

Transportation Technical Committee

Meeting WEDNESDAY, SEPTEMBER 25, 2024 | 1:00 PM

Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:

Join Zoom Meeting

<https://us02web.zoom.us/j/88505804034?pwd=dXk4NnNsbdBTK0xXS0tKY1BJdnRuQT09>

Meeting ID: 885 0580 4034 Passcode: 012212

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Or find your local number: <https://us02web.zoom.us/j/88505804034?pwd=dXk4NnNsbdBTK0xXS0tKY1BJdnRuQT09>

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. The deadline to submit comments in advance is 10:00am the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, September 25, 2024

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1 Call to Order / Record of Attendance	
1:02	2 Public Comments	
1:03	3 TTC Member Comments	
1:05	4 Chair Report on SRTC Board of Directors Meeting	
<u>ACTION ITEMS</u>		
1:10	5 Consent Agenda	
	a) August Minutes for TTC meeting	3
	b) CY 2024-2027 Transportation Improvement Program (TIP) October Amendment	6
1:15	6 2025-2028 Transportation Improvement Program (TIP) Recommendation (Ryan Stewart)	9
<u>INFORMATION AND DISCUSSION ITEMS</u>		
1:35	7 Guest Presenter: Spokane Transit Authority Connect 2035 (Brian Jennings, Deputy Director for Community Development)	n/a
1:45	8 SRTC Guiding Principles Update (Jason Lien)	10
2:00	9 Congestion Management Process: Corridor Analysis and Strategies (David Fletcher)	15
2:15	10 Washington State Dept of Transportation (WSDOT) Consolidated Grant- Scoring Volunteers (Michael Redlinger)	16
2:27	11 Agency Update and Future Information Items (Mike Ulrich)	
2:30	12 Adjournment	

Spokane Regional Transportation Council – Transportation Technical Committee

August 28, 2024 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 500, Spokane WA 99201 and virtually on Zoom

#1 Call to Order/Record of Attendance

Chair Trautman called the meeting to order at 1:00pm

In Attendance

TTC Members

Heather Trautman, *City of Airway Heights (Chair)*
 Brett Lucas, *City of Cheney*
 Luke Michels, *City of Liberty Lake*
 Inga Note, *City of Spokane*
 Colin Quinn-Hurst, *City of Spokane*
 Tyler Kimbrell, *City of Spokane*
 Kevin Picanco, *City of Spokane*
 Jerremy Clark, *City of Spokane Valley*
 Adam Jackson, *City of Spokane Valley*
 Bob Turner, *City of Spokane Valley*
 Sonny Weathers, *Small Cities/Towns Rep*
 Barry Greene, *Spokane County (Vice Chair)*
 Jami Hayes, *Spokane County*
 Jake Saxon, *Spokane County*
 April Westby, *Spokane Regional Clean Air*
 Samantha Hennessy, *Spokane Regional Health District*
 Mike Pea, *WSDOT-ER*
 Glenn Wagemann, *WSDOT-ER*

Guests

Wende Wilber, *Kittelson and Associates*
 LeAnn Yamamoto, *CommuteSmartNW*
 Dan Pratt, *Deer Park*
 Spencer Montgomery
 Madeline Arredondo, *Spokane Transit Authority*
 Margee Chambers, *Spokane Regional Clean Air*
 Tony Baird, *The Woodshop*
 Cassi Bruner, *The Woodshop*
 Steven Polunsky, *Commerce*
 Shauna Harshman, *WSDOT-ER*

SRTC Staff

Lois Bollenback, *Executive Director*
 Eve McMenemy, *Deputy Executive Director*
 Jason Lien, *Principal Transportation Planner*
 Michael Redlinger, *Asso. Transportation Planner*
 David Fletcher, *Principal Transportation Planner*
 Benjamin Kloskey, *Asso. Transportation Planner*
 Ryan Stewart, *Principal Transportation Planner*

#2 Public Comments

There were no Public Comments.

#3 TTC Member Comments

The members provided an update on the events happening within their organization.

#4 Chair Report on SRTC Board of Directors Meeting

Ms. Trautman shared highlights of the SRTC Board meeting.

ACTION ITEMS

#5 Consent Agenda

- a) June Minutes for the TTC Meeting
- b) CY 2024-2027 Transportation Improvement Program (TIP) Amendment
- c) SFY 2024-2025 Unified Planning Work Program (UPWP), Amendment Two

Mr. Clark motioned to approve the Consent Agenda as presented. Mr. Quinn-Hurst Seconded the motion. This motion was passed unanimously.

#6 Regional Safety Action Plan

Ms. McMenemy introduced Ms. Wilber (Kittleson and Associates) to talk about the most recent updates to the Regional Safety Action Plan. Ms. Wilber covered the changes made to Appendix G and the member profiles, which were updated at the request of the jurisdictions. She reiterated that the prospectus sheets were intended to be used for future grant opportunities and was glad they were able to adjust them to make that possible for the jurisdictions. Ms. McMenemy then stated that the staff recommendation was that the TTC recommend approval of the Regional Safety Action Plan to the SRTC Board of Directors.

Mr. Weathers motioned to recommend board approval of the Regional Safety Action Plan. Mr. Greene seconded the motion. The motion passed unanimously.

#7 2025 Unified List of Regional Transportation Priorities

Mr. Fletcher presented an overview of the Unified List, including an explanation of how the Unified List process is integrated with other SRTC planning products. He presented the 2025 draft list and provided a summary of the different factors that were considered in determining which projects to include in the list. He also showed where the different potential break points were on the list and invited the affected jurisdictions to speak to the various projects which may or may not be included. There was a robust discussion and the committee pointed out that Spokane Falls Boulevard was included in the 2024 Unified List. It was also noted that the Craig Road Complete Streets Project received an identical score to Spokane Falls Boulevard in the project evaluation criteria. Following this discussion, the group made a motion to recommend approval of the draft list with the inclusion of these two additional projects.

Mr. Picanco motioned to recommend board approval of the 2025 Unified List of Regional Transportation Priorities as presented by staff with the inclusion of the Craig Road Complete Streets Project and the Spokane Falls Boulevard Project. Ms. Note seconded the motion. The motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

#8 Website Project – New SRTC Logo/Brand

Ms. Bollenback updated the committee on the status of SRTC's brand, logo, and website project before introducing The Woodshop team to talk more in depth about the logo design process. After presenting on the design process for each of the three logo options, The Woodshop opened the floor for discussion and feedback on the options. Comments varied including: the blue and green color options are too close to STA's colors; some logo options had similarities with existing logo's from other agencies and that each logo had its pros and cons. Members expressed appreciation for the story-telling and preferences were shared for each of the logo designs. After a robust discussion on the various logo options, the committee members expressed most interest in option 3.

#9 Congestion Management Process (CMP): Corridor Analysis & Strategies

Mr. Fletcher gave a brief overview of the CMP and how it is used at SRTC. He highlighted that a key emphasis of the CMP is to pursue cost effective strategies, maximizing the return on investment in dollars spent on our transportation system. Mr. Fletcher let the group know about an upcoming CMP workshop next month, which will focus on reviewing and updating the strategies identified in our CMP. The committee made a few comments, particularly addressing that I-90 could be broken down into smaller segments to represent on the ground reality.

#10 Smart Mobility & Resiliency Projects

Mr. Lien detailed the components contributing to the region's Metropolitan Transportation Plan (MTP) update, including the Smart Mobility Plan and System Resiliency Assessment. The broad scope of the Smart Mobility Plan was outlined, covering infrastructure aspects such as Intelligent Transportation Systems (ITS). Mr. Lien also detailed the overall Smart Mobility goals, new technology evaluation criteria, and previewed the related work being done in Regional EV Infrastructure Planning. Mr. Lien started out the presentation about Resiliency by outlining project goals, and the broader scope of the work in Resiliency along with the methodology for analyzing the transportation system. The Resiliency project will look at critical infrastructure assets in our region and vulnerability to natural and human-caused disruptions. A stakeholder advisory group is set to convene in September to review the draft reports. Mr. Lien highlighted the upcoming steps to be completed by the year's end as part of this comprehensive transportation planning process.

#11 Electric Vehicle (EV) Charging Grant Update

Mr. Lien presented on the regional EV Charging Grant project that SRTC is the project manager of. The project began back in 2021, when the Washington State Department of Commerce awarded SRTC the grant. Mr. Lien identified the project partners as the DOC, Avista, STA, and other local agencies/private businesses. As part of this project update, Mr. Lien said there are 20 different sites in service and more coming soon. Mr. Lien highlighted challenges some sites are facing that may preclude their completion. The project close-out date is December 2025, so build out of remaining sites will continue until then. Following the presentation, there was a short discussion about the different benefits and drawbacks of using public funds to allow free EV chargers at municipal locations.

#12 Draft 2025-2028 Transportation Improvement Program (TIP)

Mr. Stewart gave the committee an update on the draft 2025-2028 Transportation Improvement Program. After briefly explaining the TIP, what it is, and how it is used, Mr. Stewart gave a few key notices:

- the public comment period for the new 2025-2028 TIP Draft will be from September 1st to September 30th, and
- the hybrid public meeting (in person and virtual) will be held on September 26th at 12 p.m.

#13 Agency Update and Future Information Items

Mr. Lien and Ms. Bollenback gave a few agency updates:

- The October 17th Transportation Summit will be at the Centerplace Regional Event Center in Spokane Valley. Tickets are currently available on the SRTC website.
- Revisions on the model are underway as the Task Work Order and Notice to Proceed have been issued to the consultant.
- SRTC has submitted a grant application for Safe Streets 4 All (SS4A), which will be used for an education campaign around vulnerable road users.

#14 Adjournment

There being no further business, Mr. Jackson motioned the meeting adjournment, which was seconded by Mr. Weathers, to unanimous approval and adjournment at 2:35 p.m.

Benjamin Kloskey, Recording Secretary

To: Transportation Technical Committee

09/18/2024

From: Ryan Stewart, Principal Transportation Planner

TOPIC: CY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) OCTOBER AMENDMENT

Requested Action:

Recommend Board approval of the CY 2024-2027 TIP October amendment.

Key Points:

Two member agencies have requested an amendment to the CY 2024-2027 TIP for the following projects. See the **Attachment** and **Supporting Information** for more details.

AGENCY	PROJECTS
City of Airway Heights	<ul style="list-style-type: none">• SR2 Pedestrian and Multi-Modal Enhancements
City of Spokane	<ul style="list-style-type: none">• Monroe Street Bridge Suicide Barriers• Sunset Hwy (US2) Bicycle Facilities/Shared Use Path• Sunset Hwy Bike Path• Wellesley Ave. - Freya to Havana

Board/Committee Discussions:

This is the first discussion of the proposed October amendment.

Public Involvement:

The proposed October amendment was published for a public review and comment period from 09/16/24 through 09/25/24. On 09/16/24 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. Any public comments received will be shared with the Board prior to their taking action.

Staff Contact: Ryan Stewart, SRTC | rstewart@src.org | 509.343.6370

DRAFT

CONSENT AGENDA
AGENDA ITEM 5b
ATTACHMENT
09/25/2024 TTC Meeting

2024-2027 Transportation Improvement Program

October Amendment (24-10)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment		WA TIP ID
				New Project	Existing Project	
City of Airway Heights	SR2 Pedestrian and Multi-Modal Enhancements Removed obligated STBG funding for PE phase and added local funding for RW phase in 2026. Project length/termini has been updated to reflect minor length changes on either side of roundabout.	Federal			✓	WA-14698
		State				
		Local	\$ 500,000			
		Total	\$ 500,000			
City of Spokane	Monroe Street Bridge Suicide Barriers Feasibility study and alternatives analysis of installing of barriers on the Monroe St. bridge for suicide prevention. PL phase programmed for 2025.	Federal (DEMO)	\$ 400,000	✓		WA-16256
		State				
		Local				
		Total	\$ 400,000			
City of Spokane	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path Modify project, separating in two phases: Spotted to Royal and Deer Heights to Spotted (see new project WA-16257 below). Revise project termini, length and description accordingly.	Federal (STBG)	\$ 4,437,000		✓	WA-08171
		State				
		Local				
		Total	\$ 4,437,000			
City of Spokane	Sunset Hwy Bike Path Add new project creating separate phase out of original Sunset Hwy (US2) Bicycle Facilities/Shared Use Path project (see project WA-08171 above). Construct a shared use path from east of Deer Heights Rd. to Spotted Rd. including ADA ramps and striping of road crossings.	Federal		✓		WA-16257
		State	\$ 1,800,000			
		Local	\$ 500,000			
		Total	\$ 2,300,000			
City of Spokane	Wellesley Ave. - Freya to Havana Adjustment to project description to clarify inclusion of center turn lane, and shared use path on one side of road.	No funding change			✓	WA-14715

DEMO
STBG⁷

Congressionally Directed Spending
Surface Transportation Block Grant program

Supporting Information**TOPIC: 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) OCTOBER AMENDMENT**

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed September amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the October amendment will be incorporated into the STIP on or around 11/15/2024.

To: Transportation Technical Committee

09/18/2024

From: Ryan Stewart, Principal Transportation Planner

TOPIC: 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) RECOMMENDATION

Requested Action:

Recommend Board approval of the 2025-2028 TIP .

Key Points:

- SRTC is required to develop a TIP that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area over a four-year period.
- A TIP must be updated a minimum of every two years; SRTC updates the TIP annually.
- Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP. Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP) then reviewed and approved by FHWA and FTA.
- Member jurisdictions and agencies have submitted their TIP project records into the Secure Access Washington (SAW) database. SRTC staff has reviewed the records, and they will be submitted to WSDOT for inclusion in the STIP on or before 10/18/24.
- The draft 2025-2028 TIP document is available on the [SRTC website](#).

Board/Committee Discussions:

The committee was briefed on the draft 2025-2028 TIP at the 08/25/24 meeting. The Board was briefed at their 09/12/24 meeting.

Public Involvement:

- The draft 2025-2028 TIP document was released for public comment on 09/01/24. Notification was posted to the SRTC website, social media platforms, in the Spokesman Review and to media outlets.
- A hybrid public meeting is scheduled for 09/26/24 from 12:00pm-1:00pm. The meeting will be recorded and posted for additional viewing opportunities. Notice of the public meeting will be widely distributed.
- All Board and advisory committee meetings at which this topic is discussed are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370

To: Transportation Technical Committee
From: Jason Lien, Principal Transportation Planner
TOPIC: SRTC GUIDING PRINCIPLES

09/18/2024

Requested Action:

None. For information and discussion.

Key Points:

- The Guiding Principles reflect SRTC's vision and values. They were approved by the SRTC Board and are the foundation for SRTC's plans, policies, and programs. There are six Guiding Principles:
 - Economic Vitality
 - Cooperation and Leadership
 - Stewardship
 - System Operations, Maintenance, and Preservation
 - Safety and Security
 - Quality of Life
- As part of the update cycle for the Metropolitan Transportation Plan (MTP), and to ensure policy clarity and direction for the agency, staff have revisited the Guiding Principles. The review has generated suggested updates to the text and policy statements.
- In alignment with the Equity Planning Framework adopted by the Board in December 2022, a seventh Guiding Principle was drafted on Equity.
- The proposed updates and new Equity Guiding Principle are detailed in the **Attachment**. Staff will discuss and take feedback at the September meeting.

Board/Committee Discussions:

Staff presented the initial Draft Equity Guiding Principle at the 04/24/2024 committee meetings. This is the first review of the existing SRTC Guiding Principles and suggested changes.

Public Involvement:

The Draft Equity GP was presented before the Equity Working Group in July 2024. All SRTC Board and Committee meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

Draft Guiding Principles

1) Economic Vitality (stays the same)

Investments and improvements in the regional transportation system will promote economic vitality by moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within economic activity centers, will stimulate commerce. Horizon 2045 should prioritize and coordinate regional transportation investments aimed at the development of a multimodal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.

POLICIES - To promote economic vitality and prioritize transportation investments, SRTC will:

1A (stays the same): Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.

1B (stays the same): Support areas of potential economic development.

1C Current: Support the efficiency of freight movement.

1C Rewrite: Support the efficiency of freight movement and monitor associated performance measure progress around travel time reliability.

1D New: Support projects that maintain and enhance the Regional Freight Priority Network.

2) Cooperation and Leadership (stays the same)

Horizon 2045 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2045 will help coordinate efforts to communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

POLICIES - To provide a regional forum for transportation planning and funding, SRTC will:

2A (stays the same): Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.

2B (stays the same): Incorporate public processes in significant planning efforts.

2C (stays the same): Promote regional transportation interests, plans and projects to federal, state and local public and private entities.

2D (stays the same): Coordinate transportation relevant data for shared use among regional stakeholders.

2E (stays the same): Strengthen avenues of involvement for all people including those considered underserved regardless of race, national origin or income in the decision-making process.

3) Stewardship

Current Version: Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies. This is in addition to following federal and state and local goals as adopted by statute, ordinance, resolution or executive order. SRTC will use performance measures to ensure coordinated regional policies make progress towards established objectives. SRTC and project proponents should demonstrate that projected revenues will sustain current facilities and

services, and ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

New Draft: Transportation decisions will strive to maximize the positive impacts to the built environment while minimizing negative impacts to air quality and the natural environment. SRTC will promote investments in the region that protect and enhance the environment and promote energy conservation. SRTC will leverage data for the benefit of the region and establish performance measures to ensure coordinated regional policies make progress towards established objectives. SRTC will ensure that the region plans for a resilient, redundant, and connected multimodal transportation network that can withstand unforeseen disruptions. Coordinated regional investment opportunities will be sought out to support the fiscally constrained planning program and fund project delivery.

POLICIES - To enhance the built environment, protect the natural environment, and promote sustainable regional investment, SRTC will:

3A (stays the same): Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.

3B (stays the same): Make investments that maximize transportation benefits and support federal, state and local goals and maintain a federally compliant TIP.

3C (stays the same): Ensure plans and programs provide for the responsible use of public and private funds while demonstrating financial constraint.

3D (stays the same): Encourage evaluating shared-use of infrastructure for stakeholders and all transportation users.

3E (stays the same): Use performance measures to evaluate how policies and investments support key transportation objectives.

3F New: Enhance overall resiliency in the transportation network by prioritizing projects that reduce greenhouse gas emissions, promote energy efficiency, and ensure infrastructure redundancy and state of good repair.

4) System Operations, Maintenance, and Preservation

Current Version: SRTC 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.

New Draft: SRTC will strive to provide adequate funding for projects that preserve the region's physical infrastructure, optimize system operations, and reduce costs. SRTC and project proponents will establish performance targets and measures that promote efficient system management and well-maintained infrastructure. Technology solutions will be utilized where appropriate to maximize efficiency of the existing transportation system.

POLICIES - To ensure a high level of system operations and responsible maintenance of the transportation network, SRTC will:

4A Current: Identify cost-effective strategies and utilize technology to optimize system performance.

4A Rewrite: Identify cost-effective strategies and utilize technology to optimize system performance and adaptability considering future growth and potential changes in transportation demand.

4B Current: 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.

4B Rewrite: During winter weather conditions, ensure snow and ice removal and snow storage is managed for roadways and sidewalks to improve user safety and mobility and to keep the transportation system operational for all users.

4C New: Monitor and set performance targets for federally required performance management areas to improve travel time reliability and advance pavement and bridge condition.

4D New: Promote coordination and collaboration with the Spokane Regional Transportation Management Center (SRTMC) and incident & emergency management agencies.

4E New: Utilize the Congestion Management Process to identify areas of need and implement strategies to improve operational efficiency.

5) Safety and Security

Current version: The regional transportation system will be designed, constructed, operated and maintained to enable healthy, safe, and secure movement of people and goods. The system will enhance safe and secure choices, access and usage of all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies. Emphasis should be placed on maintenance activities and education to make the system safer.

New Draft: SRTC will promote and implement the FHWA Safe Systems Approach, thus the regional transportation system will be designed, constructed, operated and maintained to ensure that all road users and their vehicles are able to travel safely, at safe speeds, and on safe roads. SRTC will prioritize investments that make the system safer for all users through best-practice design, operational improvements, education and outreach, and technology-based strategies. SRTC will promote strong regional post-crash care response.

POLICIES - To promote safe and secure travel on all regional transportation networks, SRTC will:

5A Current: Support improvements to roadway safety deficiencies in order to reduce crashes within all modes of transportation.

5A Rewrite: Support improvements to vehicle and roadway safety deficiencies to eliminate fatal and serious injury crashes.

5B (stays the same): Protect critical infrastructures from natural and human threats.

5C New: Review, reassess, and renew data targets regularly to achieve Target Zero.

5D (stays the same): Promote safety through supporting education, outreach and enforcement of rules of the road for all modes that use the roadways.

5E Current: Support transportation infrastructure and operational strategies for emergency response.

5E Rewrite: Support strategies to ensure safe and efficient working conditions for roadway maintenance teams and emergency responders while they provide post-crash care.

5F New: Support structural improvements to the active transportation network in accordance with SRTC's Complete Streets Policy.

6) Quality of Life

Current version: Quality of life issues will be considered in transportation decision-making. The community will strive to have urban, suburban and rural neighborhoods offer safe and convenient forms of healthy, active transportation options for people of all abilities. Decision-making will work toward creating transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. Shared-use infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity. Through context sensitive design, the community will strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

New Draft: SRTC will promote plans and projects in urban, suburban and rural neighborhoods that offer safe and convenient forms of healthy active transportation options for people of all abilities. Decision-making will strive to create multimodal transportation choices through increased availability and improved service, and Level of Traffic Stress analyses and other relevant data will be leveraged in transportation planning. Strengthening existing connections and creating new connections will improve mobility for all users. Context sensitive design will be considered to preserve cultural, social, commercial, and natural elements of the region's neighborhoods and communities.

POLICIES – To improve transportation choice and mobility, SRTC will:

6A Current: Incorporate complete streets policies into transportation planning that enhance and expand bike, walk and transit networks and their connectivity.

6A Rewrite: Apply SRTC's Complete Streets policy in transportation planning efforts to advance lower-stress and accessible active transportation options.

6B (stays the same): Improve access and the quality of access to transit for all people including those considered underserved, regardless of race, age, national origin, income or ability.

6C Current: Implement transit that improves frequency, span and reliability of transit services with a variety of service levels and transit modalities within the region.

6C Rewrite: Implement transit that improves frequency, span and reliability of transit services with a variety of service levels and transit modalities within the region, with emphasis on investments in the Regional Transit Priority Network.

6D Current: Support health-promoting transportation options for users of all abilities to increase opportunities for physical activity while improving demand-management strategies to reduce Single Occupant Vehicle (SOV) trips.

6D Rewrite: Support multimodal transportation options and land-use practices that enhance health and physical activity for users of all abilities.

6E New: Support demand-management strategies to help safely integrate e-bikes and micro-mobility devices while reducing Single Occupant Vehicle (SOV) trips.

6F (stays the same): Support transportation projects that protect culture, value unique characteristics of communities, and contribute to a sense of place.

6G New: Support projects that maintain or add appropriate facilities to the Regional Bicycle Priority Network, including extending and filling gaps in regional multi-use trails.

7) Equity (new Guiding Principle)

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, users' experience when using the transportation system should not be determined by race, class, or any other identity.

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.

POLICIES – To remedy past and existing inequities and ensure that the benefits of our transportation system are accessible to all, SRTC will:

7A: Identify and elevate projects with community support as demonstrated by a robust and well-documented public engagement strategy that includes tailored outreach to vulnerable and transportation disadvantaged communities.

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.

7C: Ensure that all people can benefit from a well-connected transportation network by addressing multimodal connectivity gaps and supporting projects that improve access to employment and service centers for potentially disadvantaged communities.

7D: Employ established federal and state evaluation tools alongside local data in considering environmental justice and health disparities in transportation planning.

To: Transportation Technical Committee

09/18/2024

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS (CMP): CORRIDOR ANALYSIS & STRATEGIES

Requested Action:

None. For information and discussion.

Key Points:

- The congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate and up-to-date information on the transportation system's performance. It involves developing regional objectives, identifying the region's most congested corridors, analyzing system needs, identifying strategies for managing congestion, and tracking the progress of these efforts.
- A CMP is federally required in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). As part of the metropolitan transportation planning process, SRTC is required to continuously monitor and improve the CMP.
- In 2023, SRTC staff met with multi-jurisdictional CMP working group to update the CMP network. The group considered various factors to identify the new network, including travel time delay, reliability, travel demand, crash rates, and regional connectivity. The updated network was approved by the SRTC Board at their 7/13/2023 meeting.
- The CMP corridor analysis involves identifying the network's most significant congested segments and developing strategies to address congestion on these corridors.

Board/Committee Discussions:

The CMP Corridor Analysis and Strategies was initially presented to the TTC and TAC for discussion at their 08/28/2024 meetings. The SRTC Board approved Resolution R-23-22, accepting the CMP regional objectives and network, at their 07/13/2023 meeting. The TTC and TAC recommended Board approval of the CMP regional objectives and network at their 06/28/2023 meetings.

Public Involvement:

All SRTC committee and Board meetings are open to the public.

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

To: Transportation Technical Committee

09/18/2024

From: Michael Redlinger, Associate Transportation Planner 3

**TOPIC: WASHINGTON STATE DEPT of TRANSPORTATION (WSDOT) CONSOLIDATED GRANT- SCORING
VOLUNTEERS**

Requested Action:

None. For information and discussion. Volunteers will be sought to participate.

Key Points:

- The WSDOT Consolidated Grant Program released its application for the 2025-2027 biennium in June 2024. The application deadline was 09/17/24. The program supports public transportation related projects, including service between cities and within rural areas, paratransit/special needs transportation, mobility management, and new/replacement vehicles. For the 2025-2027 cycle, WSDOT will award consolidated funding from six state and federal sources. Project guidance is from our local Coordinated Public Transit-Human Services Transportation Plan.
- The state's application review process requires RTPOs to submit regional rankings for projects submitted to the Consolidated Grant Program. As the RTPO for Spokane County, SRTC facilitates the project ranking process. Rankings are based on A-B-C allocations from the state.
- Staff will need a **minimum of 3 volunteers** from the TTC to review project applications using a set of scoring criteria. The group will be combined with volunteers from the TAC.
- The anticipated time commitment is a kick-off meeting followed by scoring (~10) applications on your own time. The group scoring will be averaged and used to determine A-B-C ranking results. Score submittals may be coordinated through email with a completion deadline of 11/11/24. A recommendation for the final rankings would come before the TTC and TAC at the respective November meetings, with Board action scheduled for December.

Board/Committee Discussions:

This is the first discussion of this item for the 2025-2027 biennium.

Public Involvement:

All SRTC Board and Committee meetings are open to the public.

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