



Transportation Advisory Committee Meeting

Wednesday, February 23, 2022 | 3:00PM – 4:30PM

Virtual Meeting on Zoom Videoconference

PUBLIC NOTICE:

All SRTC public meetings will be held online until further notice.

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<https://us02web.zoom.us/j/83721294845?pwd=WTFzWE5lOVkvUGxFMmV6OGZlbjcyZz09>

Meeting ID: 837 2129 4845 | Passcode: 184781

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Transportation Advisory Committee Meeting

Wednesday, February 23, 2022 - 3:00 PM – 4:30 PM

AGENDA

Time	Item	Page
3:00	1. Call to Order / Record of Attendance	
3:02	2. Approval of January 2022 TAC Meeting Minutes	3
3:03	3. Public Comments	
3:04	4. TAC member comments	
3:07	5. Chair Report on SRTC Board of Directors Meeting	
<u>FOR ACTION</u>		
3:10	6. 2022-2025 Transportation Improvement Program March Amendment (<i>Kylee Jones</i>)	6
3:15	7. Critical Urban & Rural Freight Corridors (<i>David Fletcher</i>)	10
3:23	8. Transportation Performance Measures: Safety Targets (<i>Mike Ulrich</i>)	15
<u>FOR INFORMATION & DISCUSSION</u>		
3:37	9. DATA Project Update (<i>Mike Ulrich</i>)	17
3:47	10. WSDOT Ramp Meter Presentation (<i>Jason Lefler, WSDOT</i>)	n/a
4:07	11. Coordinated Public Transit - Human Services Transportation Plan Update (<i>Jason Lien</i>)	21
4:17	12. Transportation Discussion Series: Quality of Life (<i>Jason Lien</i>)	22
4:29	13. Agency Update (<i>Kylee Jones</i>)	n/a
4:30	14. Adjournment	

MEETING MINUTES

**Spokane Regional Transportation Council
01/26/2022 Transportation Advisory Committee (TAC) Meeting
Zoom Video Conference**

- #1 Call to Order/Roll Call** – Chair Coleman brought the meeting to order at 3:01 pm and roll call was taken.

TAC Members Present:

Raychel Callary
Heidi Christensen
Todd Coleman
Liz Hall
Carlie Hoffman
Jorgen Rasmussen
Thomas Sahlberg
Bill White
Todd Williams
Charlie Wolff
Rhonda Young
Claudine Zender
Kim Zentz

SRTC Staff Present:

Kylee Jones, Associate Transportation Planner III
Eve McMenamy, Deputy Executive Director
Jason Lien, Principal Transportation Planner
David Fletcher, Principal Transportation Planner
Michael Redlinger, Associate Transportation Planner II
Julie Meyers-Lehman, Admin-Exec Coordinator

Guests Present

Glenn Wagemann, WSDOT-Eastern Region

2 TAC Member Introductions

All members introduced themselves and shared their reasons for being interested in serving on the TAC.

ACTION ITEMS

3 Election of 2022 TAC Chair and Vice-Chair

Ms. Jones reviewed the election procedure and Chair Coleman summarized the duties and responsibilities of the Chair and Vice-Chair.

Ms. Zentz made a motion to nominate Ms. Rhonda Young for TAC Chair. Chair Coleman seconded. Ms. Young accepted the nomination. There were no other nominations. Motion passed unanimously.

Ms. Christensen nominated herself for the position of TAC Vice Chair. Ms. Young seconded the nomination. There were no other nominations. Motion passed unanimously.

4 Approval of December 2021 TAC Meeting Minutes

Chair Coleman noted there were several typographical errors in the minutes. Staff will correct them.

Mr. Sahlberg made a motion to approve the minutes as amended; Ms. Young seconded. There were two abstentions; the remainder of the votes were in favor.

5 2022-2025 Transportation Improvement Program (TIP) February Amendment

Ms. Jones provided an overview of the TIP, how amendments are processed, and the projects included in this proposed amendment. The group discussed funding de-obligations.

Ms. Zentz made a motion to recommend Board approval of the February TIP Amendment. Mr. Sahlberg seconded. Motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

6 2022 Transportation Planning Presentation Series

Ms. Bollenback shared information about the establishment Metropolitan Planning Organizations (MPOs) per federal requirements in the 1960s, MPO roles and responsibilities, and the required and optional transportation planning activities addressed by MPOs.

She stated that the Board and Committees will be presented an in-depth review at planning topics throughout the coming months, including Quality of Life, Economic Vitality, Equity, Safety, Stewardship and Operations/Maintenance.

Member comments included:

- Questioning how the TAC will address the need for paratransit in northern Spokane County
- The need to change public perception about using public transit
- Concerns about incorporating public safety or law enforcement voices into the discussions

7 2024-2026 Call for Projects Overview

Ms. Jones said SRTC expects to distribute approximately \$43 million of federal funds to member agencies in this call for projects. She reviewed the five funding categories, amount of funding available and eligible project types. She described the proposed “Principles of Investment”, which include but are not limited to, off-the-top requests, a set-aside for a future preservation only call for projects and a minimum award for small towns. Off-the-top requests do not compete in the application process.

Mr. Wagemann provided a background, services provided, and governance of Spokane Regional Transportation Management Center (SRTMC). He shared details historical off-the-top requests and the reasons behind the increased amount being requested this time (\$2.1M). There was discussion about current research being done into relocating the SRTMC to a WSDOT owned facility instead of renting office space. The group discussed the SRTMC’s role in the new ramp meters on I-90, benefits of Intelligent Transportation Systems, and capacity on the local system.

Ms. Bollenback shared information regarding SRTC’s request for off-the-top funding in the amount of \$1.5M over a three-year period. SRTC has received off-the-top funding for many years. Most recently, the amount has been \$350,000 per year of STBG funding for the past three years; this request is for an additional \$150,000 per year on top of the existing \$350,000. The reason for the increased request is to partially cover the cost to fill the vacant Community Outreach position at SRTC and for costs associated with regional project development support. She described some of the projects SRTC has assisted with recently and those that are still underway.

The group discussed and member comments included:

- Clarifying the role of the TAC in the project prioritization process; the TAC is being asked to provide input but not making an official recommendation to the Board
- Declines in state funding for RTPO’s

- Last year's participation by the TAC in the development of the SRTC public participation plan update
- Percentage set aside for future preservation projects

8 Critical Urban and Rural Freight Corridors Update

Mr. Fletcher discussed the CUFC/CRFC update being led by WSDOT and their project scoring criteria. He reviewed the update process, presented a map of regional critical freight corridors, and explained how they are related to National Highway Freight Program (NHFP) funding. He shared information about the estimated amount of NHFP funding available statewide for local freight projects from Federal Fiscal Years 2022–2025.

Mr. Fletcher explained how staff worked with local agencies to develop a list of candidate regional priority freight projects for NHFP funding consideration. He shared a map illustrating where these projects are located along freight corridors and their likely competitiveness based on WSDOT's NHFP scoring criteria.

Members were asked for input on the recommended number of projects to submit. The group discussed and comments included:

- If there could be partial funding of projects or funding of one project phase only
- Concern about the cost of the Pines Road project and the total amount expected to be available for award for the entire region

9 DATA Project Update

As the meeting was running behind schedule, this item was deferred to the February meeting.

10 2022 SRTC Equity Planning Framework

Mr. Redlinger outlined the reasons for developing an equity planning framework at this time and highlighted the draft goals and timeline. He spoke about next steps in the process, which include the formation of an Equity Work Group consisting of volunteer TTC and TAC members. This group will formulate recommendations for the Board regarding equity policy, project evaluation data needs and outreach, and will hear from community guest speakers.

He shared a live poll for members asking them to rank the importance of the purposes of pursuing an equity planning framework. He asked for who would be interested in participating in the Equity Planning Work group and six TAC members volunteered.

11 Agency Update

Due to lack of time, this item was passed over.

12 Adjournment

There being no further business, the meeting adjourned at 4:48 pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Advisory Committee 02/16/2022
From: Kylee Jones, Associate Transportation Planner III
Topic: **2022-2025 Transportation Improvement Program (TIP) March Amendment**

Requested Action:

Recommend SRTC Board of Directors approval of the March amendment to the 2022-2025 TIP as shown in the **Attachment**.

Key Points:

Four agencies have requested amendments to the 2022-2025 TIP for the following seven projects. See **Attachment** for more details.

- **Spokane County**
 - Little Spokane Connection Road Separated Pathway
 - Brooks Rd
- **City of Airway Heights**
 - Highway 2 Shared Use Path Gap Project
- **WSDOT**
 - US 395/NSC Sprague Ave to Spokane River – Stage 2
 - US 395/NSC Sprague Ave to Spokane River – Stage 3
- **City of Spokane**
 - Thor Freya Couplet from Hartson to Sprague
 - Spokane Falls Blvd

TIP Overview

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.

Board/Committee Discussions:

This is the first time the 2022-2025 TIP March amendment has been discussed by the TAC. The Transportation Technical Committee will also discuss on 02/23/22.

Public Involvement:

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a public review and comment period from 02/16/2022 through 02/26/2022 at 4:00 p.m. On 02/16/22 notice of the amendment will be published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms.

Public comments received during the public comment period will be addressed by SRTC staff and presented to the Board in their March 2022 meeting packet.

Supporting Information/Implications:

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 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 March amendment will be incorporated into the STIP on or around 04/15/2022.

More Information:

- See Attachment: 2022-2025 TIP March Amendment
- For detailed information contact: Kylee Jones at kjones@srctc.org or 509.343.6370

2022-2025 Transportation Improvement Program

March Amendment (22-03)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane County	Little Spokane Connection Road Separated Pathway Added \$375,000 of federal funds and changed CN to 2022	Federal - TAP(UL)	\$415,400		✓
		Local	\$147,034		
		Total	\$562,434		
Airway Heights	Highway 2 Shared Use Path Gap Project Added additional federal funding of \$145,761	Federal - TAP-UL	\$228,919		✓
		State - TIB	\$87,317		
		Local	\$48,992		
		Total	\$365,228		
Spokane County	Brooks Rd. Added federal funds of \$1,684,000 and increased total project costs	Federal (STP-UL)	\$2,097,804		✓
		Local	\$1,096,996		
		Total	\$3,194,800		
WSDOT	US 395/NSC Sprague Ave to Spokane River - Stage 3 This project provides for the improvement of the North Spokane Corridor from Sprague Avenue to Milepost 158.03 by constructing two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.	State Funds	\$124,383,995	✓	
		Total	\$124,383,995		
WSDOT	US 395/NSC Sprague Ave to Spokane River - Stage 2 This project provides for the improvement of the North Spokane Corridor from Milepost 158.03 to Ermina Ave by constructing two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work. -	State Funds	\$125,941,465	✓	
		Total	\$125,941,465		
City of Spokane	Thor and Freya Couplet from Hartson to Sprague Added additional federal funding of \$1,250,000	Federal- STP(UL)	\$1,732,716		✓
		Local	\$336,090		

		Total	<u>\$2,068,806</u>	
City of	Spokane Falls Blvd.	Federal- STP(UL)	6,867,300	✓
Spokane				
	Received \$500,000 federal funds for PE phase. Reconstruction of pavement for 3,300 feet of Spokane Falls Boulevard to include: sidewalk improvements where necessary, update lighting, traffic signals, communication lines, ADA compliance, bicycle facilities, and bumpouts where necessary.	Local	<u>1,245,580</u>	
		Total	<u>\$8,112,880</u>	

HSIP Highway Safety Improvement Program
 TAP(UL) Transportation Alternative Program also known as Surface Transportation Block Grant- Set Aside funding (STBG-SA)
 STP(UL) Surface Transportation Program
 NHPP National Highway Performance Program
 TIB Transportation Improvement Board

To: Transportation Advisory Committee
From: David Fletcher, Principal Transportation Planner
Topic: **Critical Urban and Rural Freight Corridors Update**

02/16/2022

Requested Action:

Recommend Board approval of the proposed list of regional priority freight projects for NHFP funding consideration, as shown in **Attachment 1**.

Key Points:

- WSDOT's Rail, Freight, and Ports Division is updating the state's Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). They were last updated in 2016.
- CUFC/CRFC routes are part of the National Highway Freight Network, which was established to strategically direct Federal resources—including National Highway Freight Program (NHFP) and Infrastructure for Rebuilding America (INFRA) grant program funds—toward improved freight performance.
- To target limited miles towards regional priority routes, WSDOT is taking a “project-first” approach for the 2022 CUFC/CRFC update and has requested that MPOs submit a list regional priority freight projects for FFY 2022–2025 NHFP funding consideration. The deadline for SRTC to submit this list to WSDOT is March 16, 2022. Additional information on the FFY 2022–2025 NHFP Call for Projects can be found [HERE](#).
- In developing the proposed list of regional priority freight projects (see **Attachment 1**), SRTC coordinated with local agencies to compile a list of candidate freight projects from [Horizon 2045](#) and the [Unified List of Regional Transportation Priorities](#).
- Staff has evaluated the competitiveness of candidate projects, based on the criteria that will be applied by WSDOT to award NHFP funds (see **Attachment 2**). More information on WSDOT's project scoring criteria is available [HERE](#).
- Local agencies with projects on the proposed list of regional priority freight projects must submit their completed NHFP project submission form(s) to SRTC by Friday, March 11. NHFP project submission forms can be found [HERE](#). SRTC's must submit its regional priority freight projects list, along with all local agency project submission forms, by March 16. The complete CUFC/CRFC schedule is provided in the Supporting Information/Implications section of this memo.

Board/Committee Discussions:

The 2022 CUFC/CRFC update was discussed at the November, December, and January Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) meetings. Staff sought TTC and TAC input throughout this process, to ensure the development of a competitive

and accurate list of regional priority freight projects for potential CUFC/CRFC designation and NHFP funding.

This topic was presented to the Board for information and discussion at their December 2021 and February 2022 meetings.

Public Involvement:

All Board and committee meetings are open to the public. SRTC staff presented the 2022 CUFC/CRFC update to the Regional Transportation Coalition at their February 3, 2022 meeting and solicited their input on the candidate regional priority freight projects list.

Supporting Information/Implications

CUFC/CRFC update schedule:

	2021		2022							
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
1) WSDOT Coordinates with MPOs/RTPOs to Update Freight Project Prioritization Approach										
2) WSDOT Solicits Regional Priority Freight Projects from MPOs/RTPOs for the FFY 2022–2025 NHFP Program										
3) WSDOT Coordinates with MPOs/RTPOs to Prioritize and Select Regional Freight Projects and Develop Freight Investment Plan										
4) CUFC/CURC Designation of Selected Regional Freight Projects (required FHWA review and approval)										
5) Selected Regional Freight Projects Awarded NHFP Funds										

More Information:

- Attachment 1: Proposed List of Regional Priority Freight Projects for NHFP Funding Consideration
- Attachment 2: Candidate Freight Project Evaluation
- For detailed information contact: David Fletcher at dfletcher@srtc.org or 208.579.5440

Proposed Regional Priority Freight Projects

For National Highway Freight Program (NHFP) Funding Consideration

				NHFP Competitiveness Criteria ¹							
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FGTS Class	Intermodal Connectivity	In Vulnerable Community
Bigelow Gulch/Forker Rd Connector - Project 2 Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓	●	●	●	●	●	●	●	✓
Pines Rd/BNSF Grade Separation Grade separation and multi-lane roundabout	Spokane Valley	\$19,300,000	✓	●	●	●	●	●	●	●	✓
Wellesley Ave: Freya to Havana Reconstruct roadway	Spokane	\$3,400,000	✓	●	●	●	●	●	●	●	✓
Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange Reconstruct roadway with ITS improvements (PE Only)	Spokane Valley	\$2,950,000	✓	●	●	●	●	●	●	●	
Argonne Rd/I-90 Interchange Bridge Widening Widen roadway w/10' breakdown lane and 6' wide sidewalk (PE Only)	Spokane Valley	\$1,500,000	✓	●	●	●	●	●	●	●	✓

¹NHFP competitiveness criteria, detailed in the table below, is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project will be competitive in the statewide in the NHFP selection process. More information on this criteria and process can be found [HERE](#).

Candidate Freight Projects Evaluation

For National Highway Freight Program (NHFP) Funding Consideration

Projects sorted by likely NHFP competitiveness				NHFP Competitiveness Criteria ¹								Proposed Regional Priority Freight Project
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FGTS Class	Intermodal Connectivity	In Vulnerable Community	
Bigelow Gulch/Forker Rd Connector - Project 2 Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓	●	●	●	●	●	●	●	✓	✓
Pines Rd/BNSF Grade Separation Grade separation and multi-lane roundabout	Spokane Valley	\$19,300,000	✓	●	●	●	●	●	●	●	✓	✓
Wellesley Ave: Freya to Havana Reconstruct roadway	Spokane	\$3,400,000	✓	●	●	●	●	●	●	●	✓	✓
Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange Reconstruct roadway with ITS improvements (PE Only)	Spokane Valley	\$2,950,000	✓	●	●	●	●	●	●	●	✓	✓
Argonne Rd/I-90 Interchange Bridge Widening Widen roadway w/10' breakdown lane and 6' wide sidewalk (PE Only)	Spokane Valley	\$1,500,000	✓	●	●	●	●	●	●	●	✓	✓
Argonne Rd & Upriver Dr Intersection Construct dual lane roundabout (PE Only)	Spokane County	\$300,000	✓	●	●	●	●	●	●	●		
Freya St: Garland to Francis Reconstruct roadway	Spokane	\$18,800,000	✓	●	●	●	●	●	●	●	✓	
Inland Empire Way Connection Build new northbound only connection	Spokane	\$6,700,000		●	●	●	●	●	●	●		
Airport Dr & Spotted Rd Realignment & Interchange¹ Realign roadway and construct grade-separated interchange	Spokane Int'l Airport	\$19,300,000	✓	●	●	●	●	●	●	●		
18st/21st Ave Improvements - US 2 Congestion Relief Improve and extend roadway from US 2 to Flint Rd	Airway Heights	\$4,500,000		●	●	●	●	●	●	●	✓	

¹NHFP competitiveness criteria, detailed in the table below, is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project will be competitive in the statewide in the NHFP selection process. More information on this criteria and process can be found [HERE](#).

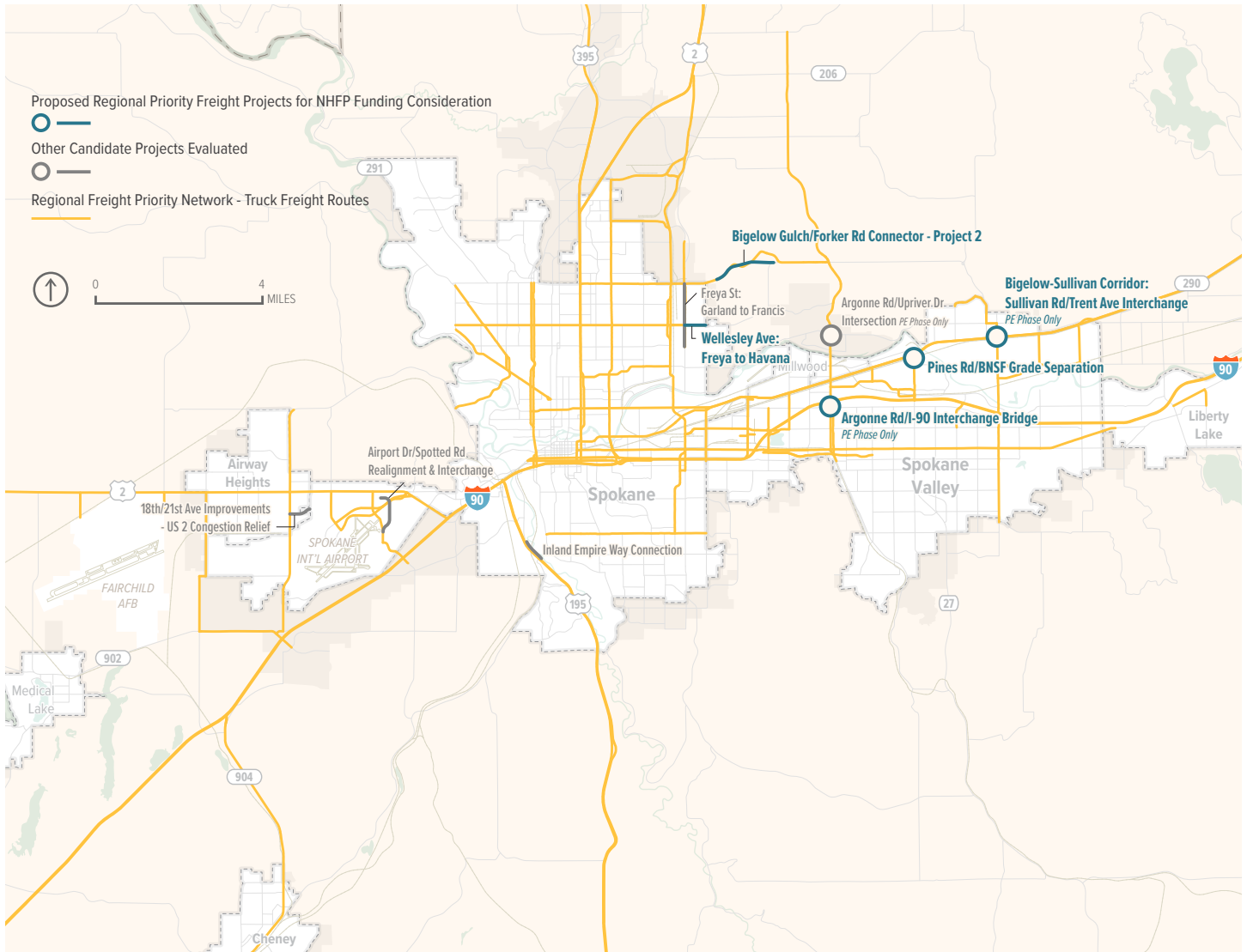
NHFP Competitiveness Scoring Criteria

Goal	Evaluation Criterion	Scoring Measures	Points Possible
Preservation	Improve the State of good repair of freight infrastructure	Worst observed pavement or bridge condition in project area. <i>Good = 1 point, Fair = 2 points, Poor = 1 point</i>	3
Safety	Prevent or reduce injuries or fatalities	Count of serious injury and fatality collisions within project boundary (2016 - 2020). <i>1 point per serious injury or fatality collision</i>	3
Stewardship	Matching funds	Percent match of non-federal funds. <i>Non-federal match percentage x 1</i>	1
	Implements lowest-cost solutions	Qualitative assessment of low-cost solutions.	1
Mobility	Reduces congestions and improves reliability	Level of Travel Time Reliability or Peak Hr to Free Flow Speed Ratio of corridor the project is aims to address. <i>High = 1 point, Medium = 2 points, Low = 3 points</i>	3
Economic Vitality	Supports economic activity and employment	Distance from nearest freight cluster. <i><1 mile = 2 points, 1 - 2 miles = 1 point</i>	2
	Location on Freight and Goods Transportation System (FGTS)	Highest FGTS designation within project area. <i>T-1 = 3 points, T-2 = 2 points, T-3 = 1 point</i>	3
	Intermodal Connectivity	Degree of connection to an intermodal facility. <i>Direct = 3 points, Secondary = 2 points, Tertiary = 1 point²</i>	3
Environment & Communities	Reduces Freight's Negative Impacts and/or Provides Positive Benefits to Vulnerable Communities	Project located in a vulnerable community. <i>Based on WA Dept of Health's Environmental Health Disparities Map (Tracts with a rank of 8 or higher)</i>	0.5

²Direct, Secondary, and Tertiary Intermodal Connections defined in WSDOT's [Project Submission Instruction Sheet for NHFP Program](#).

Candidate Regional Priority Freight Projects

For NHFP Funding Consideration



To: Transportation Advisory Committee 02/16/2022
From: Mike Ulrich, AICP, Principal Transportation Planner
Topic: **Transportation Performance Management: Safety Targets**

Requested Action:

Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT HSIP targets.

Key Points:

- The Federal Highway Administration (FHWA) defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
- Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to annually set five safety performance targets.
- MPOs must either agree to support the State DOT target or establish a numerical target specific to the MPO planning area.
- The five statewide safety performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries.
- On May 9, 2019, the SRTC Board approved a resolution agreeing to plan and program projects so that they contribute to the accomplishment of WSDOT statewide performance targets for safety.
- Target Zero is WSDOT's plan to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.
- In 2020 and 2021 the Executive Director wrote a letter to WSDOT citing the resolution and agreeing to continue to support the State established targets for safety.
- A decision is due to WSDOT no later than March 11, 2022.
- SRTC staff presented the data that informs the five targets to the Board in February. The data will be presented to the TAC at their February meeting. That data is also made available as **Attachment One**.
- At the March meeting Staff will be asking the Board to again agree to plan and program projects so that they contribute to the accomplishment of WSDOT statewide performance targets for safety by adopting a resolution.

Board/Committee Discussions

In 2019 the Transportation Technical Committee (TTC) made a recommendation to support the statewide targets for safety. The TTC will receive a presentation at their February meeting where they will be asked to make a recommendation to the Board.

The Transportation Advisory Committee (TAC) has historically not been involved in performance target setting. They have received informational updates on the process in the past. They will receive a presentation at their February meeting and will be asked to make a recommendation to the Board.

Public Involvement

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from October 12 – November 13.

Supporting Information/Implications

- These safety performance measures are applicable to all public roads regardless of ownership or functional classification.
- MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets and there is no penalty to an MPO if the State does not achieve significant progress toward meeting its target.
- SRTC currently has \$5.5M in Highway Safety Improvement Program funded projects in the Transportation Improvement Program.

More Information:

- For additional information contact: Mike Ulrich at mulrich@srtc.org or 509.343.6370

To: Transportation Advisory Committee 02/16/2022
From: Mike Ulrich, Principal Transportation Planner
Topic: **DATA (Data Application for Transportation Analysis) Project Update**

Requested Action:

None. For information and discussion.

Key Points:

- The concept of the DATA Project began with a recognition by the SRTC Board in 2018 that there was a need to acquire data to support updates to the travel demand model which is used to forecast future travel patterns.
- As part of the 2018 Call for Projects, the SRTC Board set aside \$1M for data acquisition intended to strengthen the agency's ability to analyze, forecast, and plan for impacts to the regional transportation network. Expected outcomes include, but are not limited to, a refined ability to prioritize projects, improved scenario planning capabilities, and performance management enhancements.
- SRTC staff, in consideration of feedback from the project team, began scoping a holistic project which would evaluate the state of the travel demand model as well as other opportunities and needs for data application within SRTC's planning process.
- Ultimately, a two-phased project was developed. Phase I focused on assessment of SRTC's current practice as well as an evaluation of the state of best practice. Those assessments informed a design plan. In March 2021, the SRTC Board approved that design plan (**Attachment One**) and Phase II began.
- The Household Travel Survey task is substantially underway. The survey instrument has been designed, the sample plan is finalized, and the survey will be deployed beginning on February 4.
- Both the Travel Demand Model Update and Traffic Count Tasks are underway and will be considered by the project team during three planned stakeholder engagement meetings.
- On January 19, the model users will meet to discuss the consultant team's model network review findings, discuss preferences for network enhancements, and present/discuss an approach to use for model validation, including traffic counts that would be needed.
- Through the course of the stakeholder engagement meetings the project team will finalize detailed, task-level scopes and budgets for all the project's tasks. That work is scheduled to be completed by mid-March.
- The project's overall schedule is attached for reference (**Attachment Two**).

Board/Committee Discussions:

The Board approved the design plan and authorized the Interim Executive Director to negotiate and execute an agreement with Resource Systems Group, Inc. for an amount not to exceed \$1,060,000 for Phase II of the DATA project in March 2021. The TTC was presented with an update on the project at the January meeting.

Project Team Involvement:

The project team, which has been informing this project since its inception, is made up of staff-level partners who are consumers of SRTC data products. The project team was instrumental in developing the project's RFQ and in the consultant selection process. More recently, the project team was used to help the consultant team understand investment priorities.

The project has relied on the feedback from a larger stakeholder group. A summary of that feedback and how it was applied to the draft design plan can be found [here](#). As mentioned previously, the project team will be participating in a three-meeting stakeholder engagement process which will inform some of the task-level decisions in the project. The project team membership is as follows:

<u>Jurisdiction</u>	<u>Project Team Members</u>		
City of Spokane Valley	Mike Basinger	Adam Jackson	Jeremy Clark
WSDOT	Shea Suski	Greg Figg	
City of Liberty Lake	Lisa Key		
Spokane Airports	Lisa Corcoran		
City of Spokane	Louis Meuler	Inga Note	Shauna Harshman
City of Airway Heights	Bill White		
S3R3 Solutions	Todd Coleman		
Spokane County	Tammy Jones	Barry Greene	Jami Hayes
Spokane Transit	Hamid Hajjafari	Mike Tresidder	

Public Involvement:

The funds for this project were included in the 2019-2022 TIP which was adopted 10/11/2018. A public meeting was held on 09/19/2018 to review and discuss the 2019-2022 TIP and a 30-day public comment period ran from 09/01/18-09/30/18.

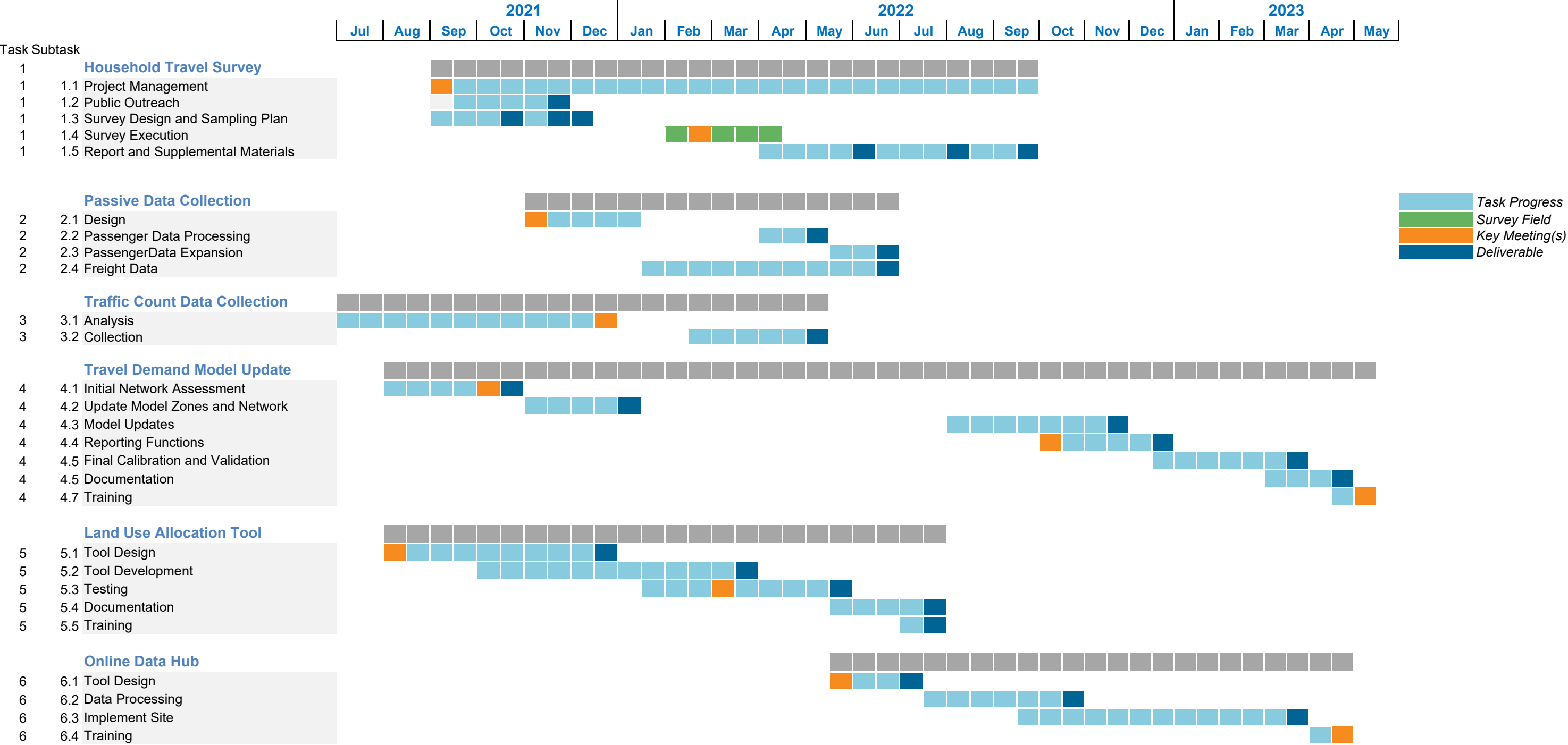
More Information:

- Attachment 1: Draft Phase II Design Plan Summary
- Attachment 2: Project Schedule
- For additional information contact Mike Ulrich at mulrich@srtc.org or 509.343.6384

DATA PROJECT DESIGN PLAN SUMMARY

DATA/TOOL	COST	DESCRIPTION	SRTC SUPPORT	WHY PROPOSED
HOUSEHOLD TRAVEL SURVEY	\$345,000	A 1,500 household, smartphone enabled household travel survey	0.2 FTE for project management, coordination, and outreach	<ul style="list-style-type: none"> Data necessary for a credible, analytically valid travel demand model Benefits beyond the travel demand model – useful for other regional and local planning applications too Helps policymakers understand region-specific travel behaviors
PASSIVE DATA	\$135,000	Passenger and heavy truck trip tables from passive (location-based services) data	None	<ul style="list-style-type: none"> Cost effective data source to compliment smaller sample HHTS Supports SRTC's responsibilities to monitor and report on regional system performance trends
TRAFFIC COUNT DATA	\$50,000	Selected traffic counts at key locations	Coordination with jurisdictions, obtaining permissions/permits as needed. Exact level of effort TBD	<ul style="list-style-type: none"> Necessary for travel demand model validation Needed to address gaps in data currently available from partner agencies
LAND USE ALLOCATION TOOL	\$100,000	A system for management of existing and future land-use data and allocation of countywide population and employment controls to TAZs, taking into account land capacity and recent developments.	0.05 - 0.1 FTE for project management. 0.5 FTE analyst support for tool development (1 year)	<ul style="list-style-type: none"> Streamlines land use data inputs to the travel demand model Makes more frequent model updates possible Modest-cost tool to help agencies allocate their future population and employment projections to TAZs Keeping land use information more current was a need expressed by several stakeholders during listening sessions
TRAVEL DEMAND MODEL UPDATES	\$250,000	Update travel model zones, and networks. Calibrate models to survey and passive data. Validate to counts and boardings. Implement a data driven heavy truck model from passive data. Documentation, user's guide and training.	0.05 - 0.1 FTE for project management. 0.25 analyst FTE over 3 months for collection and geocoding available traffic counts from jurisdictions	<ul style="list-style-type: none"> Federally required regional planning tool Improves information for regional planning Makes model more useful to partner agencies
ONLINE DATA HUB	\$100,000	A regional online data and tools platform to manage and share SRTC's data and tools with the community.	0.05 - 0.1 FTE for project management is assumed, along with additional planner/analyst FTE to periodically update the data and tools as needed. Limited IT support to help maintain the site	<ul style="list-style-type: none"> Supports SRTC's public information obligations Data visualization helpful for policy makers Makes extremely technical model outputs consumable by non-technical audiences (SRTC Board, economic development partners, public, etc.)

SRTC LAST UPDATED: 1/4/22



To: Transportation Advisory Committee 02/16/2022
From: Jason Lien, Principal Transportation Planner
Topic: **Coordinated Public Transit – Human Services Transportation Plan Update**

Requested Action:

None. For information and discussion.

Key Points:

- The Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) is in an update year. The Plan was last updated in 2018.
- The Plan addresses human services transportation with emphasis on programs that serve persons with disabilities, older adults, and individuals with lower incomes.
- The plan's goal is to enhance public transportation access, identify unmet needs, minimize duplication of services, and facilitate the most appropriate cost-effective transportation services with available resources.

Board/Committee Discussions:

This is the first presentation of this item in 2022. The TTC will also be briefed at their February meeting.

Public Involvement:

A [project website](#) is available to learn more and provide input through a survey. Public input will be actively sought from now through July.

Supporting Information/Implications:

The current CPT-HSTP was approved by the SRTC Board in November 2018. The Plan will be refreshed in 2022 as part of a 4-year update cycle. The CPT-HSTP is the guiding document for human services transportation project programming. Organizations participating in WSDOT's Consolidated Grant Program must cite the need they are addressing as identified in local CPT-HSTPs. Human services transportation planning is also a required component of FTA's Section 5310 grant program – Enhanced Mobility for Seniors and Individuals with Disabilities. SRTC, in partnership with STA, will lead the plan update process. The next several months will focus on a needs assessment of public transportation in the planning area of Spokane County, with emphasis on engagement with user groups and service providers. A draft of the CPT-HSTP update will be complete by September 1, 2022.

More Information:

For additional information contact: Jason Lien at jlien@src.org or 509.343.6370

To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
Topic: **Transportation Discussion Series: Quality of Life**

02/16/2022

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is interested in developing a more robust process for identifying transportation system needs along with a quantitative evaluation strategy for determining the highest value projects.
- During the first half of 2022, staff will conduct a series of discussions with the SRTC Board and Committees to develop a deeper understanding of transportation topics, seek input and direction from members on key issues, and revisit screening criteria to develop a more data driven evaluation strategy for transportation project prioritization.
- This month's topic is Quality of Life, one of the six Guiding Principles in Horizon 2045.

Board/Committee Discussions:

This is the second in a series of discussions for the SRTC Board and Committees. Last month, the role of a Metropolitan Planning Organization (MPO) was presented by Executive Director Lois Bollenback. This item was presented to the SRTC Board on February 10.

Public Involvement:

All meetings of the SRTC Board and Committees are noticed and open to the public.

Supporting Information/Implications:

Quality of Life is one of the Guiding Principles in the Metropolitan Transportation Plan, Horizon 2045. How this is defined in the MTP and how it's applied to transportation in the region will be presented at the February TAC meeting. The intent is to discuss ways this Guiding Principle can be measured and build understanding on what success look like in the region's projects and programs.

More Information:

For additional information contact: Jason Lien at jlien@srtc.org or 509.343.6370