

Transportation Technical Committee Meeting

Wednesday, March 23, 2022 | 1:00 PM – 2:30 PM

AGENDA

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1. Call to Order / Record of Attendance	
1:02	2. Approval of February 2022 TTC Meeting Minutes	
1:03	3. Public Comments	
1:05	4. TTC Member Comments	
1:15	5. Chair Report on SRTC Board of Directors Meeting	
	<u>FOR INFORMATION AND DISCUSSION</u>	
1:20	6. Transportation Discussion Series: Safety (Mike Ulrich)	
1:40	7. DivisionConnects Update (Jason Lien)	
2:00	8. Toll Credits (Kylee Jones)	
2:20	9. Agency Update and Future Information Items (Ryan Stewart)	
2:30	10. Adjournment	

AGENDA ITEMS IN BLUE TYPE HAD MEETING PRESENTATIONS; ALL HAVE BEEN COMBINED INTO THE FOLLOWING DOCUMENT.

2022 Discussion Series: Safety

TTC Meeting

Agenda Item 6 | Page 6

March 23, 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 INVESTIGATION	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)

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Safety & Security

Design

Construction

Operation

Maintenance



Highway Safety Improvement Program (HSIP)

Transportation Performance Management (TPM)

1.Fatalities

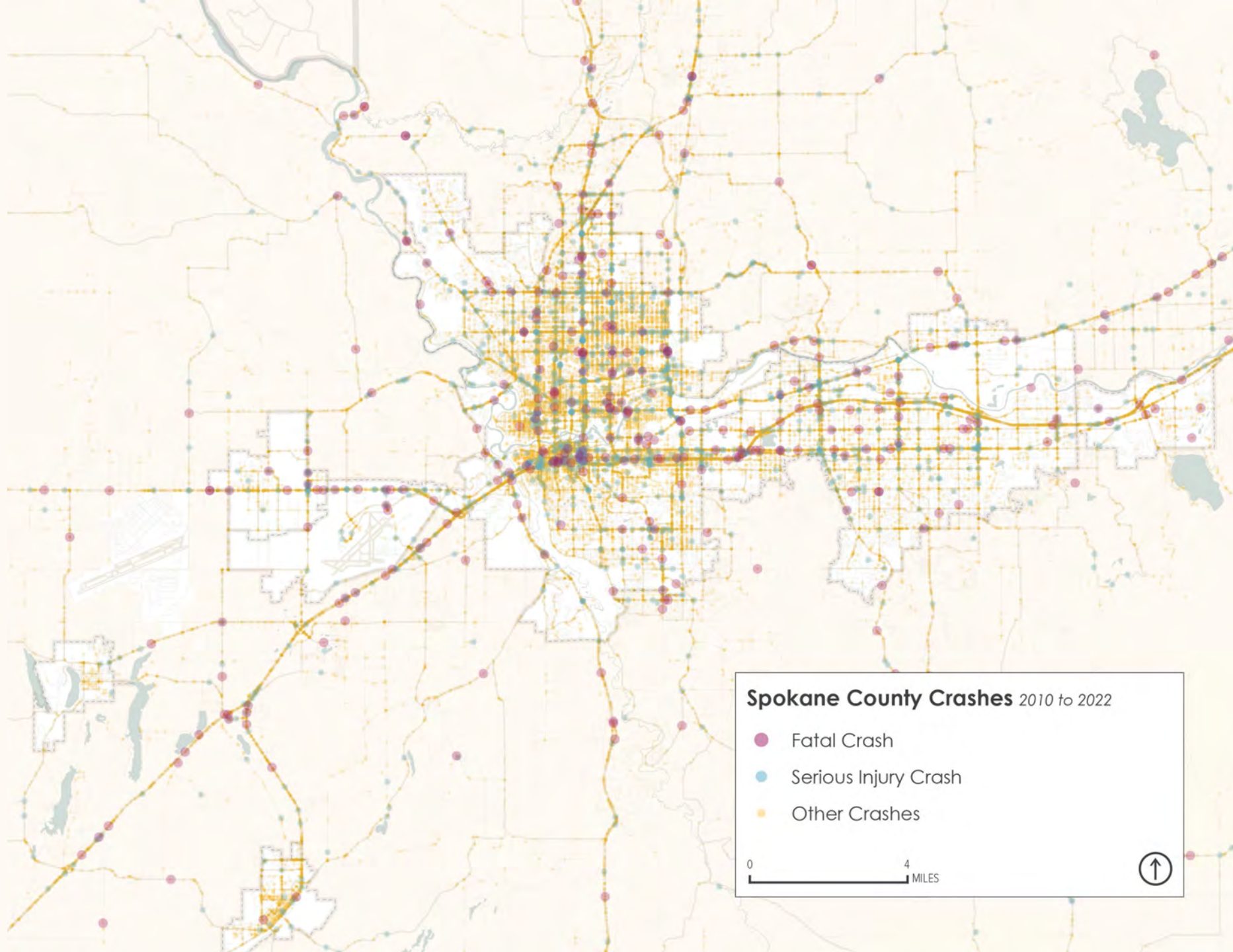
2.Fatalities per 100M vehicle miles traveled

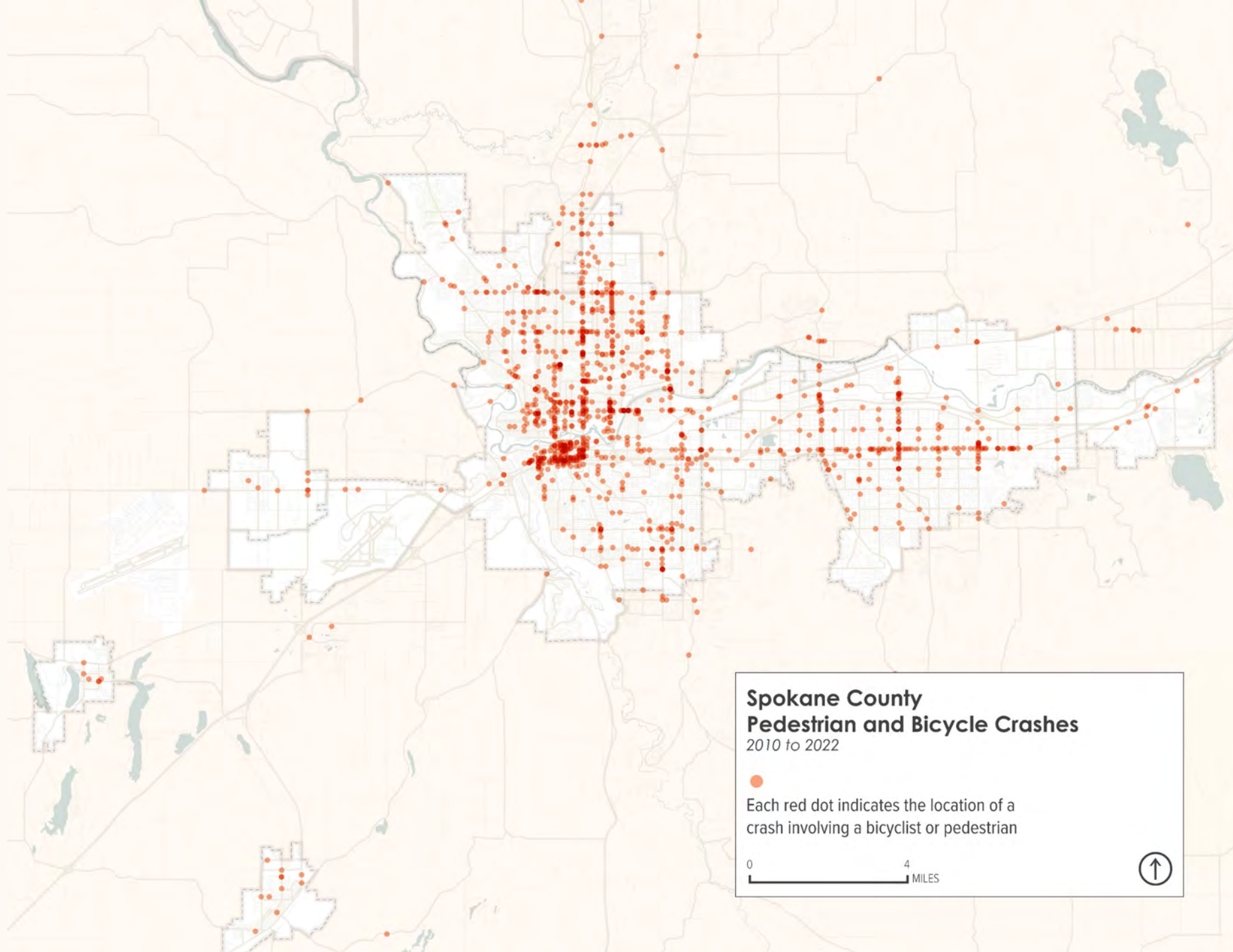
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

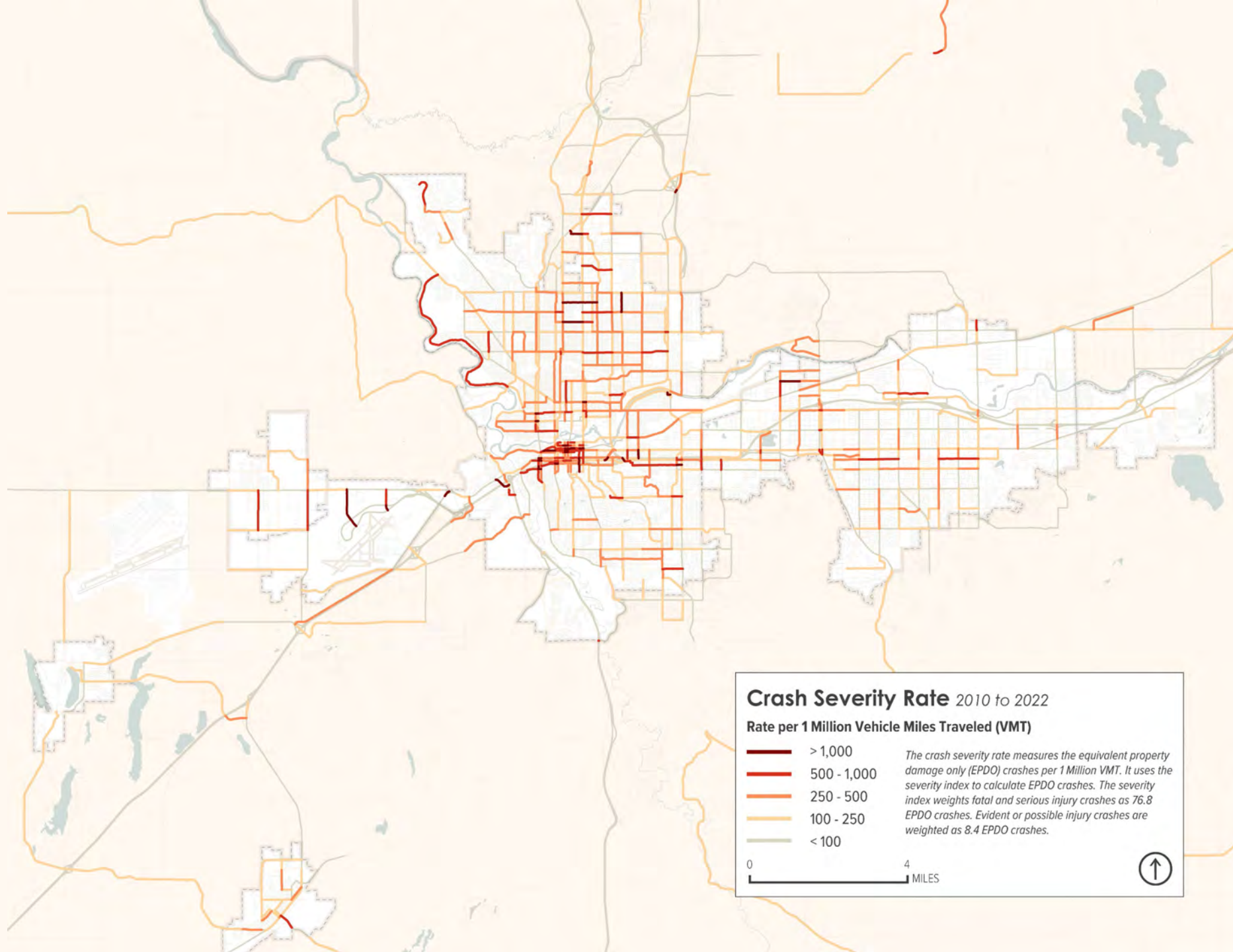
5.Non-motorist fatalities and serious injuries

6.Support transit safety targets





Local Safety Plans



Regional Safety Plan



82%

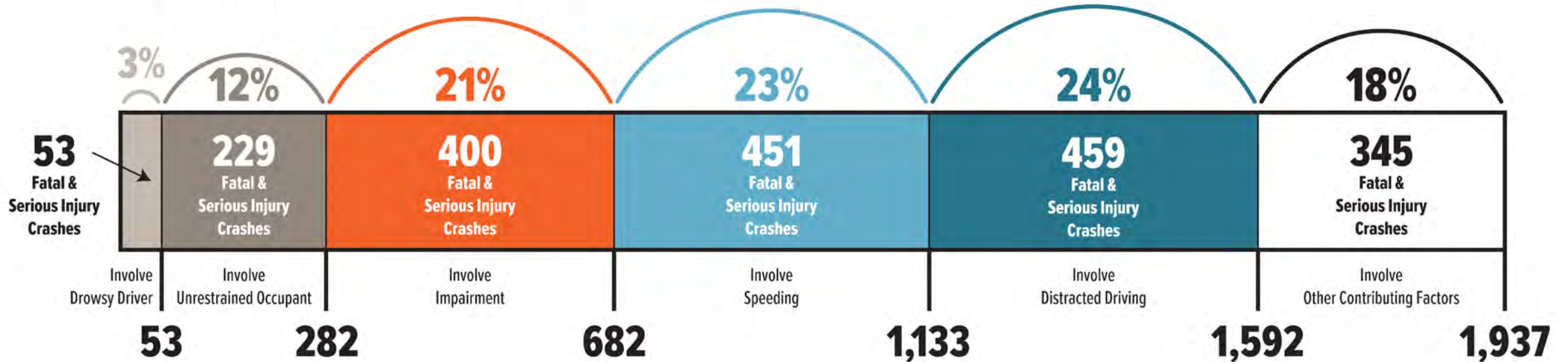


Since 2010 there have been

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 recommendations to the SRTC Board?
2. What role should SRTC play in affecting human behavior?
3. To what degree (weighting) should safety factor into project prioritization?

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DivisionConnects Update

3/23/22

TTC

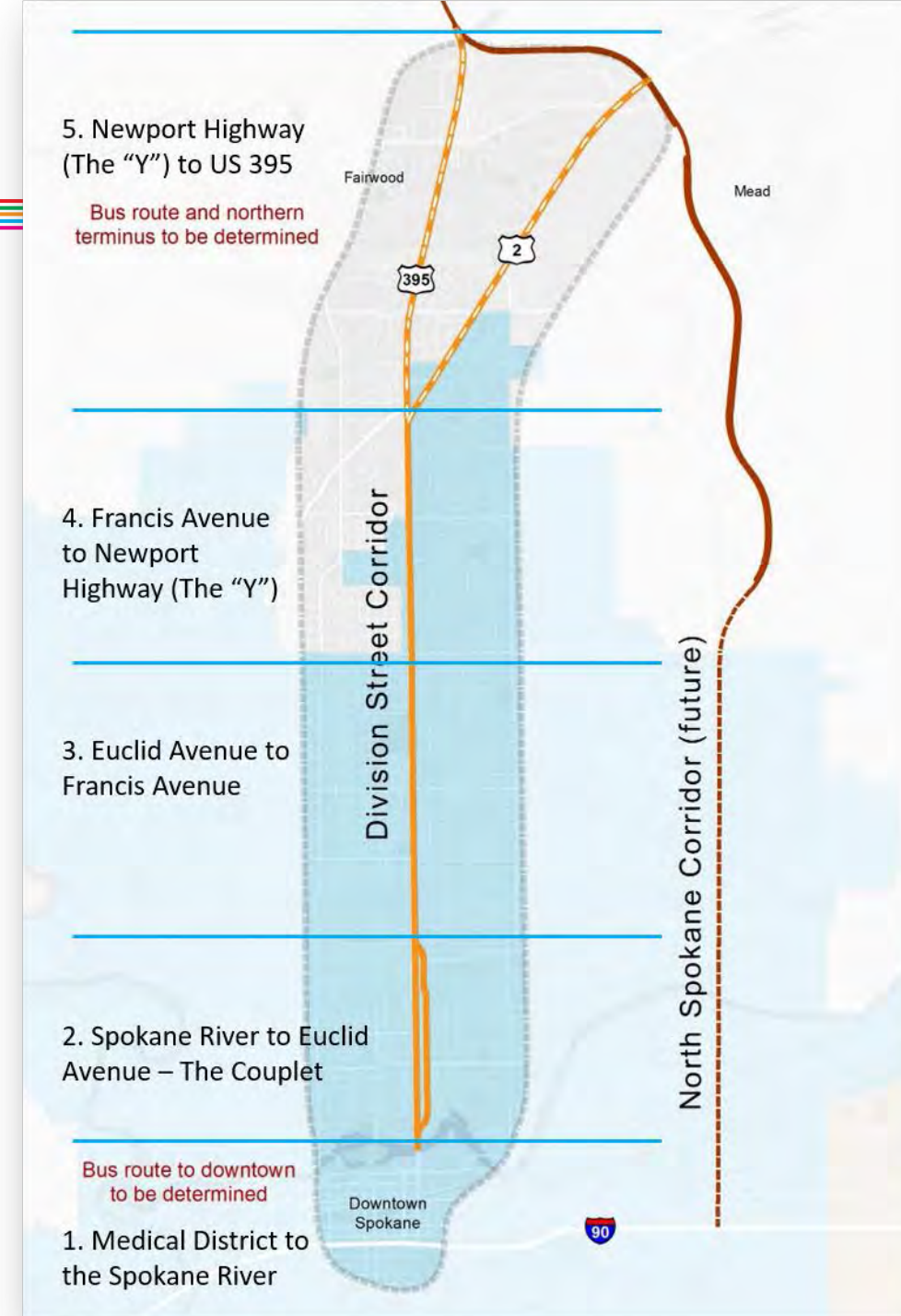
Jason Lien, Principal Transportation Planner

Agenda Item 7, Pg. 7

divisionconnects.org

Phase 1 Complete

- Identification of Locally Preferred Alternative (LPA) for BRT
- Accepted through STA and SRTC Board actions – Spring 2021



Phase 2

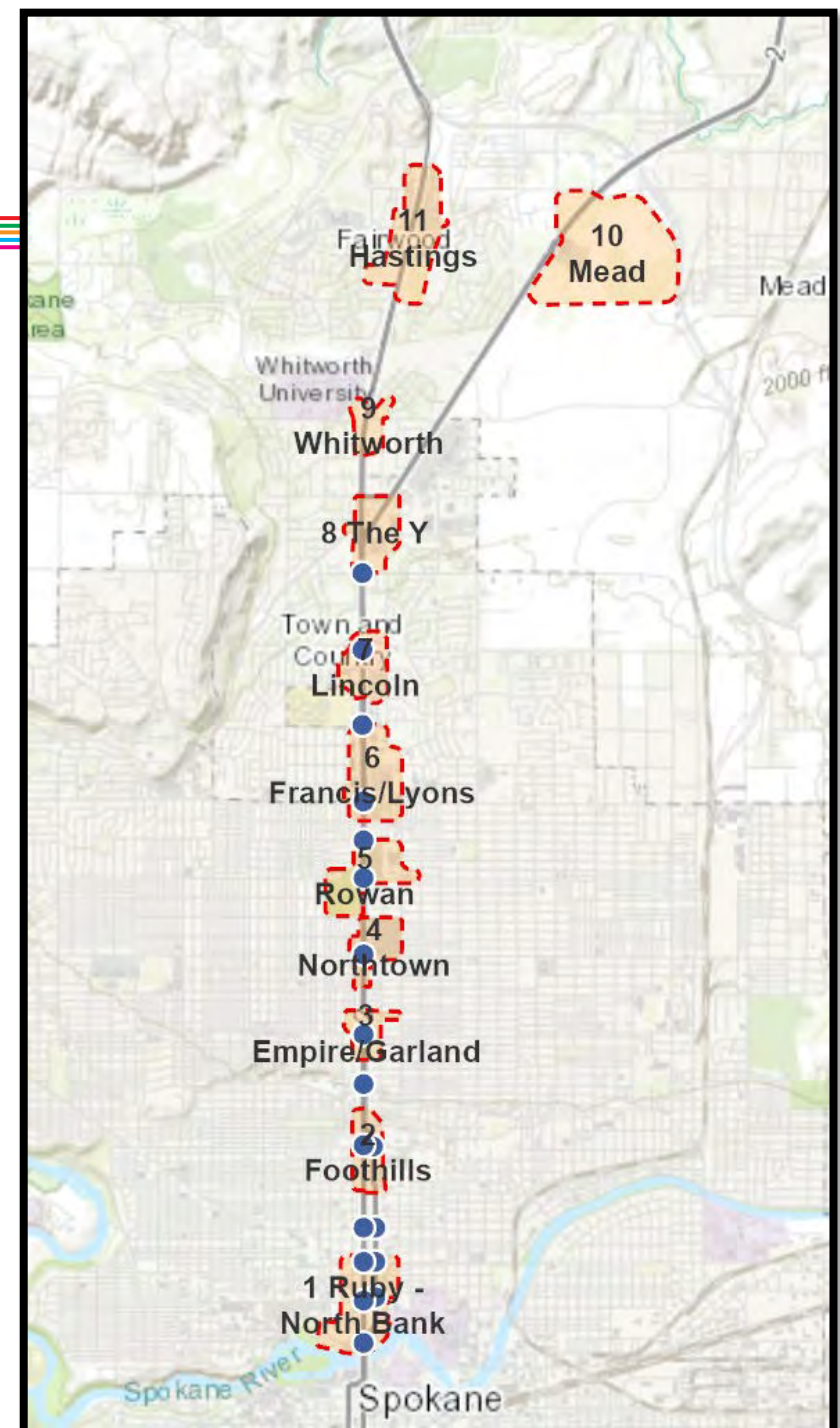
Scope of Work

- Land Use Planning
 - Plan/Policy review
 - Division Activity Nodes
- Transportation Planning
 - Active Transportation
 - Travel Demand Modeling
- Public Engagement

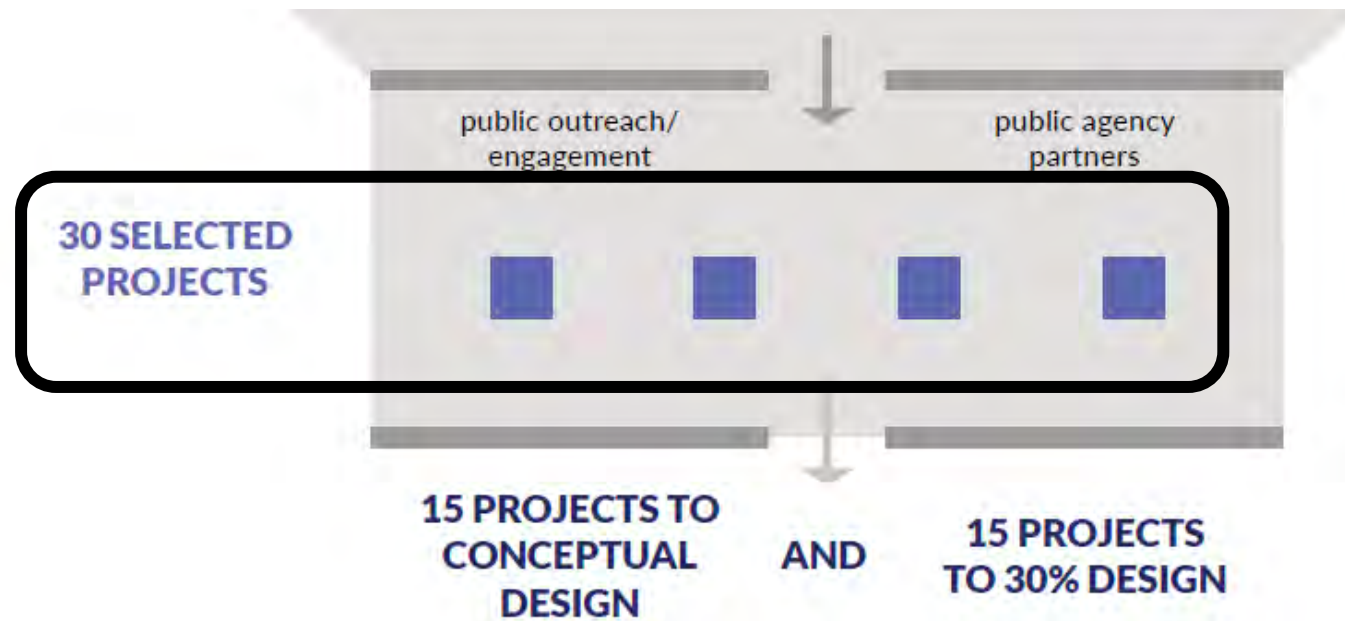


Land Use Planning

- Land use nodes
 - Areas of potential development / redevelopment
- 2-page info sheets for each node
- Feeds into additional land use planning process at City / County

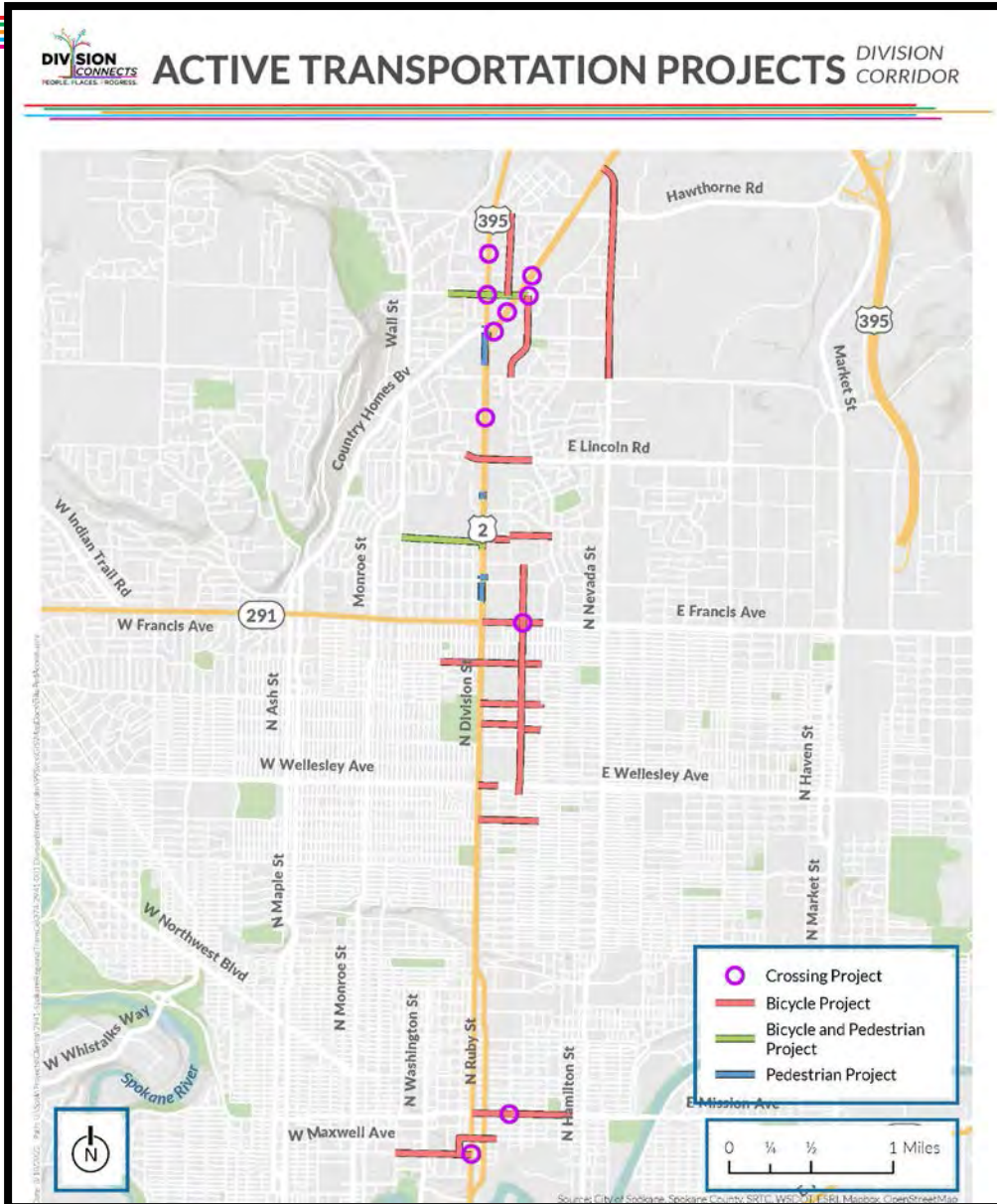


Screening Process for AT Projects



- Projects to support corridor mobility and BRT access

Active Transportation Projects



- 30 projects advanced for further design and consideration
- Coordination with responsible agencies (City, County, WSDOT, STA)
- Implementation

Next Steps

- Travel demand modeling scenarios
- Ongoing agency coordination
- March 31 steering committee
- Wrap up DivisionConnects Phase 2 by end of May
- Division BRT PE phase kicking-off in April
- Division TOD study (STA/City of Spokane/Spokane County) kicking-off Fall 2022

Thank You

Jason Lien

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divisionconnects.org

Project Schedule – Phase 2

		2022				
		JAN	FEB	MAR	APR	MAY
Division Connects	Transportation Planning					
	Land Use Planning					
	Public Engagement					
	Final Plans					

Locally Preferred Alternative

Mainline



Couplet

Division



Ruby



Toll Credits

Transportation Technical Committee

Kylee Jones, Associate Transportation Planner III

Agenda Item 8, Page 9

Information & Discussion Item

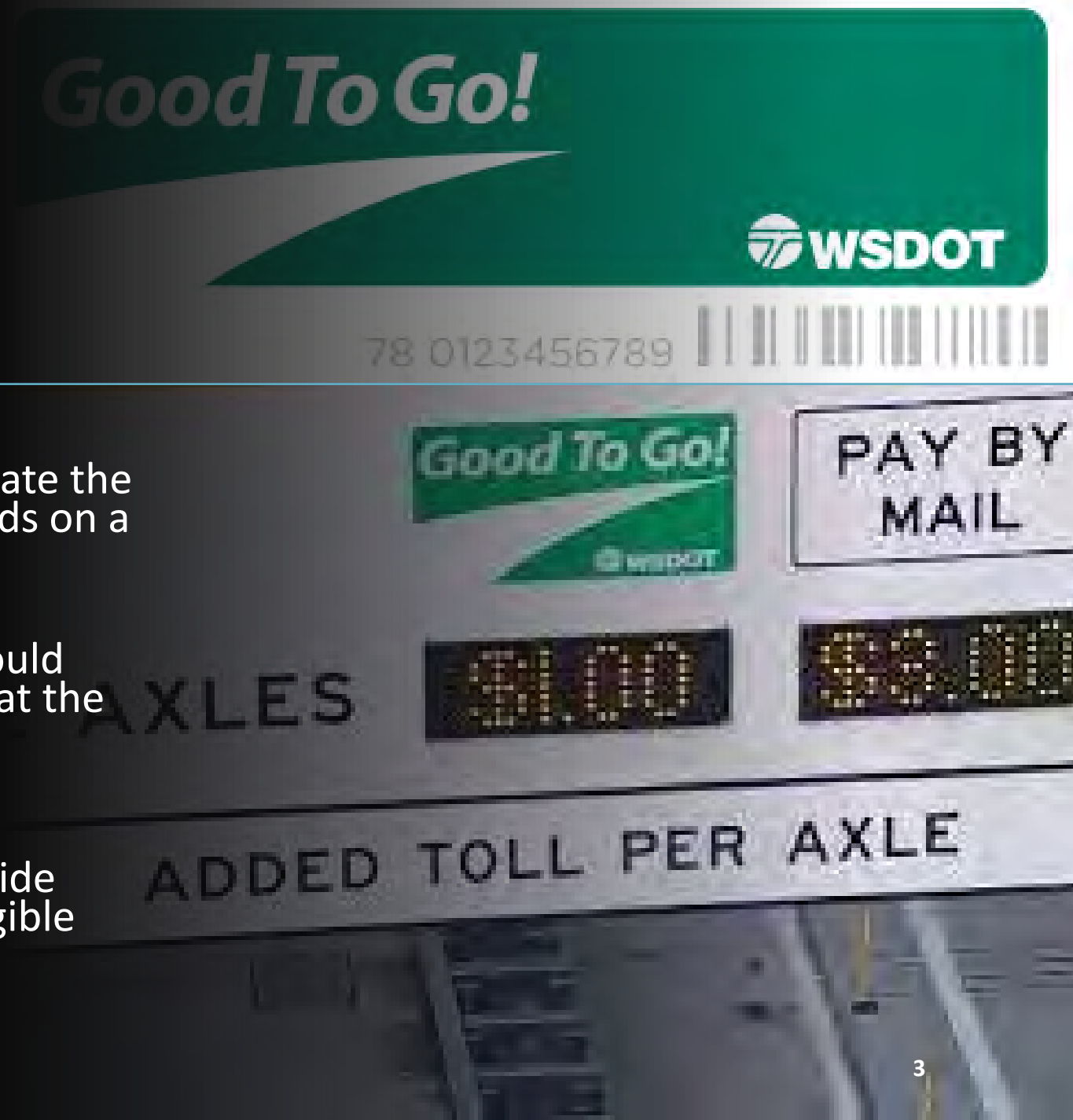
March 23, 2022

Background

- Federal law permits States with toll facilities to earn toll credits that can be applied towards the non-Federal share requirements on Federally funded projects.
- WSDOT has a toll credit program dating back to 1992 and has recently updated their policy to expand the use of toll credits
- Now MPO can use toll credits for certain funding programs through 2026.

Toll Credits: What are they?

- Toll credits provide a way to eliminate the need for non-federal matching funds on a project.
- The practical implication is SRTC could fund projects at 100% rather than at the typical 86.5% within our funding programs.
- Local agencies do not have to provide matching funds to projects (for eligible expenditures)



Toll Credits: What they are not & limitations

- Toll Credits are not the same as cash
- They do not bring additional funding to the region or project
- Funding projects at 100% instead of 86.5% would limit the number of projects SRTC could fund for our member agencies and partners.



Examples of Toll Credit Utilization By MPO's



Project	Toll Credits	Local Match	Funding Allocated
1	100%	0%	\$10 Million
2	100%	0%	\$10 Million
3	100%	0%	\$10 Million
4	100%	0%	\$10 Million
5	100%	0%	\$ 0 of \$10M

Examples of Toll Credit Utilization By MPO's



Project	No Toll Credits	Local Match	Funding Allocated
1	86.5%	13.5%	\$8.65 Million
2	86.5%	13.5%	\$8.65 Million
3	86.5%	13.5%	\$8.65 Million
4	86.5%	13.5%	\$8.65 Million
5	86.5%	13.5%	\$ 5.4 of \$10M

WSDOT Toll Credit Program Considerations:

- The use toll credit utilization is not addressed in the Call for Projects applications due on April 4, 2022
- STBG/CMAQ/TAP/HIP projects are eligible – IF SRTC fully funds the phase/project
- Discretionary projects (e.g., TIGER, INFRA, BUILD, etc.) do not allow toll credits as match
- Project delivery timeline – should align with SRTC's STIP/OA delivery requirements

SRTC Policy Considerations

Toll credit use: accept, reject, apply limited use

Limit toll credit use examples:

- Use only for smaller jurisdictions (small towns, rural)
- Equity related projects
- Capping the amount of Toll Credit request (per agency/per call)
- Use for to redistribute deobligated funds or additional funds that may become available – replace local match*
- Use only to meet our yearly obligation authority target

A high-angle, nighttime photograph of the city of Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a car on a road in the foreground. The city is nestled in a valley, with hills and mountains visible in the background under a dark sky. The text "Thank you!" is overlaid on the right side of the image.

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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