



# Special Transportation Planning Agreement: VMT Reduction

**Transportation Advisory Committee** 

Ryan Stewart, Principal Transportation Planner

Agenda Item 7, page 11

Action

April 24, 2024

### Action

Recommend Board authorize execution of the Special Transportation Planning Study Agreement.





# VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023



### Agreement

# Special Transportation Planning Study Agreement

Work by Planning Organization - Actual Cost



# Plan Review and Certification Process INSTRUCTION MANUAL

Approved by the SRTC Board on September 10, 2015



### Action

Recommend Board authorize execution of the Special Transportation Planning Study Agreement.



## Thank you!

#### **Ryan Stewart**

**Principal Transportation Planner** 

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

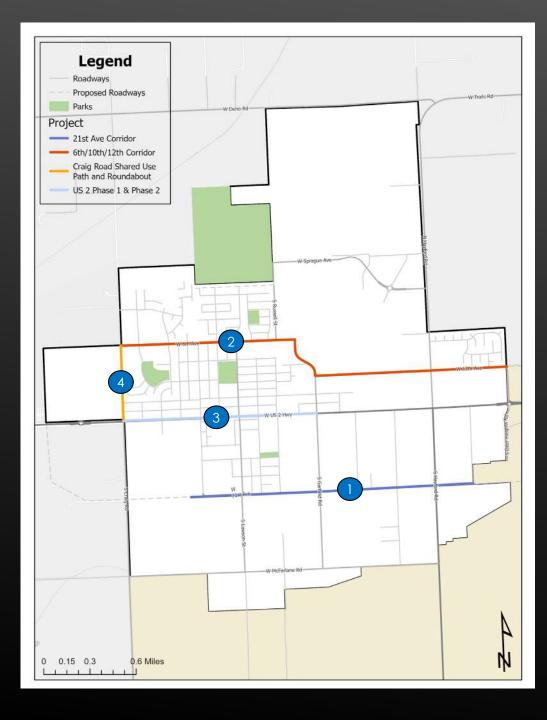
(509) 343-6370 | <u>rstewart@srtc.org</u> | <u>www.srtc.org</u>

# CITY OF AIRWAY HEIGHTS TRANSPORTATION PRIORITIES APRIL 24, 2024



<u>Presentation</u>

HEATHER TRAUTMAN, PLANNING DIRECTOR



### PRIORITY OVERVIEW



- 1. 18<sup>TH</sup> & 21<sup>ST</sup> CORRIDOR
- 2. 6<sup>TH</sup>/10<sup>TH</sup>/12<sup>TH</sup> CORRIDOR PROJECT
- 3. U.S. HIGHWAY 2, PHASES I & II
- 4. CRIAG ROAD

### City Transportation Project Goals

- Develop Multimodal Routes
   w/emphasis on STA Accessibility
- Provide Choices to FHWA-Designated
   Historically Disadvantaged Community
- Improve Mobility and Safety, Reducing Demands on U.S. Highway 2
- Promote Alternative Routes for Freight,
   Emergency Services, and Fairchild
- Promote a City identity that offers employment and workforce housing

## QUESTIONS?

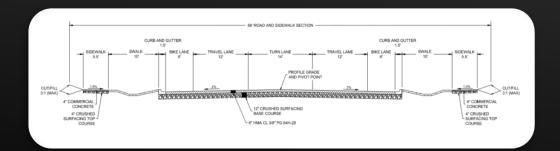
THANK YOU ON BEHALF OF AIRWAY HEIGHTS AND ARDURRA

### 18TH/21ST CORRIDOR (FREIGHT ROUTE)

44

- o Industrial & Commercial Corridor, U.S. Highway 2 to Spotted
  - ACCESS 1,000s OF ACRES NEW COMMERCIAL/INDUSTRIAL
  - REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
  - ALTERNATIVE ROUTE FOR FREIGHT, FAIRCHILD, & EMERGENCY SERVICES
  - HIGHLIGHTED PROJECT, HORIZON 2045 (UNFUNDED PROJECT)
- o Phase I. Garfield Road to Hayford Road
  - \$9 MILLION FMSIB GRANT APPLIED, 2024
  - Desired Construction Target, Year 2026 to 2028
- o Phase II. Hayford to Garfield
  - ANTICIPATED COSTS \$6 TO \$7 MILLION
  - Desired Construction Target, Year 2028 to 2030
- o Phases II to III, U.S. Highway 2 to Garfield Road
  - ANTICIPATED COSTS \$15 TO \$20 MILLION
  - Desired Construction Target, Year 2030 to 2035



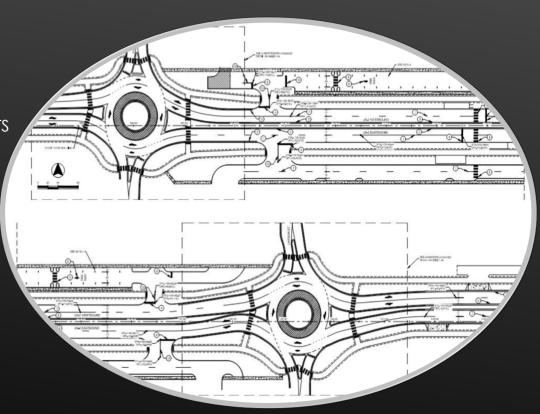


### U.S. HIGHWAY 2, PHASE I & PHASE II

- o Multimodal Highway improvements, Craig to Garfield
  - Improve Active Transportation Facilities
  - Increased Accessibility to Transit, Including Future BRT
  - Unified List of Regional Transportation Priorities
  - ESTABLISH A REIMAGINED FOCUS/CENTER FOR HDC CITY
- BOTH PROJECTS IN DESIGN
  - \$3 MILLION DESIGN FEES, FUNDED SRTC/STBG & WSDOT SWCC GRANTS
  - Phase I Construct Lundstrom To Lawson, Target 2026 2028
  - Phase II Construct Graig to Lundstrom & Lawson to Garfield, Target 2028 - 2030





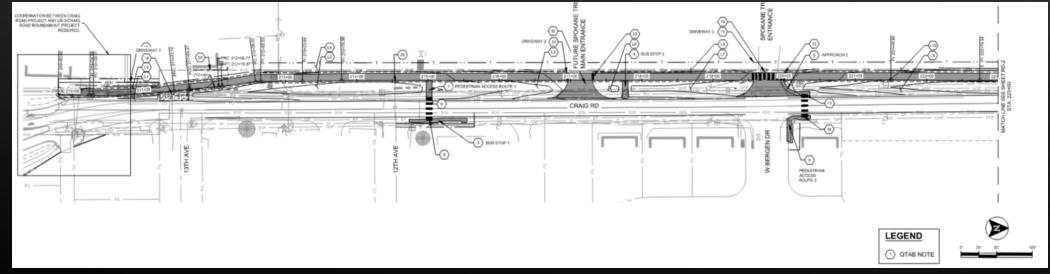


### CRAIG ROAD MULTIUSE PATHWAY

- ACTIVE TRANSPORTATION & STA TRANSIT ACCESS, 6<sup>TH</sup> AVE TO U.S. HIGHWAY 2
  - \$1.19 MILLION PATHWAY
  - TIB, CITY, AND SPOKANE TRIBE PARTNERSHIP
  - TRANSPORTATION CHOICES FOR HDC AREAS
  - IMPROVE ACCESS TO STA REPOUTE
  - Future Phase, Extend to 1<sup>ST</sup> Ave & Future School

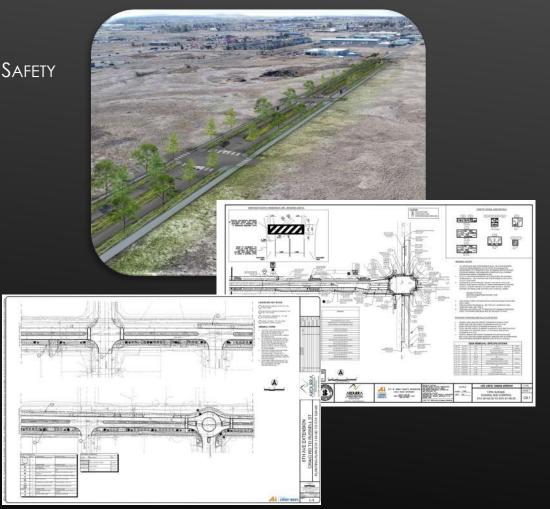






### 6<sup>TH</sup>/10<sup>TH</sup>/12<sup>TH</sup> CORRIDOR (MULTIMODAL ROUTE)

- RESIDENTIAL & COMMERCIAL CORRIDOR, GARFIELD TO DEER HEIGHTS
  - Access Existing Residential & 1,000s of Acres New Commercial
  - IMPROVE ACCESS TO SPOKANE TRIBE & KALISPEL TRIBE SITES
  - REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
  - ALTERNATIVE ROUTE FOR FAIRCHILD & EMERGENCY SERVICES
  - Unified List of Regional Transportation Priorities
- Phase I. 10<sup>TH</sup> Avenue, Garfield Road to Hayford Road
  - Multimodal Route (Includes STA Transit)
  - \$5 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
  - KALISPEL TRIBE & TIB PROJECT PARTNERS
- Phase II. 6<sup>TH</sup> Avenue, Criag Road to Russell Street
  - Multimodal Route (Includes STA Transit)
  - \$6 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
  - STA, TIB, FMSIB, & PRIVATE DEVELOPMENT PROJECT PARTNERS







# Carbon Reduction Program (CRP) and Surface Transportation Block Grant (STBG) Funding for Cheney

**Transportation Advisory Committee** 

**Ryan Stewart, Principal Transportation Planner** 

Agenda Item 9, page 19

**Information & Discussion** 

April 24, 2024

### Purchase

ltem	Quantity	
2024 Ford F150 Lightning XLT	4	
2023 Ford Mach E	1	
2023/2024 Polaris UTV	2	
Solar Power Charging Canopy	1	

### Carbon Reduction

Carbon Monoxide (CO) Carbon Dioxide (CO<sub>2</sub>) Particulate Matter (PM) 1.7 kg/day 41.4 kg/day negligible

# **Proposed Award**

Funding	Amount	
CRP	\$237,559	
STBG	\$113,126	
Local Match (13.5%)	\$54,731	
Total	\$405,416	



## Thank you!

#### **Ryan Stewart**

**Principal Transportation Planner** 

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6370 | <u>rstewart@srtc.org</u> | <u>www.srtc.org</u>



# Guiding Principles and the Metropolitan Transportation Plan Update

TAC

Agenda Item 10 | Page 21

**Jason Lien** 

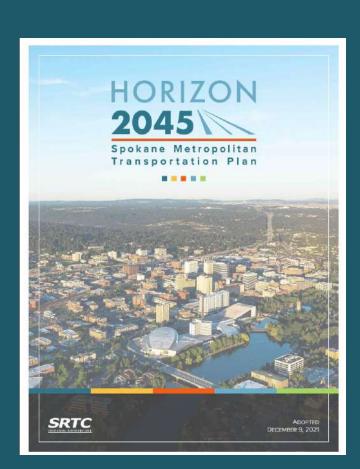
April 24, 2024



### What is the Metropolitan Transportation Plan?

 What we want our regional transportation system to look like during the planning horizon.

• What we're going to do to support that outcome.









### **New - Equity Guiding Principle**

Outgrowth of Equity Planning Framework

Recommendations adopted by Board in Dec. 2022

 Formalize consideration of equity in SRTC's planning processes



#### **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 dircumstances. SRTC is committed to equitable delivery of its programs and services – and to pursuing equitable outcomes in the

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.3 The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity, Equity, and Indusion Glossory.

Race Foulty 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.2

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.3

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

#### What is the Equity Planning Framework?

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

<sup>&</sup>lt;sup>1</sup> Washington Este Department of Transportation, "Open Your Equity Lend", accessed October 14, 2022, https://wadot.we.gov/sites/default/files/2022-02/Equity-Lens.pdf

washington state office of rinancial Asanagement, "Diversity, Equity and Inclusion – Gloscary of Equity Washington," accessed October 14, 2022, https://ofm.wa.gov/stea/default/files/public/shr/Diversity/SubCommit/DEIGlosseryoFEquityRelatedTerms.pdf

The Transportation Planning Depactly Building Program, White Is Equity in Transportation," Transportation Equity

—transportation Marking capacity building program (united states paparament of transportation), accessed October 14, 2022, https://www.planning.dot.gov/planning/topic\_transportationequity.espx



### **Equity Draft**

Social equity and environmental justice issues should be considered as the Spokane region makes transportation planning decisions that will impact lives for generations. SRTC maintains that all people, regardless of their demographic characteristics or barriers they may face, should have safe, dependable, and accessible transportation infrastructure that connects to resources and opportunities and enables them to reach their full potential. As such, differences in the transportation system should not be predicted by race, class, or any other identity.

In Chapter 2, SRTC defines potentially transportation disadvantaged communities in terms of low income, disability status, lack of vehicle access, age dependency, minority status, and limited English proficiency. Transportation disadvantaged residents are present throughout Spokane County in both urban and rural environments, and statewide data indicates that these demographics are disproportionately represented as pedestrian victims in fatal and serious injury crashes. SRTC also considers vulnerable populations as defined in RCW70A.02.010.

### **Equity Draft Policies**

7A. Tailor outreach to vulnerable and transportation disadvantaged communities as part of our planning and programming processes. Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy including tailored outreach.

7B. Work to meet established safety targets and address fatal and serious injury crashes by supporting projects that build complete streets, mitigate modal conflict, and foster improved safety in areas where vulnerable and transportation disadvantaged residents make up a large share of the population.

### **Equity Draft Policies**

7C. Ensure that all people can reap the benefits of a transportation network that connects them to key economic and quality of life destinations by addressing multimodal connectivity gaps and improving access to activity centers for transportation disadvantaged communities.

7D. Consider environmental justice and health disparities by referring to federal and state evaluation tools alongside local data.

### **2024 MTP Timeline**

	2024 Q1	2024 Q2	2024 Q3	2024 Q4
Kick-off smart mobility & resiliency				
CMP complete				
RSAP complete				
Begin modal analyses				
Kick-off needs assessment summary				
Final drafts for smart mobility & resiliency				

### **Next Steps**

Discuss with SRTC Board

Consider additional adjustments to Guiding Principles

• Make adjustments (as needed) and return to committees

### Comments / Questions

Jason Lien

jlien@srtc.org

509.343.6370





### SFY 2024-2025 UPWP, Amendment 1

**SRTC Committees** 

**Eve McMenamy, Deputy Executive Director** 

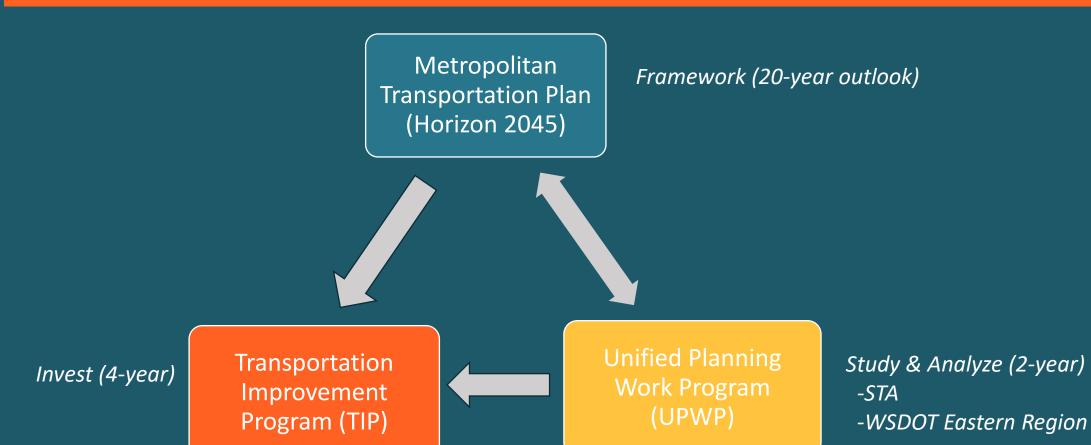
Agenda Item 11, page 23

**Information** 

April 24, 2024



# Unified Planning Work Program- Relationship to other regional plans





### **Amendment 1- Content**

Develop VMT Target & Framework and address funding

Special Transportation Planning Study Agreement

Work by Planning Organization - Actual Cost

- Update the Regional Commute Trip Reduction (CTR) Plan
- Clarify language regarding safe & accessible transportation (2.5%)
- Include WSDOT Eastern Region planning activities

### Next Steps/ Questions

- Board information item May
- Committee action item May
- Board action item June

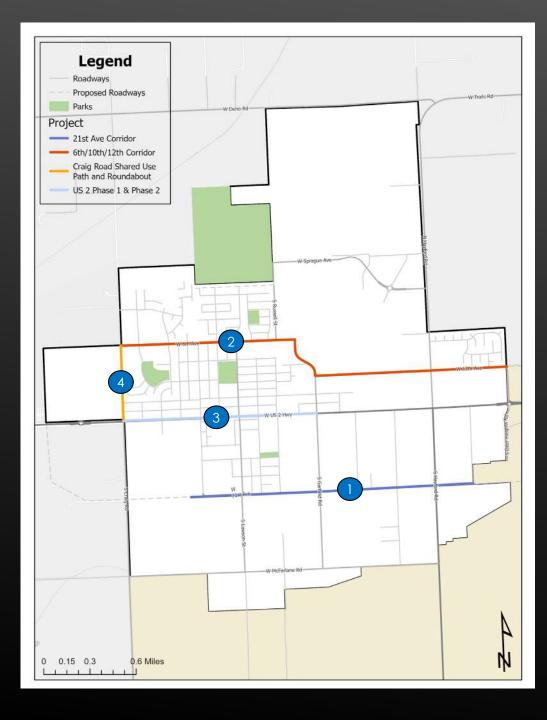


# CITY OF AIRWAY HEIGHTS TRANSPORTATION PRIORITIES APRIL 24, 2024



<u>Presentation</u>

HEATHER TRAUTMAN, PLANNING DIRECTOR



### PRIORITY OVERVIEW



- 1. 18<sup>TH</sup> & 21<sup>ST</sup> CORRIDOR
- 2. 6<sup>TH</sup>/10<sup>TH</sup>/12<sup>TH</sup> CORRIDOR PROJECT
- 3. U.S. HIGHWAY 2, PHASES I & II
- 4. CRIAG ROAD

### City Transportation Project Goals

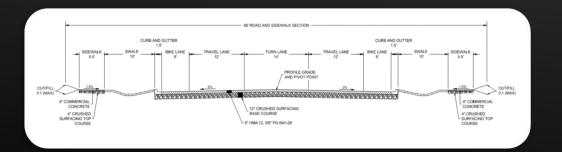
- Develop Multimodal Routes
   w/emphasis on STA Accessibility
- Provide Choices to FHWA-Designated
   Historically Disadvantaged Community
- Improve Mobility and Safety, Reducing Demands on U.S. Highway 2
- Promote Alternative Routes for Freight,
   Emergency Services, and Fairchild
- Promote a City identity that offers employment and workforce housing

### 18<sup>TH</sup>/21<sup>ST</sup> CORRIDOR (FREIGHT ROUTE)

44

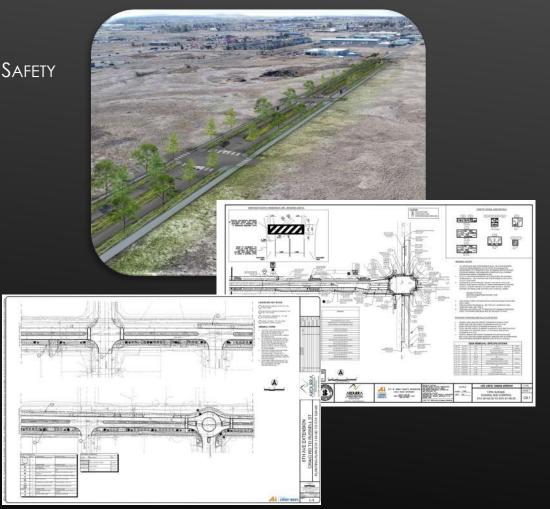
- o Industrial & Commercial Corridor, U.S. Highway 2 to Spotted
  - Access 1,000s of Acres New Commercial/Industrial
  - REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
  - ALTERNATIVE ROUTE FOR FREIGHT, FAIRCHILD, & EMERGENCY SERVICES
  - HIGHLIGHTED PROJECT, HORIZON 2045 (UNFUNDED PROJECT)
- o Phase I. Garfield Road to Hayford Road
  - \$9 MILLION FMSIB GRANT APPLIED, 2024
  - Desired Construction Target, Year 2026 to 2028
- o Phase II. Hayford to Garfield
  - ANTICIPATED COSTS \$6 TO \$7 MILLION
  - Desired Construction Target, Year 2028 to 2030
- o Phases II to III, U.S. Highway 2 to Garfield Road
  - ANTICIPATED COSTS \$15 TO \$20 MILLION
  - Desired Construction Target, Year 2030 to 2035





## 6<sup>TH</sup>/10<sup>TH</sup>/12<sup>TH</sup> CORRIDOR (MULTIMODAL ROUTE)

- RESIDENTIAL & COMMERCIAL CORRIDOR, GARFIELD TO DEER HEIGHTS
  - Access Existing Residential & 1,000s of Acres New Commercial
  - IMPROVE ACCESS TO SPOKANE TRIBE & KALISPEL TRIBE SITES
  - REDUCE DEMANDS ALONG U.S. HIGHWAY 2, IMPROVE PERFORMANCE & SAFETY
  - ALTERNATIVE ROUTE FOR FAIRCHILD & EMERGENCY SERVICES
  - Unified List of Regional Transportation Priorities
- Phase I. 10<sup>TH</sup> Avenue, Garfield Road to Hayford Road
  - Multimodal Route (Includes STA Transit)
  - \$5 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
  - KALISPEL TRIBE & TIB PROJECT PARTNERS
- Phase II. 6<sup>TH</sup> Avenue, Criag Road to Russell Street
  - Multimodal Route (Includes STA Transit)
  - \$6 MILLION PROJECT (FULLY FUNDED), CONSTRUCTION 2024
  - STA, TIB, FMSIB, & PRIVATE DEVELOPMENT PROJECT PARTNERS

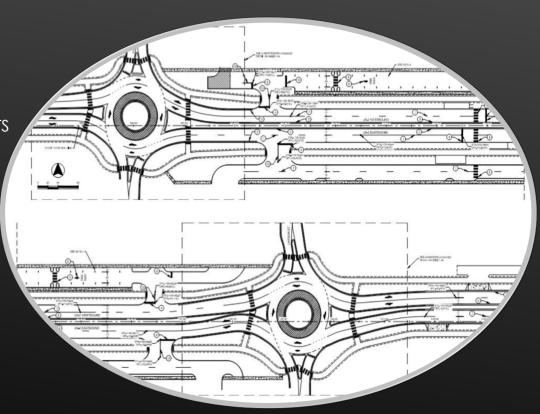


### U.S. HIGHWAY 2, PHASE I & PHASE II

- o Multimodal Highway improvements, Craig to Garfield
  - Improve Active Transportation Facilities
  - Increased Accessibility to Transit, Including Future BRT
  - Unified List of Regional Transportation Priorities
  - ESTABLISH A REIMAGINED FOCUS/CENTER FOR HDC CITY
- BOTH PROJECTS IN DESIGN
  - \$3 MILLION DESIGN FEES, FUNDED SRTC/STBG & WSDOT SWCC GRANTS
  - Phase I Construct Lundstrom To Lawson, Target 2026 2028
  - Phase II Construct Graig to Lundstrom & Lawson to Garfield, Target 2028 - 2030





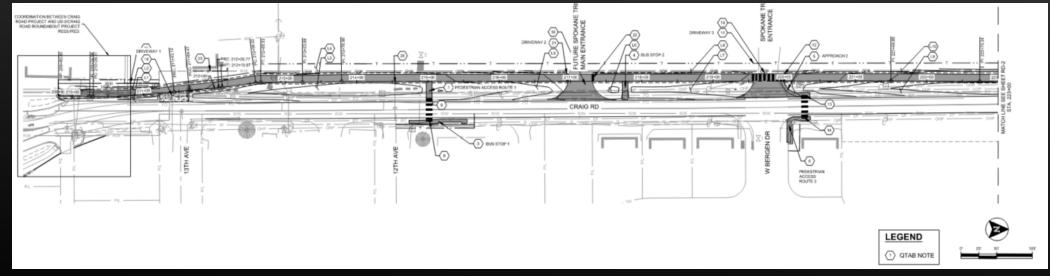


### CRAIG ROAD MULTIUSE PATHWAY

- ACTIVE TRANSPORTATION & STA TRANSIT ACCESS, 6<sup>TH</sup> AVE TO U.S. HIGHWAY 2
  - \$1.19 MILLION PATHWAY
  - TIB, CITY, AND SPOKANE TRIBE PARTNERSHIP
  - TRANSPORTATION CHOICES FOR HDC AREAS
  - IMPROVE ACCESS TO STA REPOUTE
  - FUTURE PHASE, EXTEND TO 1<sup>ST</sup> AVE & FUTURE SCHOOL







## QUESTIONS?

THANK YOU ON BEHALF OF AIRWAY HEIGHTS AND ARDURRA





# Carbon Reduction Program (CRP) and Surface Transportation Block Grant (STBG) Funding for Cheney

**Transportation Advisory Committee** 

**Ryan Stewart, Principal Transportation Planner** 

Agenda Item 9, page 19

**Information & Discussion** 

April 24, 2024

## Purchase

ltem	Quantity	
2024 Ford F150 Lightning XLT	4	
2023 Ford Mach E	1	
2023/2024 Polaris UTV	2	
Solar Power Charging Canopy	1	

## Carbon Reduction

Carbon Monoxide (CO) Carbon Dioxide (CO<sub>2</sub>) Particulate Matter (PM) 1.7 kg/day 41.4 kg/day negligible

## **Proposed Award**

Funding	Amount	
CRP	\$237,559	
STBG	\$113,126	
Local Match (13.5%)	\$54,731	
Total	\$405,416	



## Thank you!

#### **Ryan Stewart**

**Principal Transportation Planner** 

Spokane Regional Transportation Council

421 W Riverside Ave Suite 500 | Spokane WA 99201

(509) 343-6370 | <u>rstewart@srtc.org</u> | <u>www.srtc.org</u>



# Guiding Principles and the Metropolitan Transportation Plan Update

TAC

Agenda Item 10 | Page 21

**Jason Lien** 

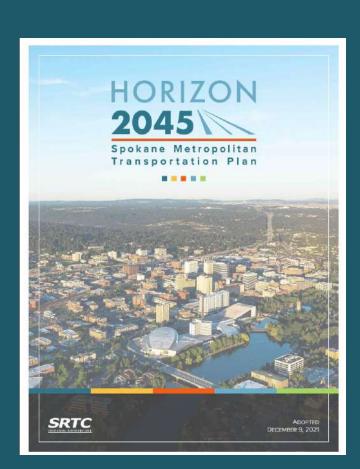
April 24, 2024



## What is the Metropolitan Transportation Plan?

 What we want our regional transportation system to look like during the planning horizon.

• What we're going to do to support that outcome.









## New - Equity Guiding Principle

Outgrowth of Equity Planning Framework

Recommendations adopted by Board in Dec. 2022

Formalize consideration of equity in SRTC's planning processes



#### **Equity Statement**

The Spokane Regional Transportation Count's (SPTC's) mission is to ensure that all Spokane County residents here access to safe and reliable stampartation options that support economic opportunity and quality of life regardless of a person's economic, social, ethnic, race, age, several orientation, physical, mental, or geographic countries countries consistently equal to the countries of th

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 hully participating in society. The full Washington State definition of equity can be found within the State Office of Financial Management's Diversity. Equity, and Inclusion Glosson. 1

Race Equity is defined as the vision or existence of a community, society, or world in which race or color does not predict the amount and quality of opportunities, services, and benefits.<sup>2</sup>

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are raciditionally underserved.<sup>7</sup>

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

#### 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

Washington State Department of Transportation, "Open You' Equity Lens", accessed October 14, 2022, https://wadot.wa.gov/sites/default/files/2022-02/Equity-Lens.pdf

<sup>&</sup>lt;sup>3</sup> weathington state office of Phancial Assnagement, "oliversity, equity and inclusion – islossary of equity – washington," accessed October 14, 2022, https://dww.na.gov/stat/defautiffles/public/shr/Diversity/SubCommit/DEIGlossaryofEquity PelistedTerms.pdf

https://ofm.wa.gov/is/ed/default/flex/public/shr/Divers/ty/SubCommit/DEGlossary/eEguty/sebtedTerms.pdf fine Transportation Planning Capacity Eulding Program, "What is Equity in Transportation," Transportation Equity —Transportation Marining capacity euilding Program (wheed staces Department of Transportation), accessed

October 14, 2022, https://www.planning.dot.gov/planning/topic\_transportationequity.espx



## **Equity Draft**

Social equity and environmental justice issues should be considered as the Spokane region makes transportation planning decisions that will impact lives for generations. SRTC maintains that all people, regardless of their demographic characteristics or barriers they may face, should have safe, dependable, and accessible transportation infrastructure that connects to resources and opportunities and enables them to reach their full potential. As such, differences in the transportation system should not be predicted by race, class, or any other identity.

In Chapter 2, SRTC defines potentially transportation disadvantaged communities in terms of low income, disability status, lack of vehicle access, age dependency, minority status, and limited English proficiency. Transportation disadvantaged residents are present throughout Spokane County in both urban and rural environments, and statewide data indicates that these demographics are disproportionately represented as pedestrian victims in fatal and serious injury crashes. SRTC also considers vulnerable populations as defined in RCW70A.02.010.

## **Equity Draft Policies**

7A. Tailor outreach to vulnerable and transportation disadvantaged communities as part of our planning and programming processes. Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy including tailored outreach.

7B. Work to meet established safety targets and address fatal and serious injury crashes by supporting projects that build complete streets, mitigate modal conflict, and foster improved safety in areas where vulnerable and transportation disadvantaged residents make up a large share of the population.

## **Equity Draft Policies**

7C. Ensure that all people can reap the benefits of a transportation network that connects them to key economic and quality of life destinations by addressing multimodal connectivity gaps and improving access to activity centers for transportation disadvantaged communities.

7D. Consider environmental justice and health disparities by referring to federal and state evaluation tools alongside local data.

## **2024 MTP Timeline**

	2024 Q1	2024 Q2	2024 Q3	2024 Q4
Kick-off smart mobility & resiliency				
CMP complete				
RSAP complete				
Begin modal analyses				
Kick-off needs assessment summary				
Final drafts for smart mobility & resiliency				

## **Next Steps**

Discuss with SRTC Board

Consider additional adjustments to Guiding Principles

• Make adjustments (as needed) and return to committees

## Comments / Questions

Jason Lien

jlien@srtc.org

509.343.6370





## SFY 2024-2025 UPWP, Amendment 1

**SRTC Committees** 

**Eve McMenamy, Deputy Executive Director** 

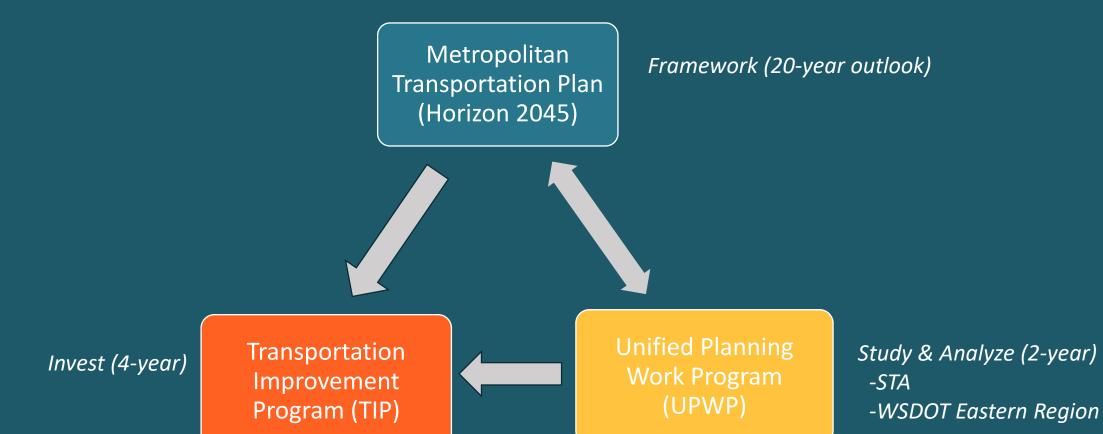
Agenda Item 11, page 23

**Information** 

April 24, 2024



## Unified Planning Work Program- Relationship to other regional plans





## **Amendment 1- Content**

Develop VMT Target & Framework and address funding

Special Transportation Planning Study Agreement

Work by Planning Organization - Actual Cost

- Update the Regional Commute Trip Reduction (CTR) Plan
- Clarify language regarding safe & accessible transportation (2.5%)
- Include WSDOT Eastern Region planning activities

## Next Steps/ Questions

- Board information item May
- Committee action item May
- Board action item June

