



SRTC

2025 Unified List of Regional Transportation Priorities

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

October 23, 2024

Requested Action

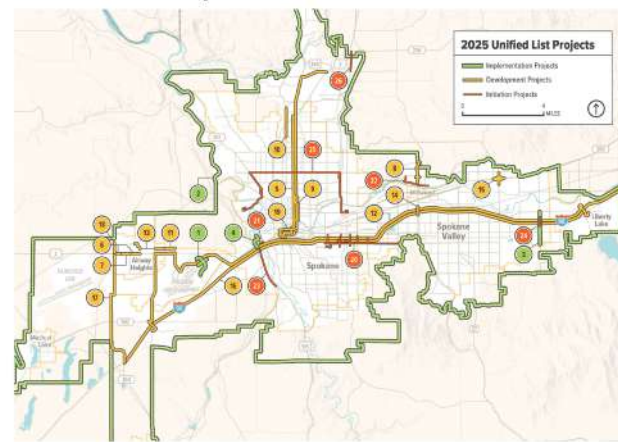
Recommend Board approval of the 2025 Unified List of Regional Transportation Priorities (Federal Version), as shown in the attachment.



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

- 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 ≥ 30% complete, right-of-way needs identified, environmental 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.

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	\$125.0 Million	4%
INITIATION	7	\$128.8 Million	\$152.7 Million	74%
TOTAL	26	\$860.0 Million	\$300.5 Million	44%

Implementation Projects

MAP PROJECT #	TITLE	LEAD AGENCY	PROJECT DESCRIPTION	"COST	FUNDING REQUEST
1	From Interstates to Airway: 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.	\$37.2 Million	No Federal Request
2	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boise NW Garage and the required infrastructure.	\$35.0 Million	\$5.3 Million
3	South Barker Rd Corridor	Spokane Valley	Widen and reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and side roundabouts at Sprague, 4th, and 6th 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, frequent, and reliable connections to BRT stations.	\$25.0 Million	\$25.0 Million
6	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways and sidewalks, 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 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/Spokane Dr intersection, upgrade bike/ped and ADA connections, and add safety improvements at Walleysley Ave intersection.	\$28.7 Million	\$28.4 Million
9	Division Bus Rapid Transit (BRT)	STA	Enhances transit along corridor where frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$20.2 Million	No Federal Request
10	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new street force main, and pedestrian crossing and intersection improvements at County Home 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

7

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	Revised to a HPT corridor from West Plains/SA to Spokane Valley and Liberty Lake. Construct two new park & ride (Bicycleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$38.3 Million	\$5.3 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4.8 Million	\$4.3 Million
14	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28.2 Million	\$3 Million
15	Sullivan/Trevel Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to reduce 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 wrong 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 installing existing interchange, to provide north/south access and complete a link to Craig Rd, and reconstruct the corridor.	\$66.5 Million	\$55.4 Million
18	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (west side of road), and a 10' multi-use path (west side of road) buffered by landscaped medians.	\$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	LEBA - Liberty to Edgewood 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 restore 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).	\$65.3 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 vehicle incidents and reduce stress at Argonne Rd/Spokane 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 Island Empire Way and Cheney/Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$10.4 Million	\$10.4 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.	\$4.0 Million	\$4 Million
25	Walleysley High Performance Transit (HPT)	STA	Revised Route 33 Walleysley 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.	\$10.6 Million	\$10.9 Million

2025 Unified List of Regional Transportation Priorities and Policy Statements

8



Requested Action

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

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

Agenda Item 7, Page 10

10/23/24

TIP Guidebook

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

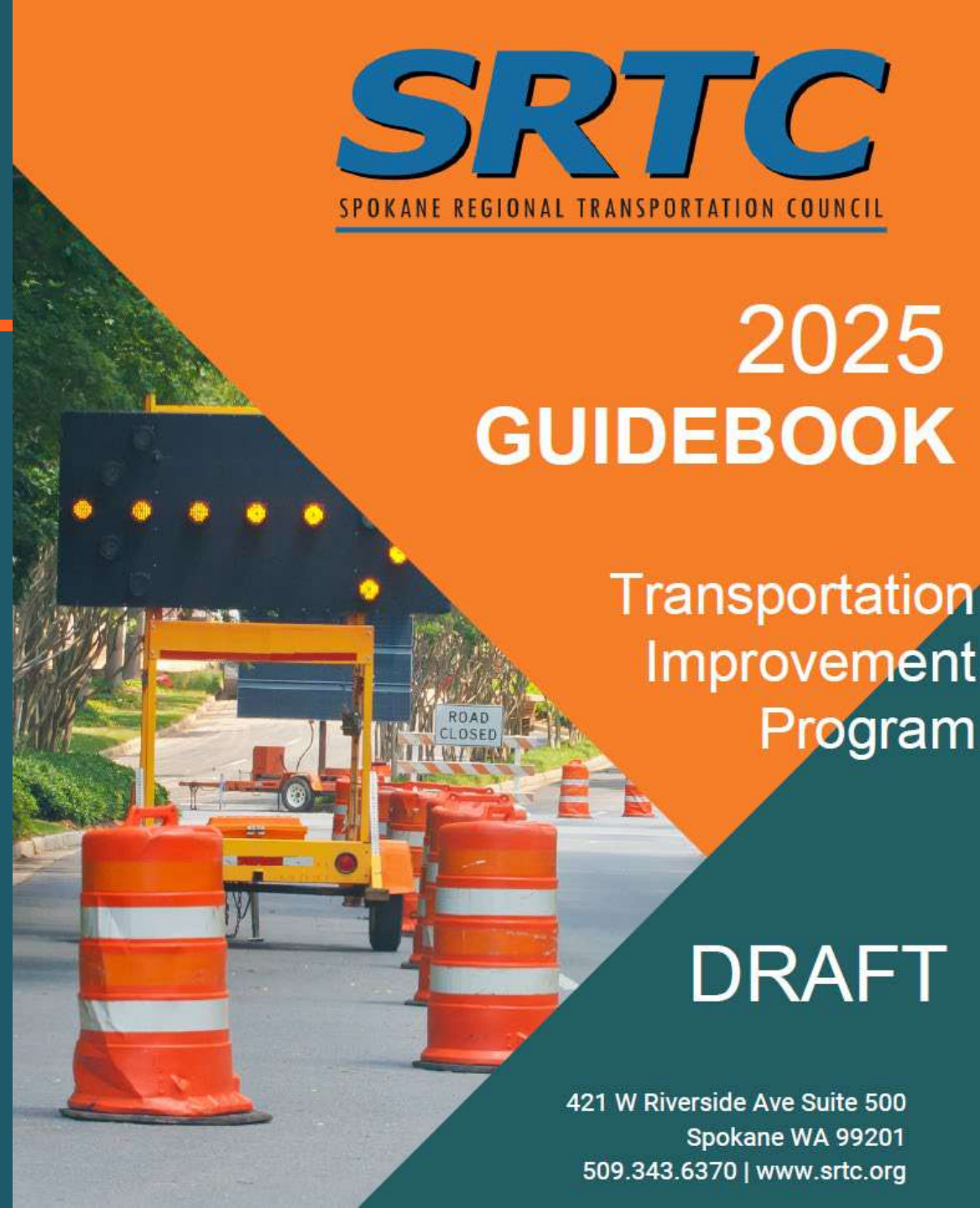


2025 GUIDEBOOK

Transportation
Improvement
Program

DRAFT

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



2025 Updates

- 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

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

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

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

- **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@srtc.org | www.srtc.org



Smart Mobility Planning

SRTC Committee Meeting
October 23, 2024

 **KITTELSON**
& ASSOCIATES


CivTech

 **RSG**[®]
the science of insight[®]

SRTC
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

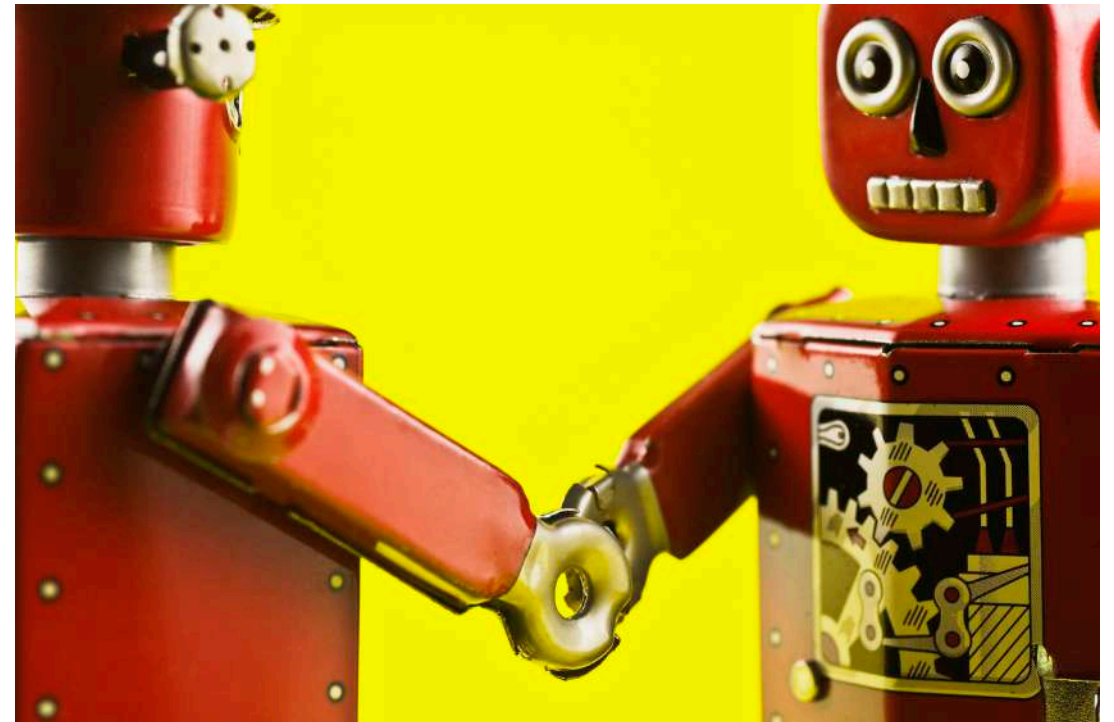
- # 1: Goals and Objectives
- # 2: State of the System and Best Practices from other MPOs
- # 3: Smart Mobility Focus Areas
 - Resiliency Hazards
 - Electric Vehicle Plan Update
- # 4: Resiliency Draft Plan
- # 5: Smart Mobility Draft Plan

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





Resiliency Planning

SRTC Committees
October 23, 2024

 **KITTELSON**
& ASSOCIATES



CivTech

 **RSG**
the science of insight®

SRTC
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

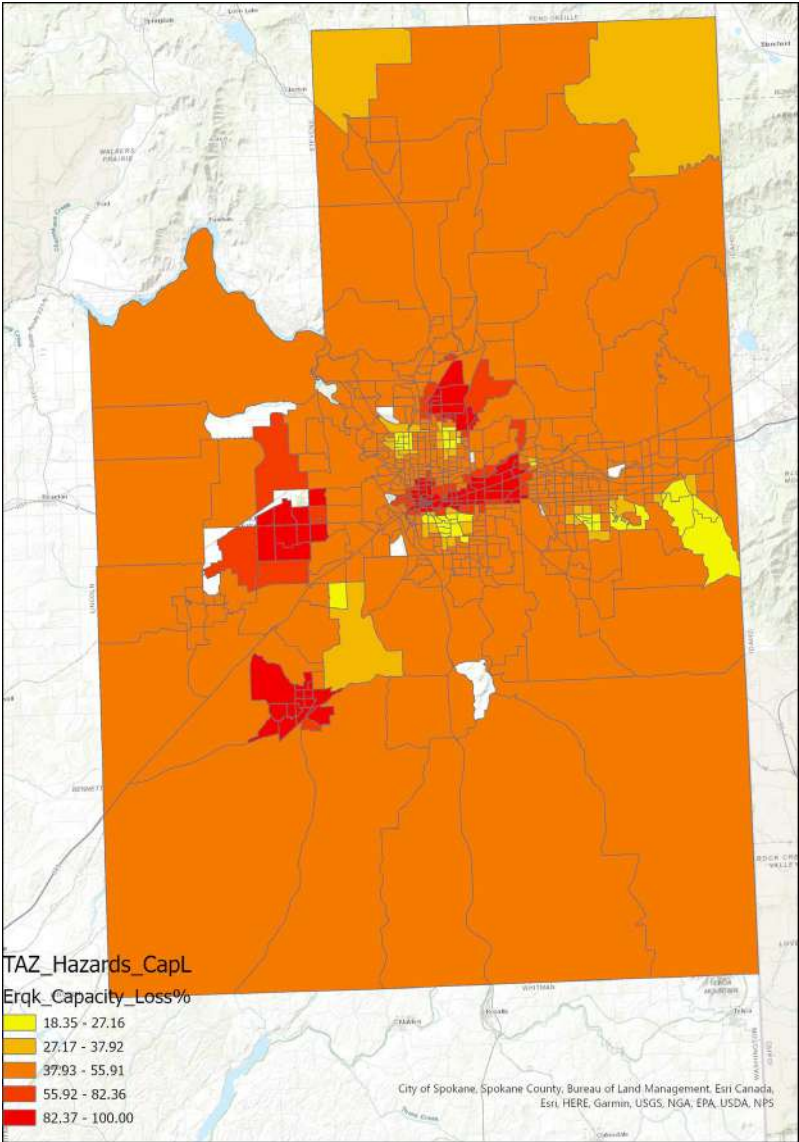
- **Mobility**
 - Through and along critical routes
 - Bridges
 - High-capacity routes and secondary routes
 - Access to key points of interest

- 
- **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

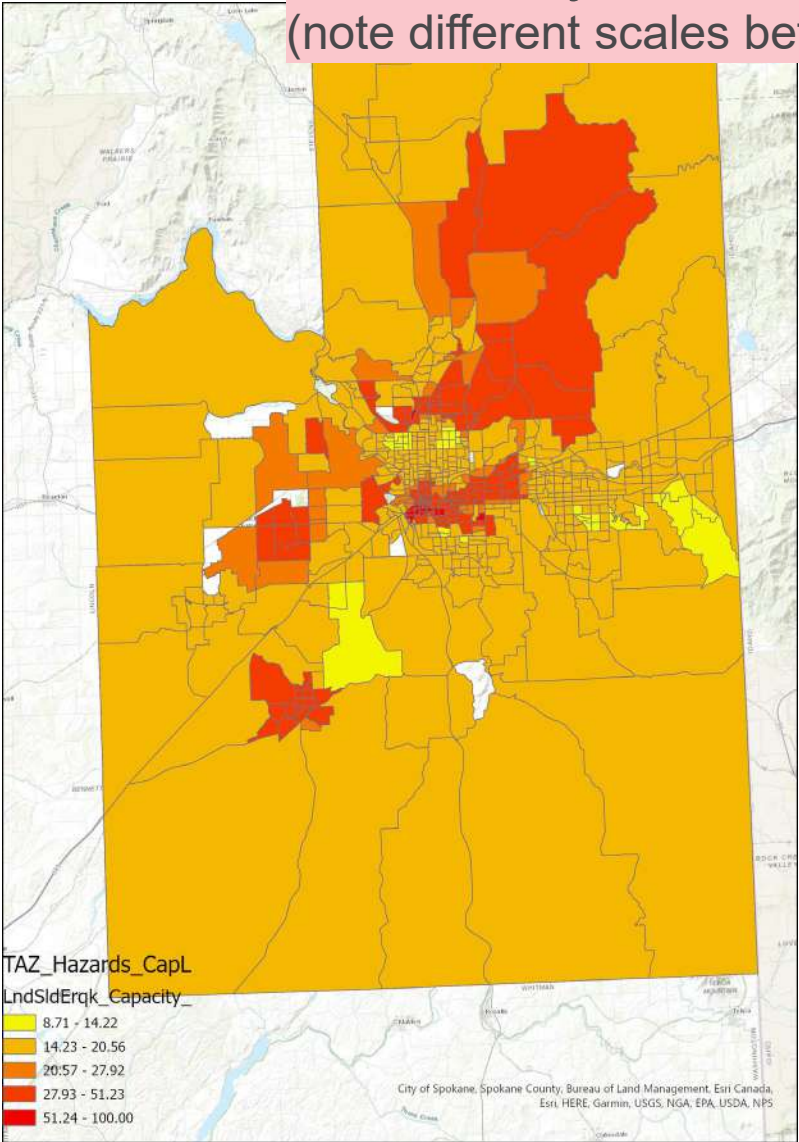
Example Output: Disrupted Roadway

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

Earthquake Risks



Landslide & Earthquake

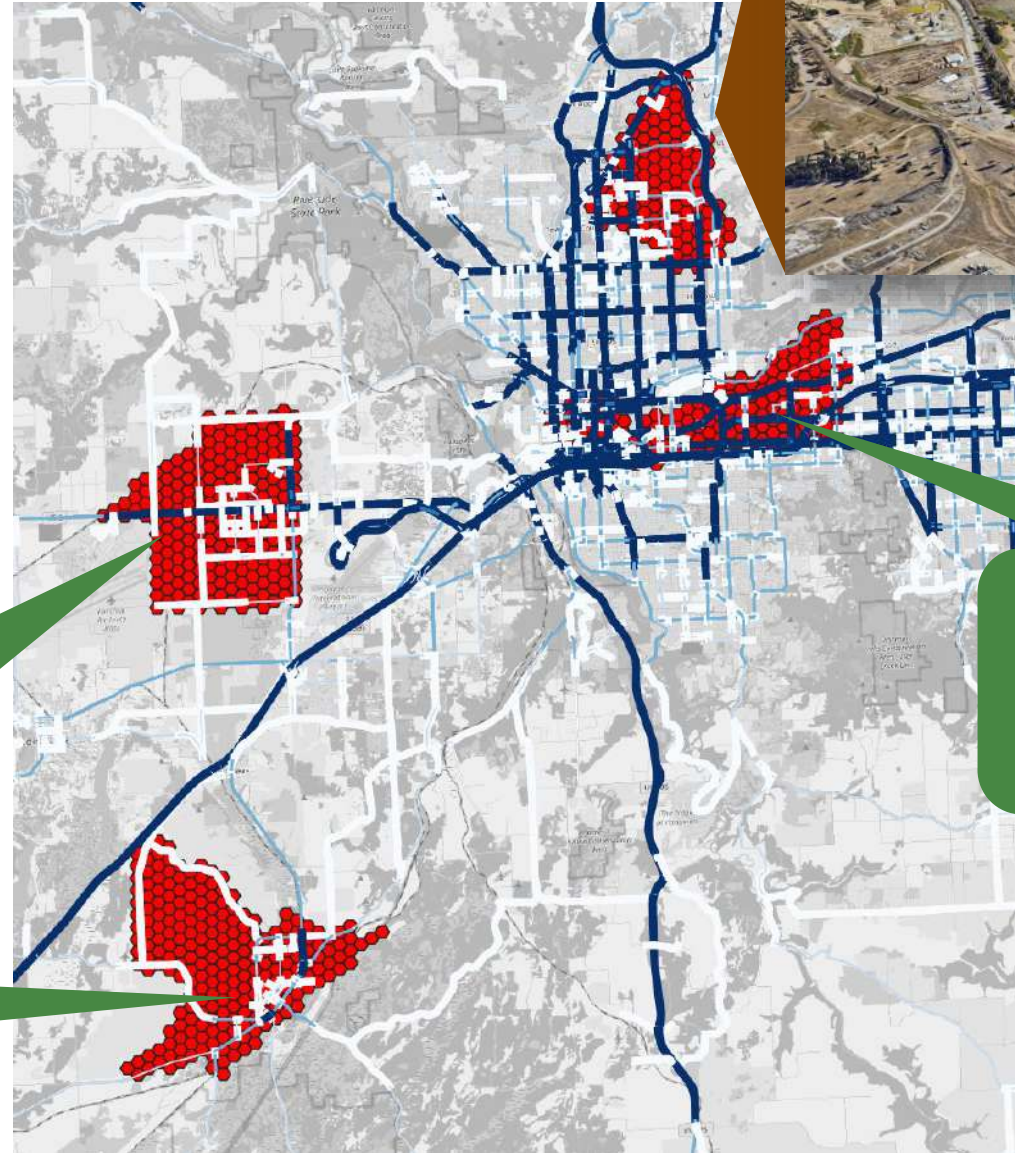


Example Network Output

Earthquake Risks

Red: Higher risk

Darker Blue: Greater vehicle capacity



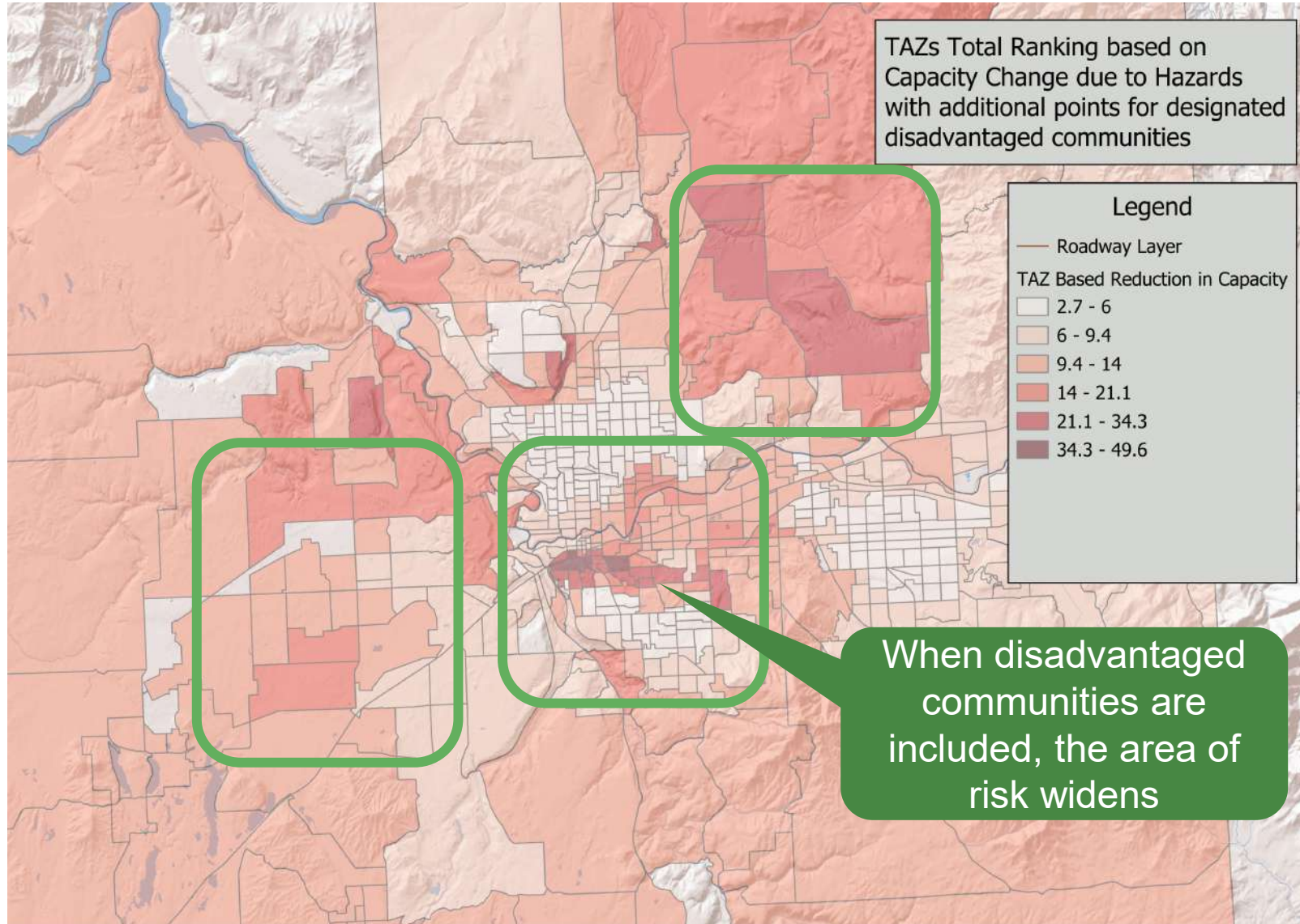
395 and the northeast industrial areas are in higher risk areas for landslides and earthquakes.

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



SRTC Guiding Principles – 2nd Review

TAC

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

- 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 displays the SRTC Equity Statement document. At the top right is the SRTC logo with the tagline 'SPokane REGIONAL TRANSPORTATION COUNCIL'. Below the logo, the title 'Equity Statement' is centered. The main text describes the SRTC's mission to ensure equitable access to transportation for all Spokane County residents, regardless of economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. It defines 'Equity' as removing barriers in daily decisions and laws, and 'Race Equity' as ensuring fair access to opportunities and services. The document also outlines the 'Equity in transportation' goal of providing equitable access to affordable and reliable transportation options. A section titled 'What is the Equity Planning Framework?' explains that the framework includes primary themes and recommendations from the 2022 equity planning work group and framework development process, incorporating feedback from the Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors. At the bottom, there are three footnotes providing sources for the definitions of equity and the equity planning framework.

SRTC
SPokane REGIONAL TRANSPORTATION COUNCIL

Equity Statement

The Spokane Regional Transportation Council's (SRTC's) mission is to ensure that all Spokane County residents have access to safe and reliable transportation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, sexual orientation, physical, mental, or geographic circumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the Greater Spokane community.

Equity is defined as action to promote fairness of opportunity for all people. This means removing barriers in day-to-day decisions, existing practices, and laws that deny everyone from fully participating in society.¹ The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Inclusion Glossary.²

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.³

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.⁴

Equity gives all people a fair and just shot in life despite historic patterns of racial and economic exclusion. The ideal outcome of this work would be that transportation system burdens and benefits, as well as opportunities for all people, are no longer predictable by race or other identifiers.

What is the Equity Planning Framework?

The proposed equity planning framework includes the primary themes and recommendations which emerged from the 2022 equity planning work group and framework development process. The document has also incorporated additional feedback from SRTC's Transportation Technical Committee (TTC), Transportation Advisory Committee (TAC), and Board of Directors.

¹ Washington State Department of Transportation, "Open Your Equity Lens", accessed October 14, 2022, <https://wdot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf>.
² Washington State Office of Financial Management, "Diversity, Equity and Inclusion - Glossary of Equity - Washington," accessed October 24, 2022, <https://efm.wa.gov/sites/default/files/public/shr/Diversity/SubCommitteeGlossaryofEquityrelatedTerms.pdf>.
³ The Transportation Planning Capacity Building Program, "What is Equity in Transportation," Transportation Equity - Transportation Planning Capacity Building Program (United States Department of Transportation), accessed October 24, 2022, https://www.planning.dot.gov/planning/topic_transportation/equity.aspx.

Application of Guiding Principles

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

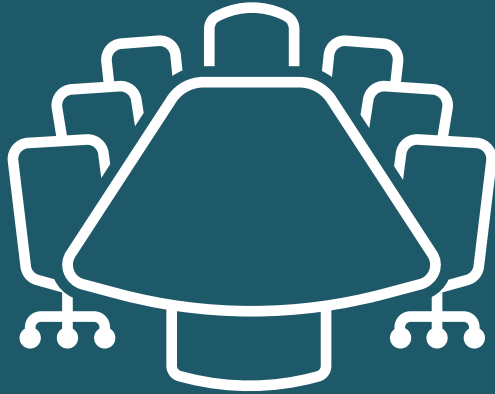
Committee Feedback

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

Next Steps

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

Comments



Thank You

Jason Lien

jlien@srtc.org

509.343.6370