - Draw on best practices to address transportation safety issues.
  - Emphasize equity and consider the needs of all transportation users.
  - Create safe and convenient forms of active transportation that support public health objectives.
  - Contribute towards building a resilient transportation system to mitigate the impacts of climate change.

### SRTC Board of Directors consists of representatives from:

City of Airway Heights

City of Medical Lake

Freight/Rail Industry

Spokane Transit Authority

WSDOT—Eastern Region

City of Cheney

City of Millwood

Kalispel Tribe of Indians

Spokane Tribe of Indians

WA State Transportation Commission

City of Deer Park

City of Spokane

Major Employers

Small Towns of Spokane County\*

City of Liberty Lake

City of Spokane Valley

Spokane County

\*The towns of Fairfield, Latah, Rockford, Spangle, and Waverly are represented by a single seat on the SRTC Board of Directors.



# 2024 LEGISLATIVE PRIORITY STATEMENTS

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## Priority A

### Expand resources to improve transportation SAFETY in support of TARGET ZERO

- ▶ Direct additional safety funding to state and local agencies to achieve zero fatal and serious injuries by 2030.
- ▶ Promote increased coordination and integration between WSDOT, MPOs, and local partners.

Since 2014 roadway fatalities and serious injuries crashes have increased by 62.5% in SRTC's planning area. SRTC has committed to supporting WSDOT's Target Zero goal by 2030. SRTC firmly believes that getting to zero will require new collaboration strategies, additional financial resources, and sustained commitments of collaboration between our transportation partners.

## Priority B

### Pursue strategies to effectively address MAINTENANCE & 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 timeframe 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.



## Priority C

### Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- ▶ Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPOs have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPOs including most recently new requirements to track and monitor vehicle miles of travel (VMT). SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.

# 2024 ADDITIONAL PRIORITY AREAS

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## Priority D

### 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.

## Priority E

### Fund regionally critical projects on the SRTC UNIFIED LIST

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



## Priority F

### 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.

## Priority G

### 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.



## Priority H

### 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.

## Priority I

### Maintain currently committed LEGISLATIVE INVESTMENTS

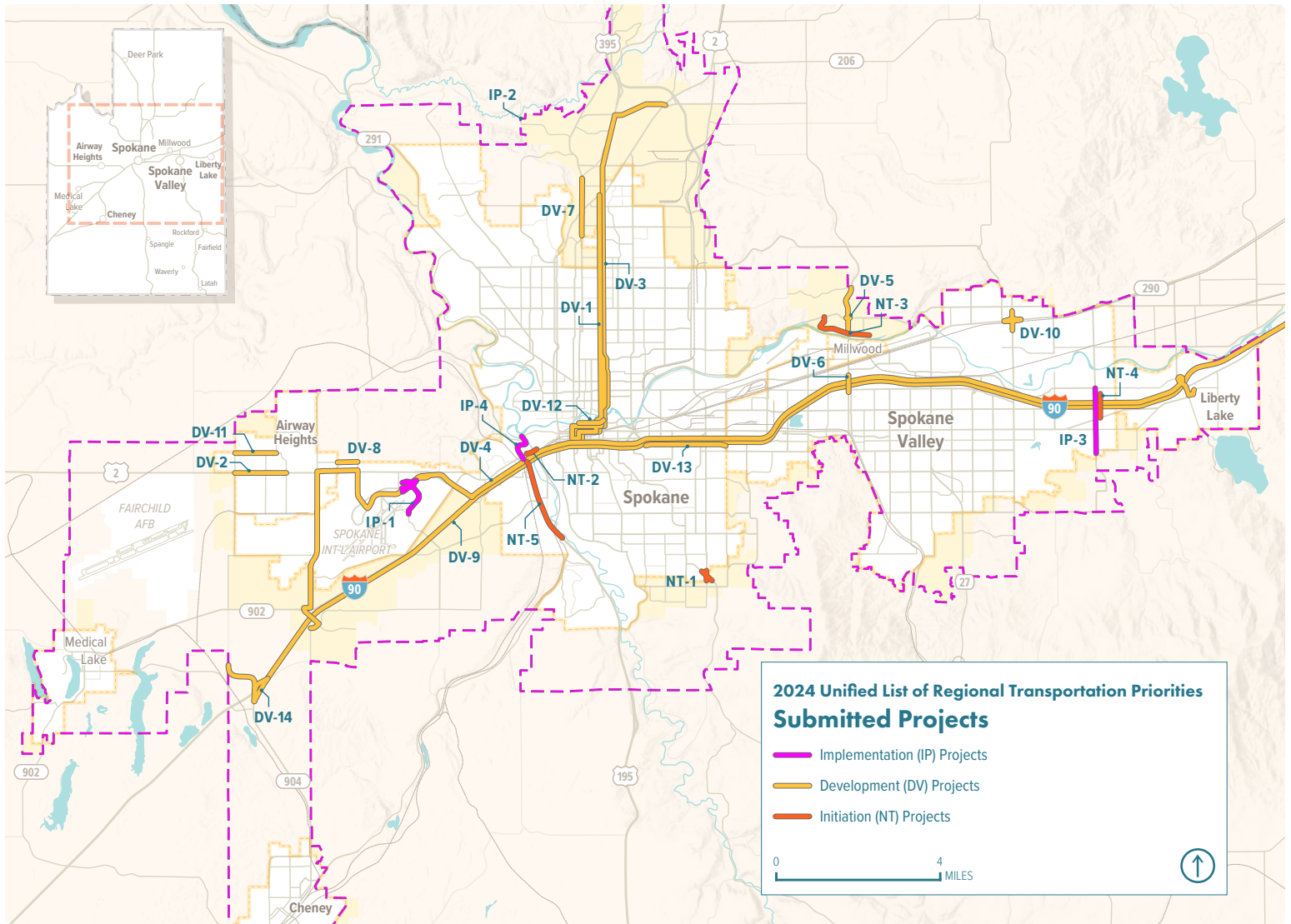
- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.



# 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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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  $\geq$  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  $\geq$  30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- ▶ 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

## IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
<b>From Interstates to Airways: Spotted Rd &amp; Airport Dr Safety &amp; Multimodal Improvements</b>	SIA	IP-1	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.	\$37,217,324	\$5,000,000
<b>STA Fleet Electrification</b>	STA	IP-2	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$38,800,000	No State Request
<b>South Barker Rd Corridor</b>	Spokane Valley	IP-3	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.	\$28,620,000	\$15,338,700
<b>Fish Lake Trail Connection Phases 1-3</b>	Spokane	IP-4	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,474,569	\$14,598,813

## DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
<b>Division St Active Transportation Access Improvements</b>	Spokane	DV-1	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25,800,000	\$25,800,000
<b>US Hwy 2 Multimodal Improvements</b>	Airway Heights	DV-2	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$24,480,200	\$21,467,200
<b>Division Bus Rapid Transit (BRT)</b>	STA	DV-3	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.	\$202,000,000	No State Request
<b>I-90 / Valley High Performance Transit (HPT)</b>	STA	DV-4	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.	\$36,000,000	No State Request
<b>Argonne Rd Safety Improvements</b>	Spokane County	DV-5	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$7,280,000	\$6,680,000
<b>Argonne Bridge at I-90</b>	Spokane Valley	DV-6	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$24,000,000	\$22,500,000
<b>Wall St Safety &amp; Capital Improvements</b>	Spokane County	DV-7	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$15,490,000	\$7,490,000
<b>West Plains Connection - Spokane Phase</b>	Spokane	DV-8	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.	\$4,877,622	\$4,877,622
<b>I-90 TSMO Improvements</b>	WSDOT	DV-9	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.	\$24,000,000	\$2,640,000
<b>Sullivan / Trent Interchange</b>	Spokane Valley	DV-10	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.	\$42,774,021	\$35,179,224



## DEVELOPMENT PROJECTS *(CONTINUED)*

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
<b>6th Ave Multimodal Improvements</b>	Airway Heights	DV-11	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$7,280,000	\$2,860,800
<b>Spokane Falls Blvd</b>	Spokane	DV-12	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8,149,426	\$7,397,546
<b>3rd Ave: Perry to Havana Improvements</b>	Spokane	DV-13	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000
<b>Craig Rd &amp; I-90 Four Lakes Connection</b>	Spokane County	DV-14	Modify I-90 Four Lakes interchange and complete a link to the existing Craig Rd.	\$25,241,000	\$19,032,500

## INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST
<b>Freya St / Palouse Hwy Roundabout</b>	Spokane	NT-1	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,900,000
<b>Latah Bridge Rehabilitation</b>	Spokane	NT-2	Replace and widen bridge deck, railing, sidewalks, and rehabilitate select structural elements. Project includes improved pedestrian and transit facilities (shared-use path, bike lanes, and space for future light rail transit line).	\$65,000,000	\$55,966,000
<b>Centennial Trail / Argonne Gap Project</b>	Spokane County	NT-3	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.	\$8,470,000	\$8,470,000
<b>Barker Rd &amp; I-90 Interchange</b>	Spokane Valley	NT-4	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000	\$40,000,000
<b>US 195 Corridor Projects</b>	Spokane	NT-5	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.	\$18,394,333	\$18,394,333

## 2024 Unified List of Regional Transportation Priorities Summary *by Project Status Category*

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL STATE FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,111,893	\$34,937,513	28.8%
DEVELOPMENT	14	\$455,372,269	\$163,924,892	36.0%
INITIATION	5	\$136,852,333	\$127,730,333	93.3%
<b>TOTAL</b>	<b>23</b>	<b>\$713,336,495</b>	<b>\$326,592,738</b>	<b>45.8%</b>



## REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

### 2024 Unified List of Regional Transportation Priorities Safety Projects

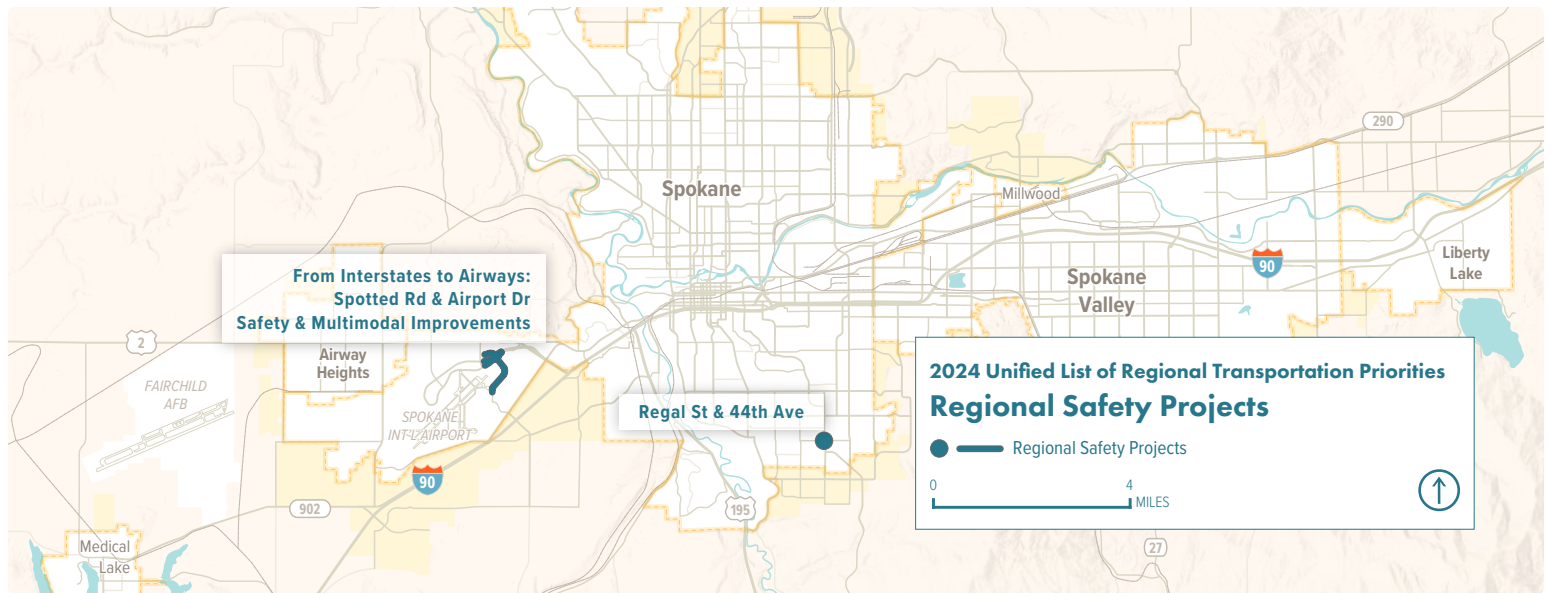
*Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project*

► **Regal St & 44th Ave**

Total Project Cost: \$598,679

► **From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements**

See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.



# PROJECT INFORMATION SHEETS

*AVAILABLE UPON REQUEST*

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