

CRITICAL URBAN/RURAL FREIGHT CORRIDORS UPDATE

SRTC Board of Directors
Agenda Item 5 | Page 20

March 10, 2022

REQUESTED ACTION

Approval of Resolution 22-04, authorizing SRTC's submittal of identified regional priority freight projects to WSDOT for potential NHFP funding, as shown in Attachment 1.

PROPOSED LIST OF REGIONAL PRIORITY FREIGHT PROJECTS FOR POTENTIAL NHFP FUNDING

				NHFP Competitiveness Criteria							
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	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	✓
Pines Rd/BNSF Grade Separation Grade separation and multi-lane roundabout	Spokane Valley	\$24,300,000	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	✓
Wellesley Ave: Freya St to Havana St Improvements Reconstruct roadway	Spokane	\$3,460,000	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	✓
Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange Reconstruct roadway with ITS improvements <i>(PE only)</i>	Spokane Valley	\$2,950,000	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
Argonne Rd/I-90 Interchange Bridge Widening Widen roadway w/10' breakdown lane and 6' wide sidewalk <i>(PE only)</i>	Spokane Valley	\$1,500,000	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	✓
Argonne Rd & Upriver Dr Intersection Improvements Intersection improvements <i>(alternatives analysis)</i>	Spokane County	\$300,000	✓	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	

LIST DEVELOPMENT

1. Identify Candidate Projects

- ✓ Identified regional priority
- ✓ Projects that benefit freight
- ✓ Ability to obligate in 2022–2025
- ✓ Local agency & committee input

Candidate
Freight
Projects
List

2. Assess Project Competitiveness

Bridge/pavement condition
Serious injury and fatality crashes
Non-Federal match %
Travel time reliability or delay time
Freight cluster proximity
FGTS class
Intermodal connectivity
Location in a vulnerable community

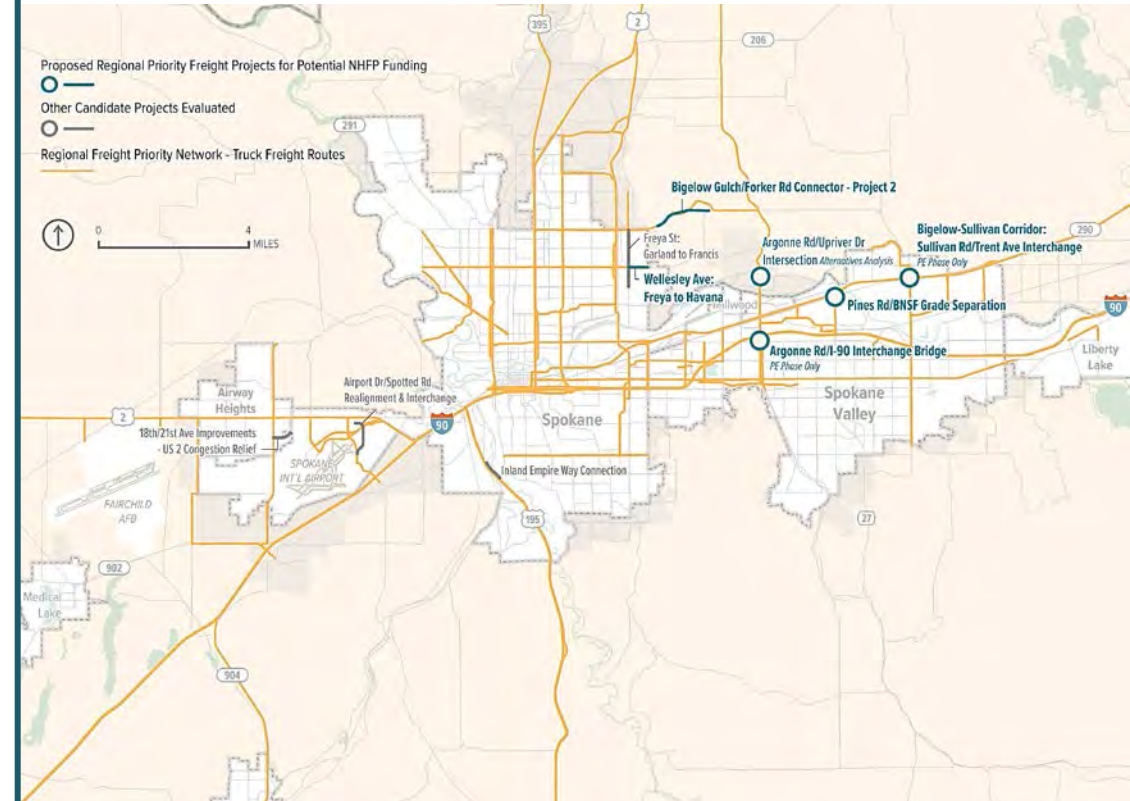
Regional
Priority
Freight
Projects
List

Candidate Freight Projects Evaluation

For National Highway Freight Program (NHFP) Funding Consideration

Projects sorted by likely NHFP competitiveness				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	\$24,300,000	✓	●	●	●	●	●	●	●	✓
Wellesley Ave: Freya St to Havana St Improvements Reconstruct roadway	Spokane	\$3,460,000	✓	●	●	●	●	●	●	●	✓
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 Improvements Intersection improvements (alternatives analysis)	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 & Interchange Realign roadway and construct grade-separated interchange	Spokane Int'l Airport	\$19,300,000	✓	●	●	●	●	●	●	●	
18th/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](#).



NEXT STEPS

March 11

- Local agency deadline to submit completed project forms to SRTC

March 16

- SRTC deadline to submit regional priority freight projects list and completed project forms to WSDOT

REQUESTED ACTION

Approval of Resolution 22-04, authorizing SRTC's submittal of identified regional priority freight projects to WSDOT for potential NHFP funding, as shown in Attachment 1.

QUESTIONS?

**SRTC Board of Directors
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March 10, 2022

Transportation Performance Management: Safety Targets

SRTC Board Meeting

Agenda Item 10 | Page 31

February 10, 2022

Highway Safety Improvement Program (HSIP)

Moving Ahead for Progress in the 21st Century (MAP-21)

Federal Highway Administration (FHWA)

Transportation Performance Management (TPM)

Safety

1.Fatalities

2.Fatalities per 100M vehicle miles traveled

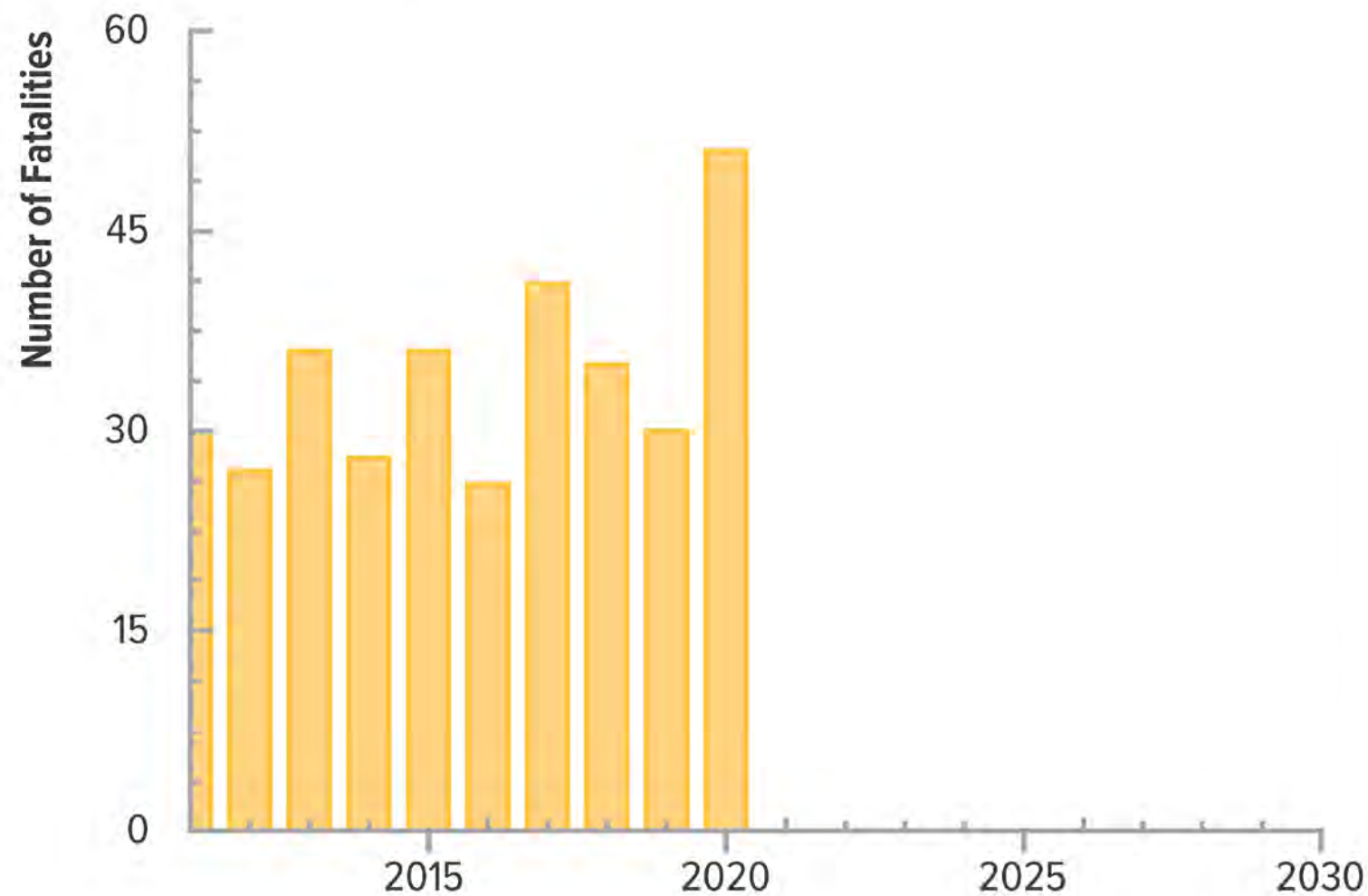
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries

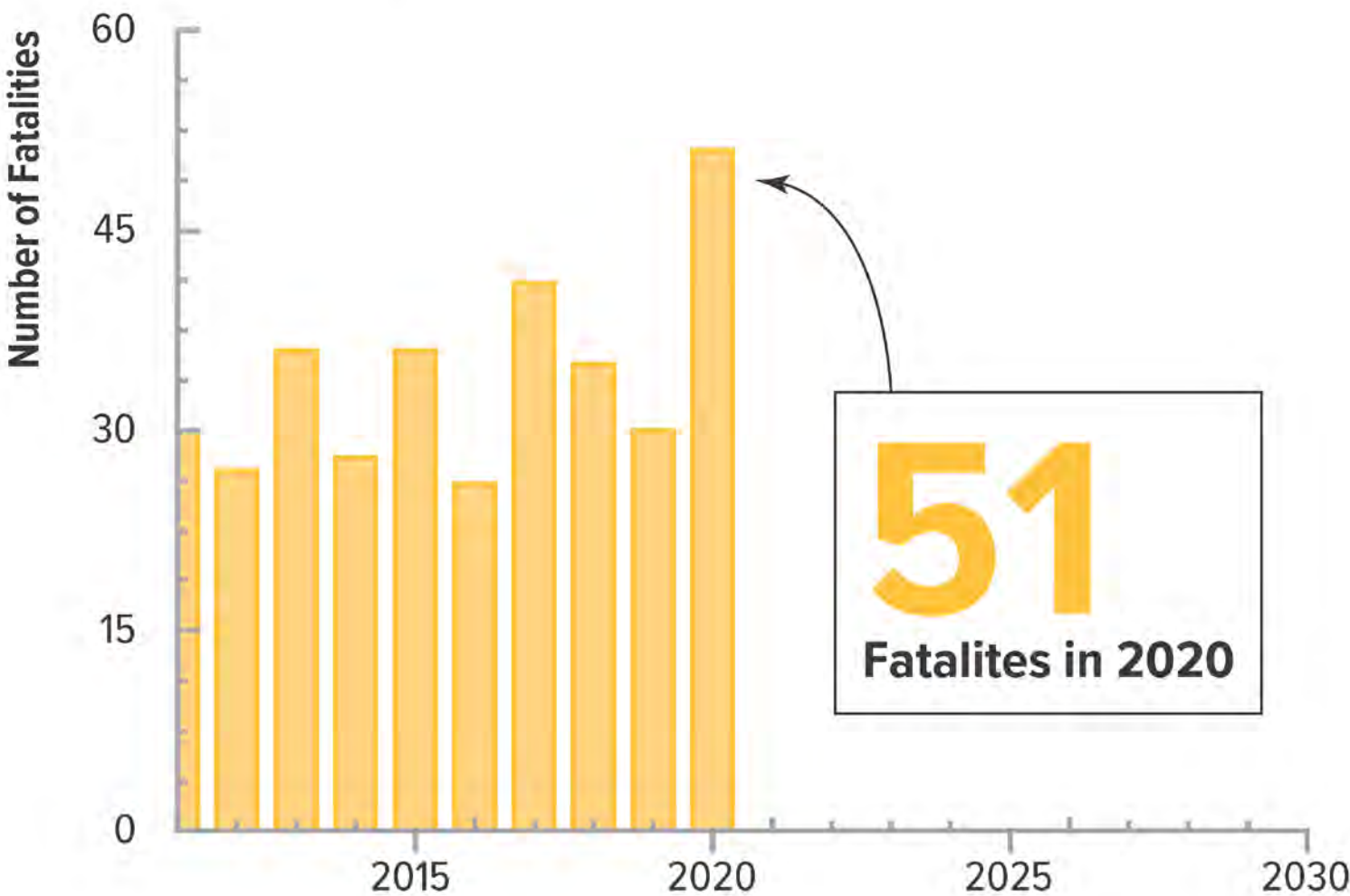
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



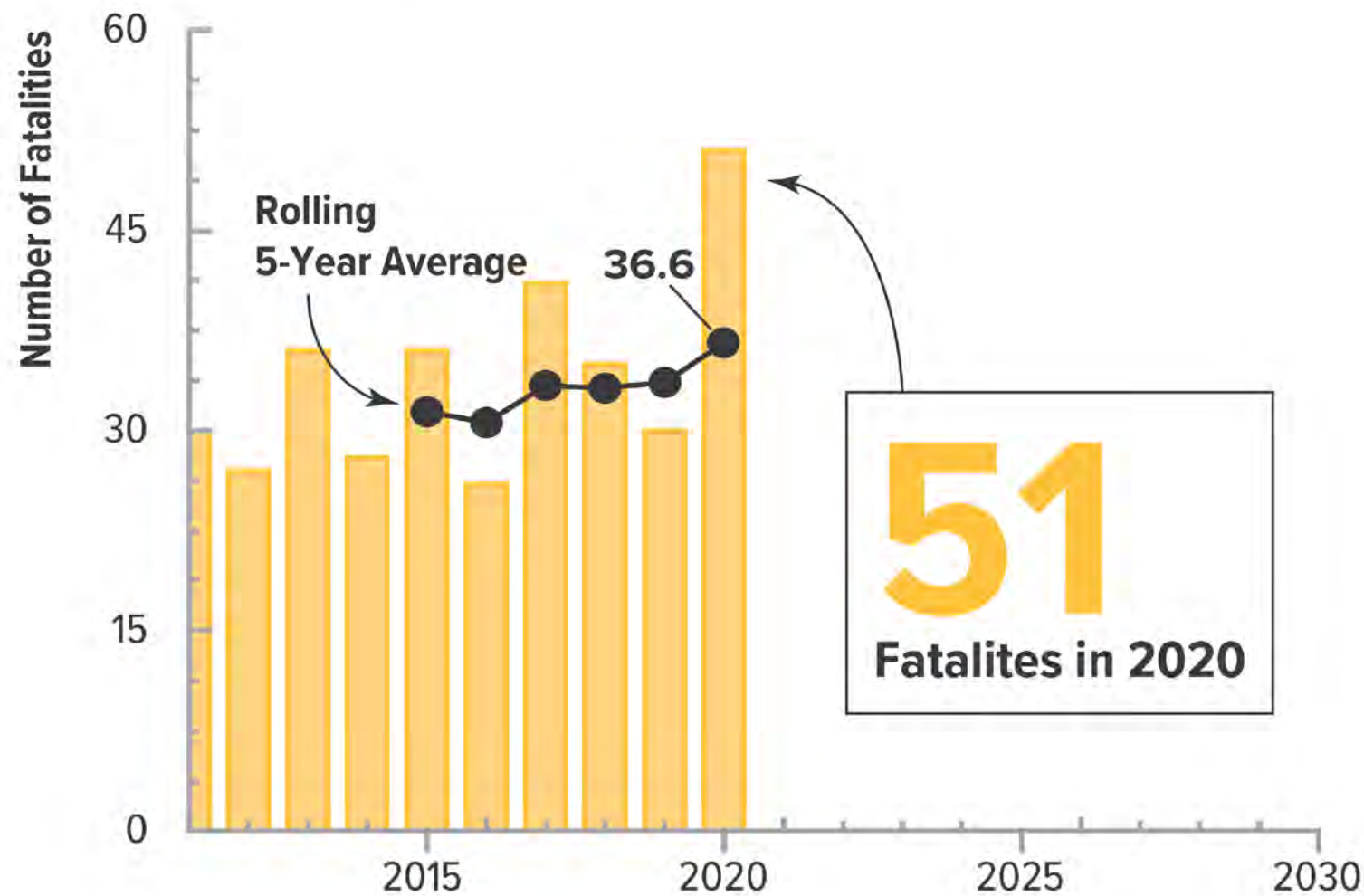
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



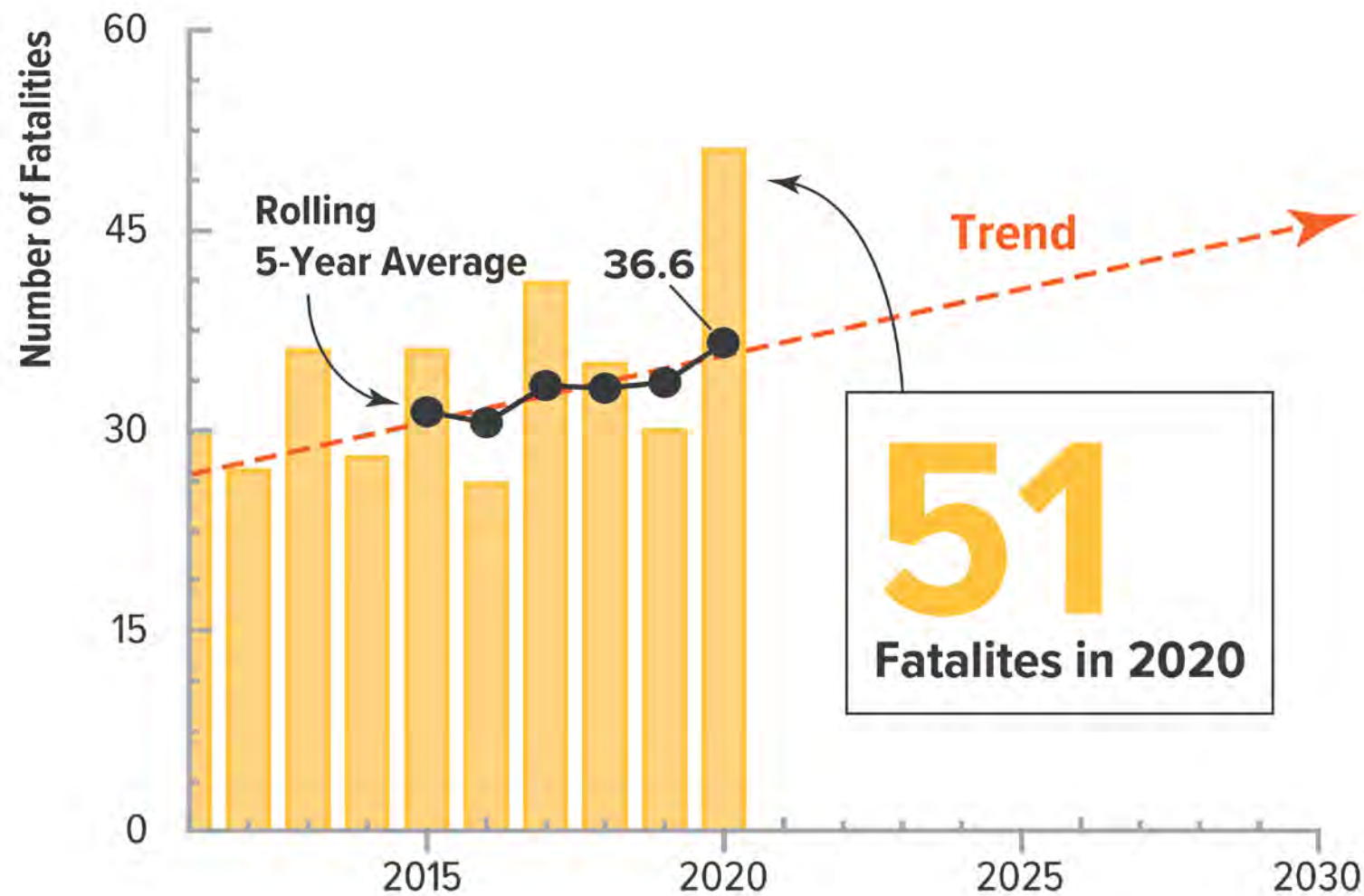
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



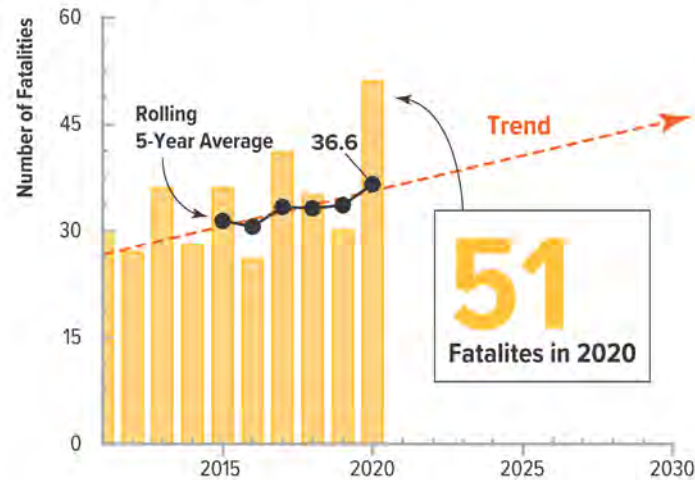
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

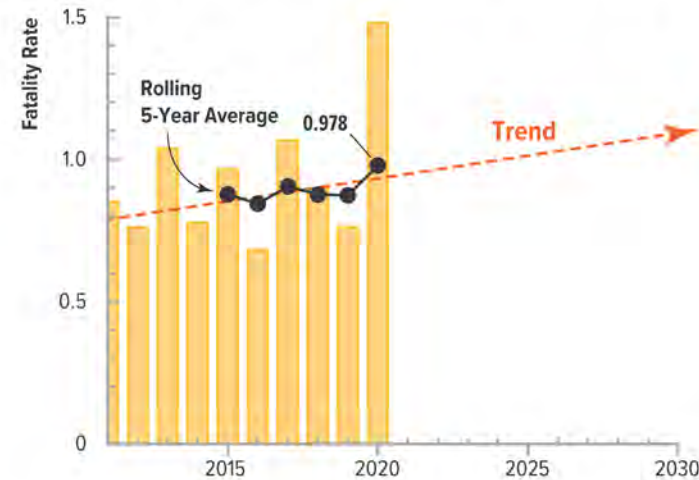


SRTC Metropolitan Planning Area (Spokane County)

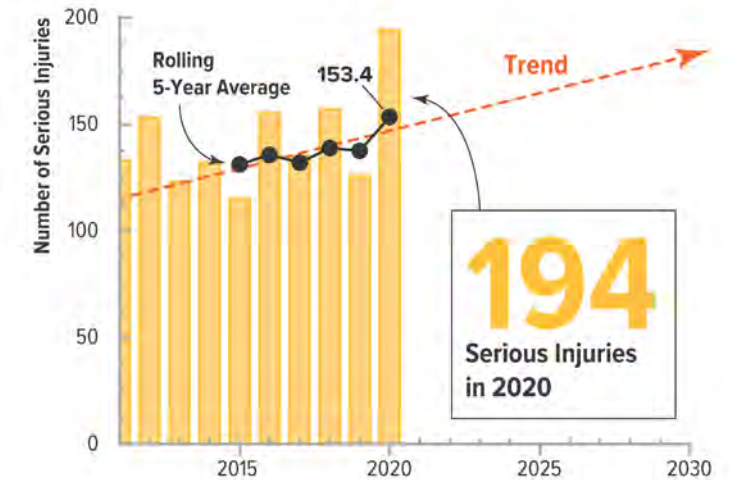
Measure #1: Fatalities



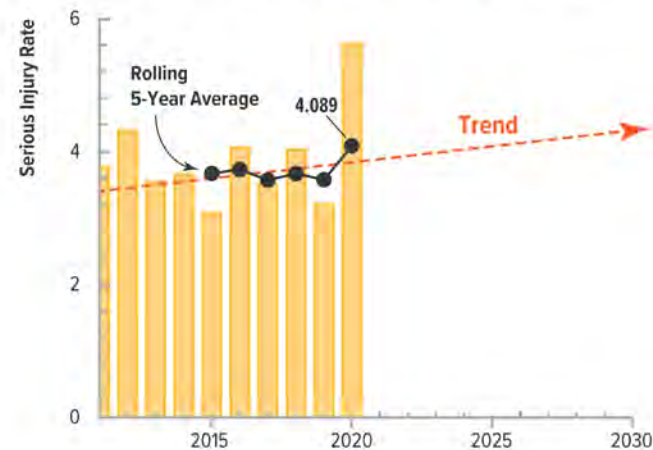
Measure #2: Fatality Rate *per 100 million VMT*



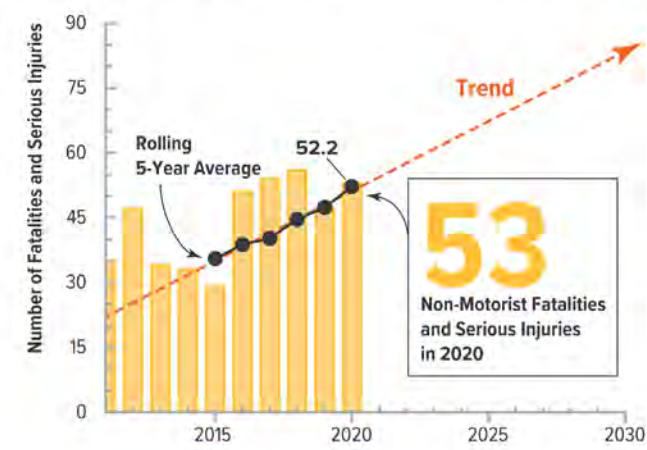
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*



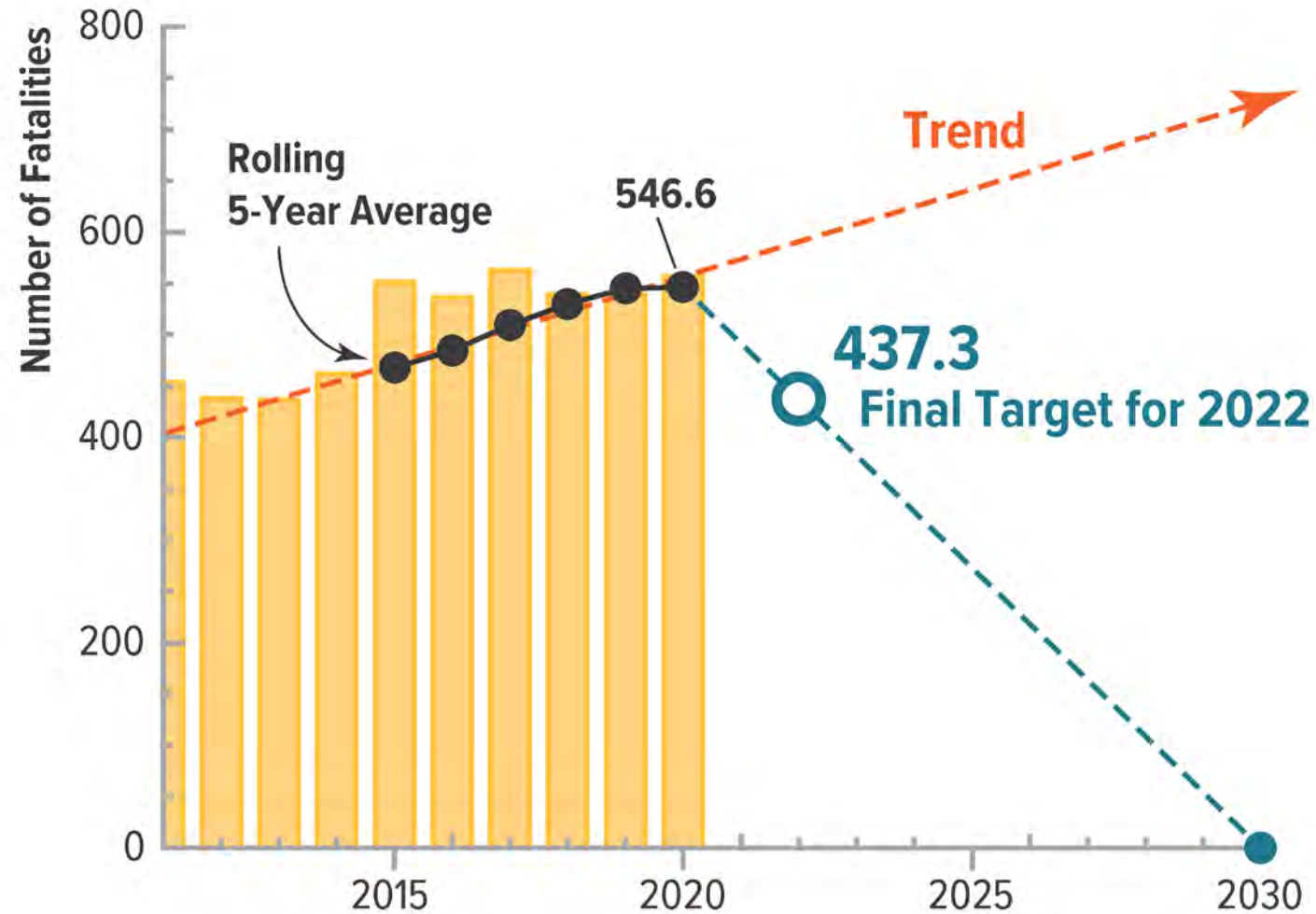
Measure #5: Non-Motorist *Fatalities and Serious Injuries*



WSDOT Target Zero

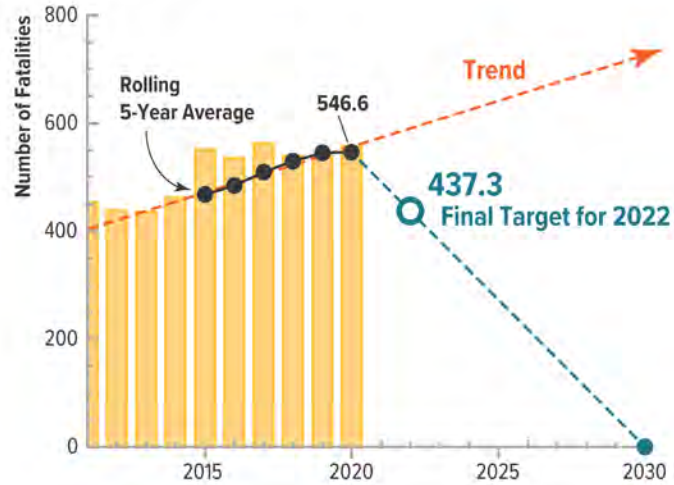
Washington - Statewide

Measure #1: Fatalities



Washington - Statewide

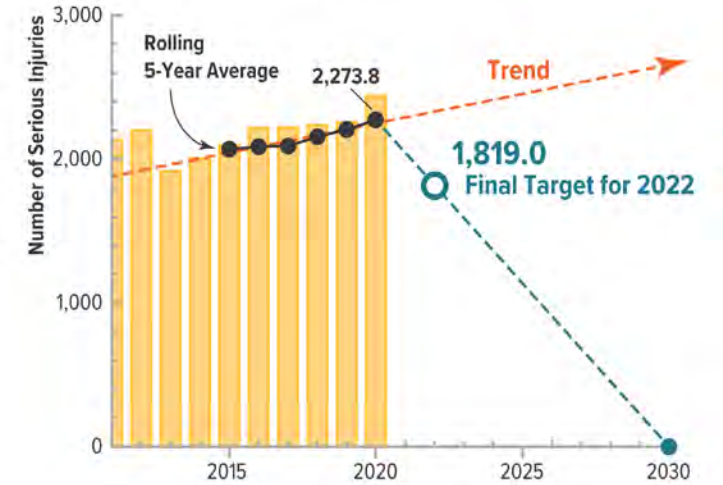
Measure #1: Fatalities



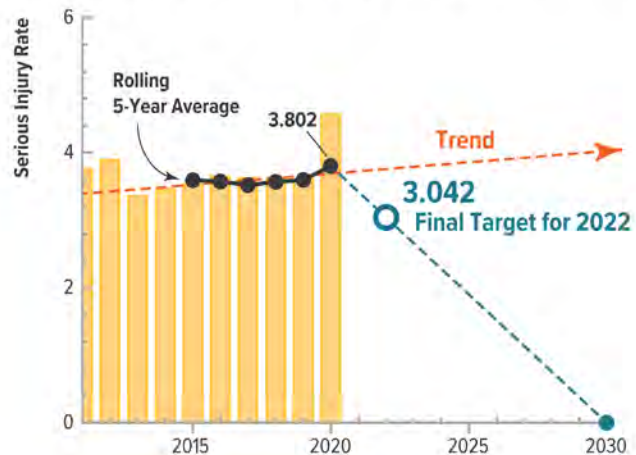
Measure #2: Fatality Rate *per 100 million VMT*



Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*



Measure #5: Non-Motorist *Fatalities and Serious Injuries*



For [the safety] performance measure, the MPOs shall establish a target...

Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

Commit to a quantifiable HSIP target for the metropolitan planning area

Resolution 19-01

Agree[d] to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

March Meeting

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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2022 Discussion Series: Safety

SRTC Board Meeting

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March 10, 2022

Timeline



January

MPO Purpose

February

Quality of Life

March

Safety

April

Stewardship

May

Equity

June

Economic Vitality

July

Land Use & Transportation

August

Transportation System Maintenance
and Operations (TSMO)

September

Funding

October

Prioritization Strategy

November

Review Priority List

December

Approve Priority List



Purpose

Educate

Build a deeper understanding of topics

Dialogue

Dialogue and exchange ideas to advance transportation in the region

Identify

Identify transportation needs and future planning activities

Develop

Develop legislative policy positions and funding strategies

Refine

Refine metrics for project prioritization

Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

Spokane Regional Transportation Council Approved by the SRTC Board of Directors on November 11, 2021			PROJECT SCREENING CRITERIA							
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
				ECONOMIC VITALITY	OPERATIONS, MAINTENANCE, INVESTMENT	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Implementation Category										
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000								
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	\$ 792,000								
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	\$ 3,900,000								
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000								
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000								
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500								
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000								
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000								
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	\$ 21,600,000								
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000								
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000								

Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

**Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.*

PROJECT EMPHASIS AREAS

EQUITY

Project developed with a main emphasis on benefiting an area of potential disadvantage

CLIMATE CHANGE

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)

MTP CONSISTENCY

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

**Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.*

Safety & Security

Design

Construction

Operation

Maintenance



Highway Safety Improvement Program (HSIP)

Transportation Performance Management (TPM)

1.Fatalities

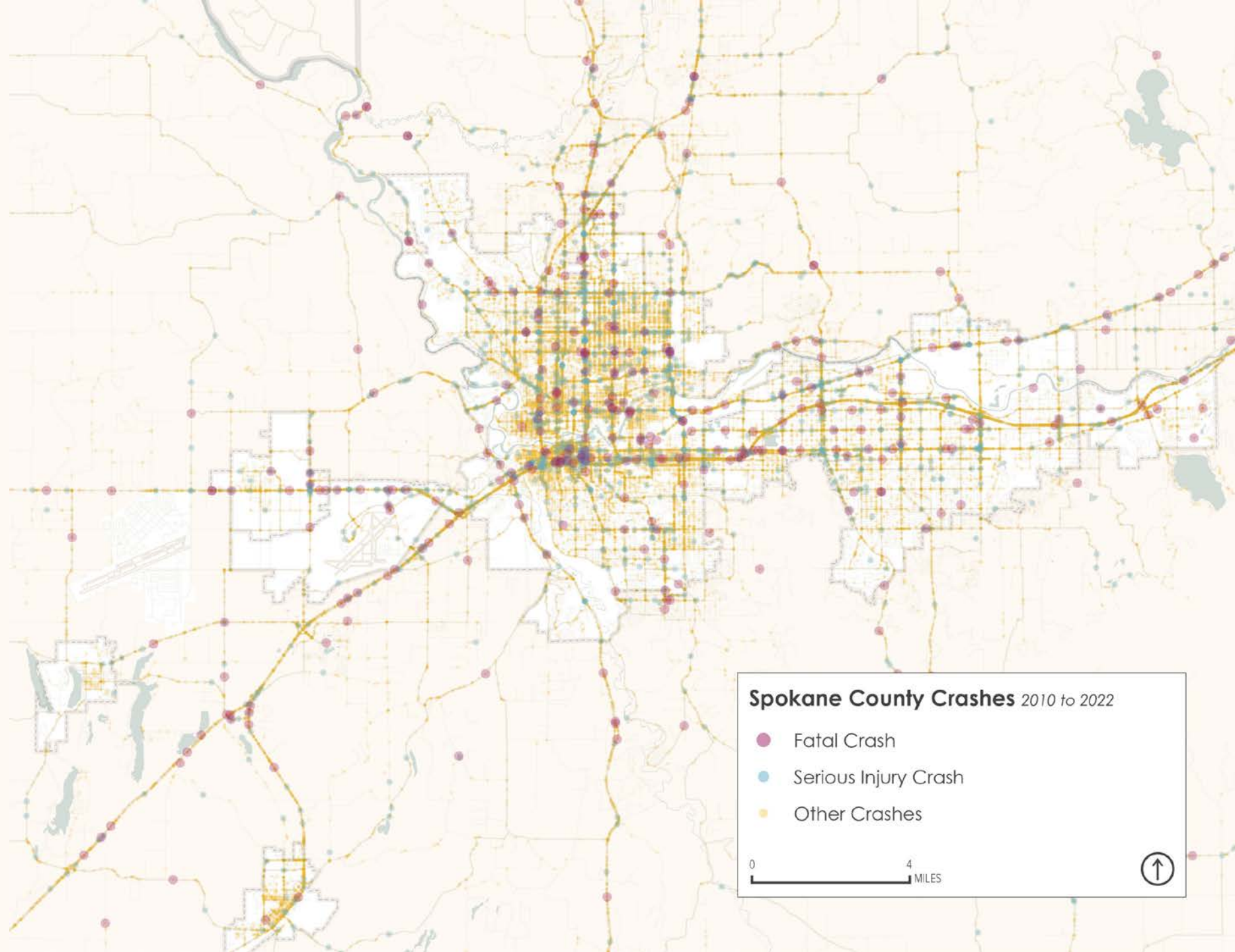
2.Fatalities per 100M vehicle miles traveled

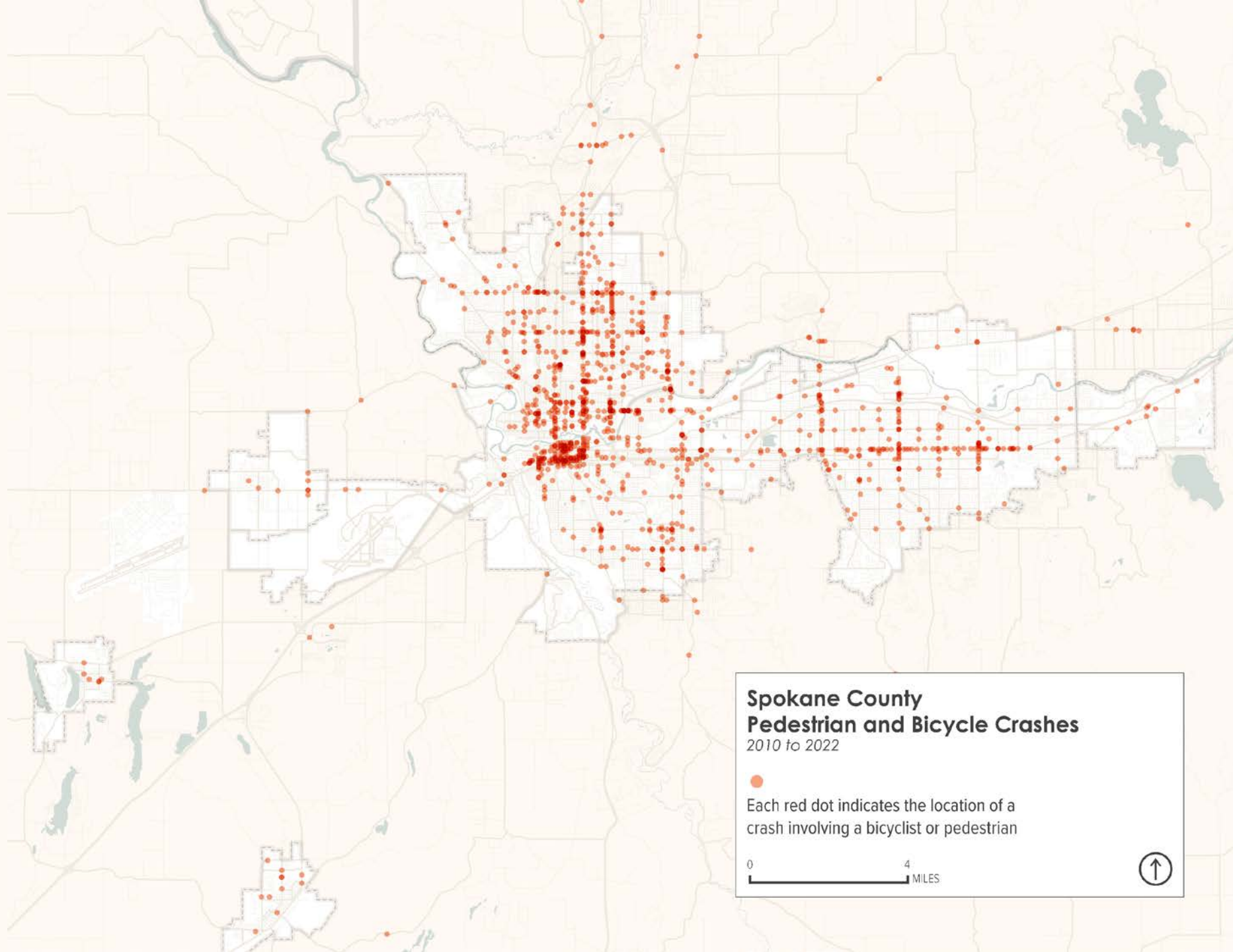
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries

6.Support transit safety targets





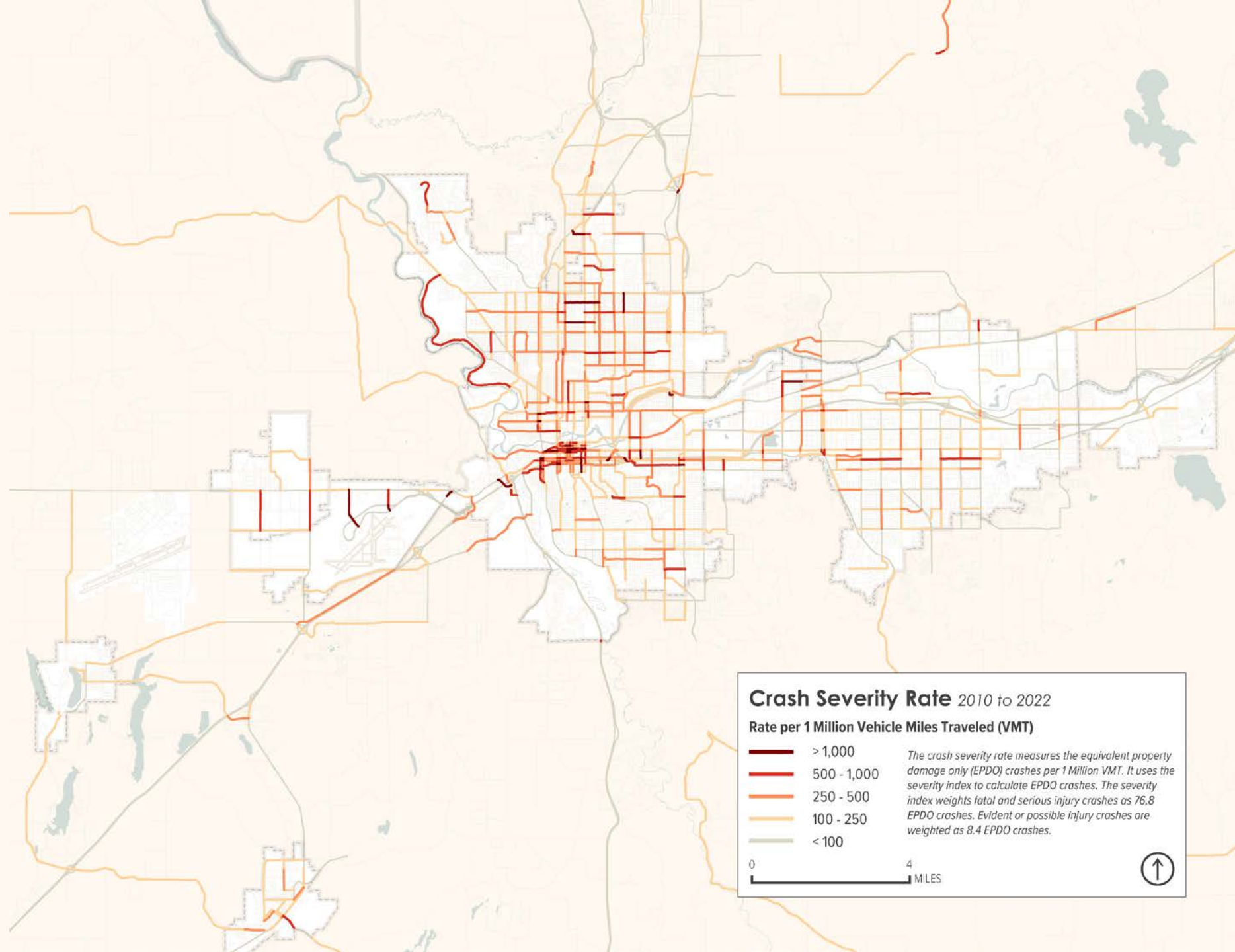
Spokane County
Pedestrian and Bicycle Crashes
2010 to 2022



Each red dot indicates the location of a crash involving a bicyclist or pedestrian



Local Safety Plans



Regional Safety Plan



82%

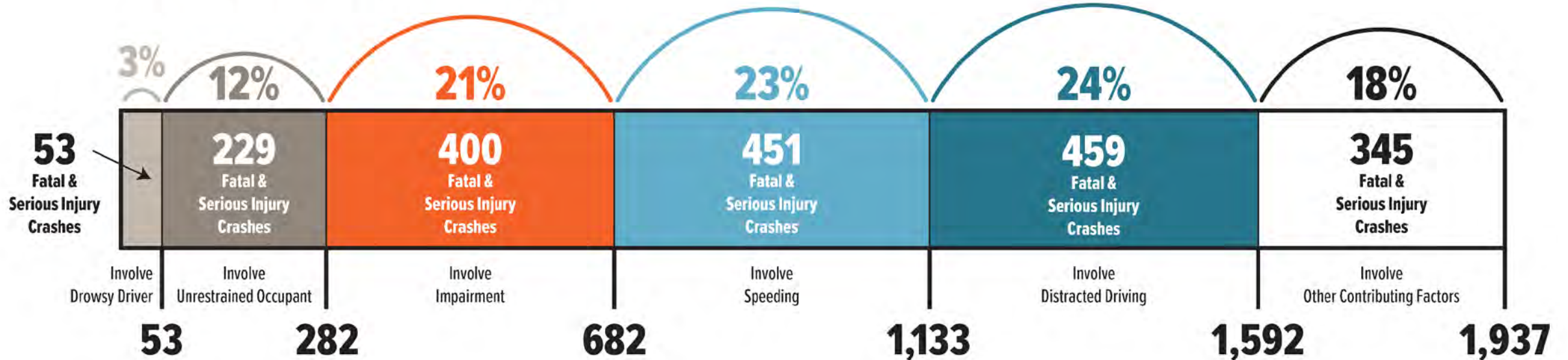


Since 2010 there have been

1,937 FATAL AND SERIOUS INJURY COLLISIONS

in **SPOKANE COUNTY**,

involving the following contributing factors:



Target Zero

Percent of fatal and serious injury crashes since 2017 involving **TARGET ZERO HIGH RISK BEHAVIORS**

	SRTC Metropolitan Planning Area	Washington State
Involve Distracted Driving	26%	24%
Involve Speeding	22%	24%
Involve Alcohol and/or Drug Impairment	19%	21%
Involve Drowsy Driver	3%	3%

How do we evaluate safety as an element of a regional project?

Examples

Whatcom: Pedestrian Safety Grant

Palouse: Driver Safety Campaign

Discussion Prompts

1. What information would be helpful for you to make decisions regarding SRTC activity?
2. What role does SRTC play in affecting human behavior?
3. How should we include safety planning in our work program?
4. To what degree (weighting) does safety factor into project prioritization?

Coordinated Public Transit-Human Services Transportation Plan

March 10, 2022

Board Agenda Item 8, Pg. 32

Jason Lien, Principal Transportation Planner

Spokane Regional Transportation Council

What is the CPT-HSTP?

- **Planning effort to:**
 - Review available transportation services
 - Assess needs / gaps and identify strategies
- **Benefit people with special transportation needs**
 - Low-income
 - Seniors
 - People with disabilities
 - Other people with special needs



Requirements

- **Plan update every 4 years**
- **Needed for State and Federal funding programs**
 - **WSDOT Consolidated Grant Program**
 - **Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities (Federal Transit Administration)**

Process

- Identify service gaps and needs
- Identify strategies / projects
- How?
 - Partnership with STA
 - Coordination with service providers & other stakeholders
 - Community outreach + Survey
 - Build on 2018 Plan

Project Page

- [Srtc.org](#) > Plans & Programs > Coordinated Public Transit...



Timeline

Feb	March - July	Aug	Sept	Oct	Nov	Dec
Kick-Off 	Outreach & Needs Assessment	Develop Draft Plan	Draft Plan complete (Sept 1)	Draft Review	Final Plan and SRTC Board approval	

Thank You!

Jason Lien

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509.343.6370

