

# Transportation Technical Committee Meeting

Wednesday, April 27, 2022 | 1:00 PM – 2:30 PM

## AGENDA

<i>Time</i>	<i>Item</i>	<i>Page</i>
	1. Call to Order / Record of Attendance	
	2. Approval of March 2022 TTC Meeting Minutes	
	3. Public Comments	
	4. TTC Member Comments	
	5. Chair Report on SRTC Board of Directors Meeting	
	<b><u>FOR ACTION</u></b>	
	6. <b>Toll Credits Policy</b> (Kylee Jones)	2
	<b><u>FOR INFORMATION AND DISCUSSION</u></b>	
	7. <b>Transportation Discussion Series: Stewardship</b> (Kylee Jones)	9
	8. <b>2024-2026 Call for Projects Update</b> (Eve McMenamy)	29
	9. <b>2022 TIP Obligation Target Update</b> (Eve McMenamy)	35
	10. <b>Discussion of TTC Purpose, Duties, Responsibilities and Bylaws</b> (Ryan Stewart)	
	11. <b>Agency Update and Future Information Items</b> (Ryan Stewart)	
	12. <b>Adjournment</b>	

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

# Toll Credits

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Transportation Technical Committee

Kylee Jones, Associate Transportation Planner III

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April 27, 2022

# Requested Action

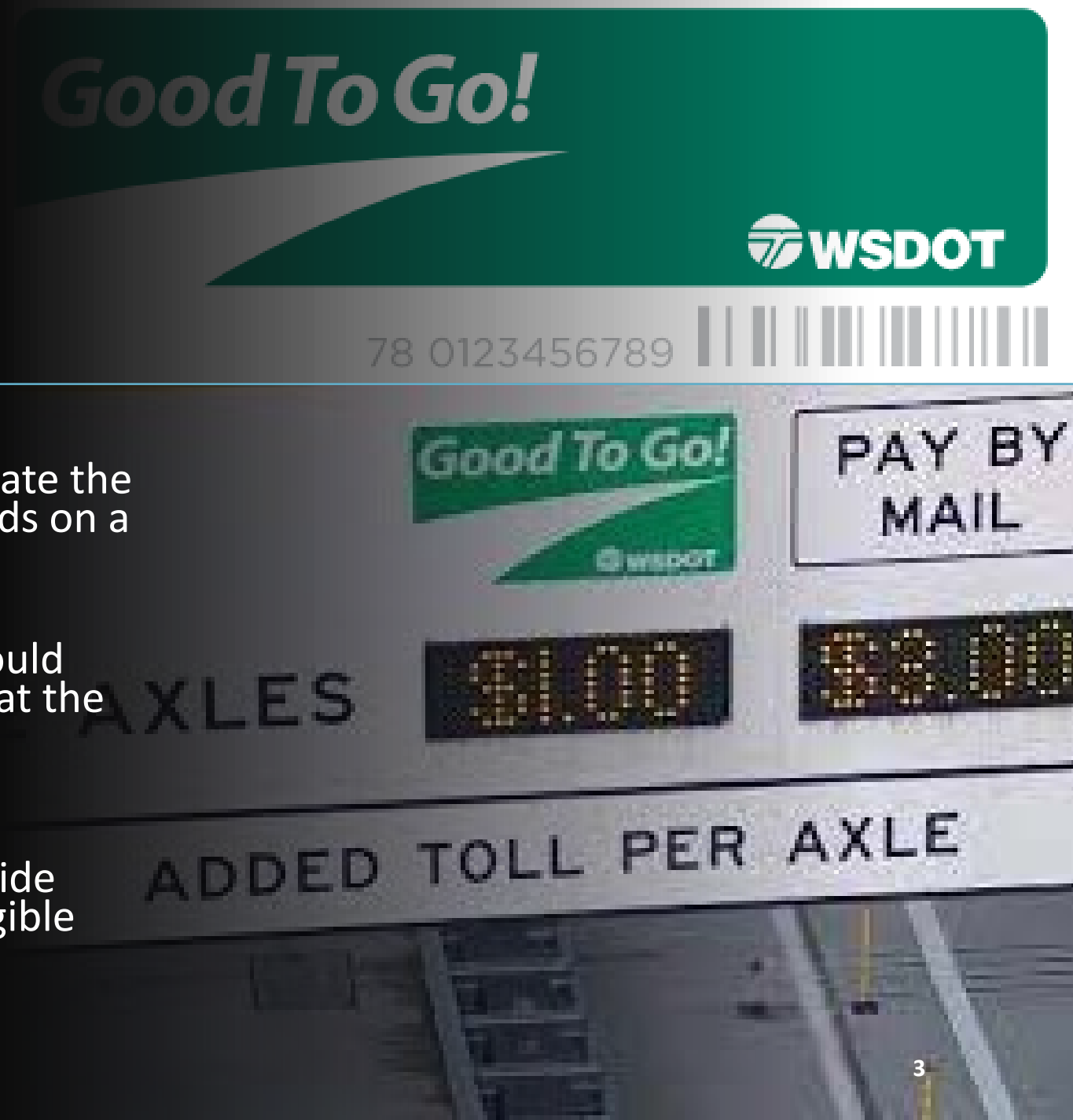
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Recommend Board approval of the following draft Toll Credit Policies:

1. SRTC may use Toll Credits to increase the federal share of a project to meet TIP obligation delivery targets. If utilized, available funds will be evenly distributed across eligible projects or agencies.
2. SRTC may use Toll Credits for small towns under 5,000 population to replace local match for projects funded by Surface Transportation Block Grant (STBG) and STBG-Set Aside (Transportation Alternative) funding.

# 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.



# Next Steps

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- ☑ • March - Feedback from TAC & TTC about use of Toll Credits
- April -
  - ☑ • Board feedback on Toll Credit
  - ☑ • SRTC staff to develop draft policy
  - ☑ • Draft policy for recommendation by TAC/TTC
- May - Draft policy for the Board for approval

# Requested Action

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Recommend Board approval of the following draft Toll Credit Policies:

1. SRTC may use Toll Credits to increase the federal share of a project to meet TIP obligation delivery targets. If utilized, available funds will be evenly distributed across eligible projects or agencies.
2. SRTC may use Toll Credits for small towns under 5,000 population to replace local match for projects funded by Surface Transportation Block Grant (STBG) and STBG-Set Aside (Transportation Alternative) funding.





# Thank you!

**Kylee Jones**

Associate Transportation Planner III

Spokane Regional Transportation Council

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# 2022 Discussion Series: Stewardship

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Transportation Technical Committee

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# 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

Today

Educate

Build a deeper understanding of topics

Today

Dialogue

Dialogue and exchange ideas to advance transportation in the region

Today

Identify

Identify transportation needs and future planning activities

Later

Develop

Develop legislative policy positions and funding strategies

Later

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

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### STEWARDSHIP

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

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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

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# Stewardship

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- Minimize negative impact to the natural environment
- Increase positive impacts to the human environment
- Improve the quality, effectiveness & efficiency of the transportation system



# Stewardship

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- **Quality of Life, Condition of Assets, & Operations, Maintenance and Preservation**
- **What do we need to do/consider to be the most responsible stewards of the funding that the region receives?**



## Climate change may see one in four US steel bridges collapse by 2040



ENVIRONMENT 23 October 2019

by Ruby Prosser Scully

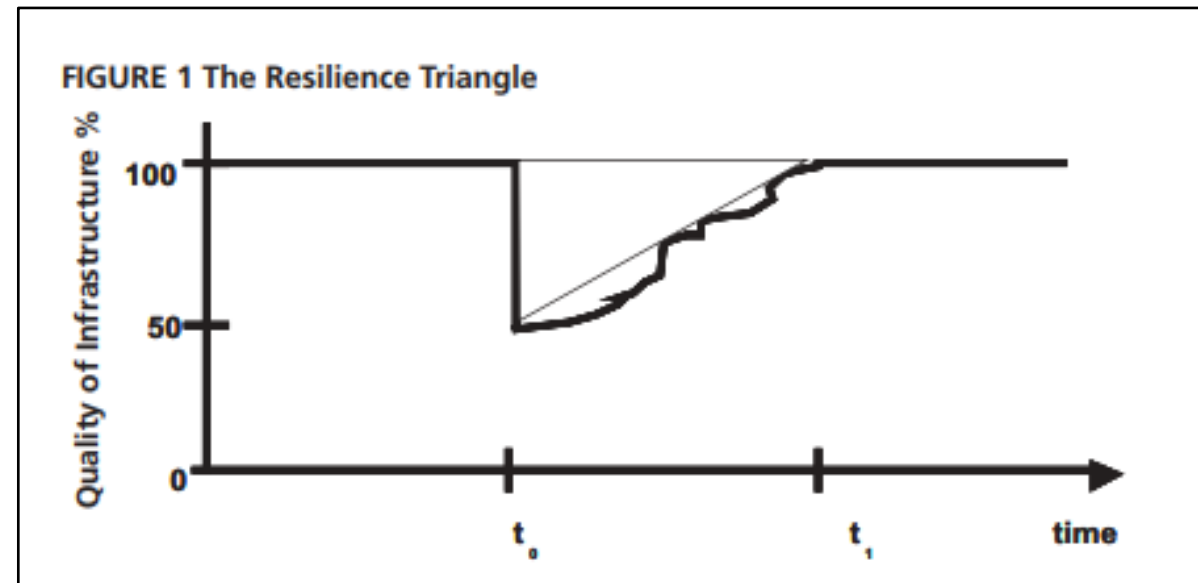


# Climate Change

- Stewardship: Minimize negative impacts to the natural environment & positive human impacts
- What is climate change and why is it important to think about in the context of transportation?

# Sustainability & Resiliency

- **Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Resilient Transportation System**
  - Robustness
  - Redundancy
  - Resourcefulness
  - Rapidity



Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Robustness

- Increase facility design and construction standards to withstand extreme conditions

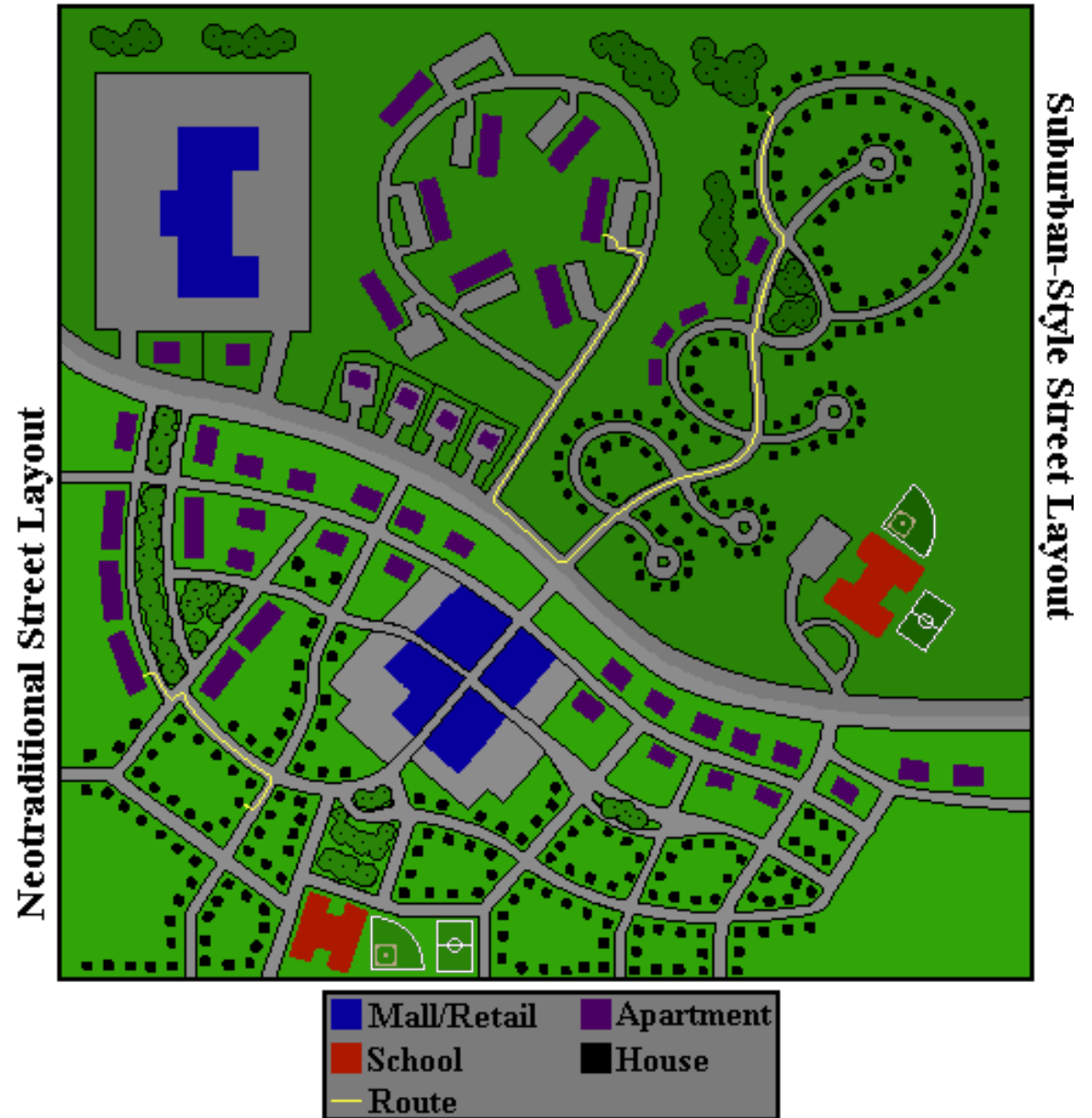




# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Redundancy

- Increase network redundancy and connectivity





# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Redundancy

- Increase transportation system diversity



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# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Resourcefulness

- Improve the ability to communicate with transportation system users (technology)
- Improve systems to identify potential problems, including physical damage, unusual demands and new risks



# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Rapidity

- Establish ways to prioritize transportation system resources



# Current Criteria

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**Stewardship:** Avoid increasing SOV lanes, supports electrification

**Climate change:** Project developed with the intent to reduce emissions & improve air quality and reduce vehicle hours travelled

**Economic Vitality:** Increase redundancy in areas with limited access



# What are the most important factors to consider ?

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## Current Criteria

- Avoid increasing SOV lanes
- Supports electrification
- Project developed with the intent to reduce emissions & improve air quality
- Reduce Vehicle Hours Traveled (VHT)
- Increase redundancy in areas with limited access

## What other metrics would strengthen this Stewardship Criteria?

- Vehicle Mile Traveled (VMT)
- Tailpipe emissions
- Incorporates best practice/new technology
- Supports system diversity
- Uses best preservation techniques/materials

To what degree (weighting) does stewardship factor into project prioritization?

# Stewardship, Climate Change, Sustainable & Resilient Systems - **How do we get there?**

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- Increase transportation system **diversity**.
- Increase **network redundancy and connectivity**
- Increase **facility design and construction standards** to withstand extreme conditions.
- Improve systems to **identify potential problems**, including physical damage, unusual demands and new risks.
- Improve the ability to **communicate** with transportation system users
- Establish ways to **prioritize** transportation system **resources**

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# Thank you!

**Kylee Jones**

Associate Transportation Planner III

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# 2024-2026 Call for Projects Update

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SRTC TTC Meeting

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# Call for Projects Schedule

2022	
Jan 14	SRTC Board of Directors - Begin Principles of Investment discussion, off the top funding (INFO)
Jan 22 & 24	TAC & TTC meetings – Call for Projects update, principles of investment discussion (INFO)
Feb 10	SRTC Board of Directors - Principles of investment, off the top funding (ACTION)
Feb 11	CALL FOR PROJECTS RELEASED
Mar 7	Project Eligibility Worksheet and Complete Streets Checklist DUE by 4:00 pm.
Apr 4	APPLICATION Package DUE by 4:00 pm.
Apr 5-22	SRTC staff screens projects for completeness, consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ project at this time
<b>Apr 25 – May 13</b>	<b>Project scoring</b>
May 23	TAC & TTC meetings - review preliminary results
Jun 9	SRTC Board - review preliminary results
Jun 22	TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ STBG Set-Aside, HIP and HIP CRRSAA projects to fund and contingency lists for Board approval
Jul 14	SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists. (ACTION)
Aug – Oct	2023-2026 TIP development process which includes a 30-day public comment period on the draft TIP.

# Applications Received

AGENCY	PROJECT TITLE
Airway Heights	SR2 Pedestrian and Multi-Modal Enhancements
Deer Park	N Colville Reconstruction, Third St to North City Limits
Fairfield	Railroad Ave Rehabilitation
Medical Lake	Lake St ADA Upgrades
City of Spokane	Pacific Ave Neighborhood Greenway
City of Spokane	Fish Lake Trail Connection Phases 1-3
City of Spokane	195/Meadowlane
City of Spokane	Millwood Trail - Children of the Sun Trail to Fancher
City of Spokane	Sunset Highway Pathway - Royal St to Spotted Rd
City of Spokane	Broadway Ave Reconstruction - Ash St to Lincoln St
City of Spokane	Riverside Ave - Monroe to Wall Reconstruction
City of Spokane	Palouse/Freya Roundabout
City of Spokane	Mallon Ave - Monroe to Howard Reconstruction
City of Spokane	Wellesley Ave, Freya to Havana
City of Spokane	Arthur St Sidewalk & Greenway
City of Spokane	Cook St Greenway
City of Spokane	Driscoll Sidewalk - Garland to Wellesley
City of Spokane	King Cole Way - Wood Bridge in Riverfront Park

Agency	PROJECT TITLE
City of Spokane	Nevada/Lincoln Intersection
City of Spokane	Signal Controller Upgrades
City of Spokane	Signals - Maple & Rowan and Ash & Rowan
City of Spokane	Spokane Falls Blvd Reconstruction - Post St to Division St
Spangle	Old Hwy 195 Rehabilitation
Spangle	Patching and Chip Seal Various Locations
Spokane County	Bigelow Gulch Road Project 2
Spokane County	Harvard Rd Phase 2
Spokane County	Wall St & Country Homes Blvd Intersection
Spokane County	Craig Rd Project 1
Spokane County	Nevada Rd Reconstruction: Hawthorne to US 2
Spokane County	Cascade Way Reconstruction & Stormwater Project
Spokane County	Magnesium Rd Preservation: Crestline to Market
Spokane County	Deno Rd Reconstruction - Rambo Rd to Craig Rd
Spokane County	Argonne Rd & Upriver Driver Intersection
Spokane County	Centennial Trail Argonne Gap Alternatives Study
Spokane County	Starr Rd Preservation
Spokane County	Commute Trip Reduction Program
Spokane Valley	Pines Rd/BNSF Grade Separation
Spokane Valley	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange (PE Only)
Spokane Valley	Broadway Ave Reconstruction (Havana to Fancher)
Spokane Valley	Barker Corridor: Appleway to Sprague
Spokane Valley	Barker Corridor: 4th Ave Roundabout
Spokane Valley	Spokane Valley River Loop Trail
Spokane Valley	Barker Corridor: 8th Ave Roundabout
Spokane Valley	Appleway Trail & Stormwater Improvements
Spokane Valley	Argonne Rd/I-90 Bridge (PE Only)
Spokane Valley	Barker Corridor: Sprague to 4th
Spokane Valley	Barker Corridor: 4th to 8th
Spokane Transit	I90/Valley HPT Line Park & Ride Construction
Spokane Transit	Division St BRT Project Development
Spokane Transit	Wellesley HPT - Preliminary Engineering
Spokane Transit	Sunset HPT - Preliminary Engineering

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# Questions?

Eve McMenamy  
Deputy Executive Director  
[evemc@srtc.org](mailto:evemc@srtc.org) | 509.318.9466



# Transportation Improvement Plan (TIP) Obligation Target Update

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SRTC TTC Meeting

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# Statewide Policy -Obligation Targets



Each year deliver Obligation Target based on allocations from WSDOT

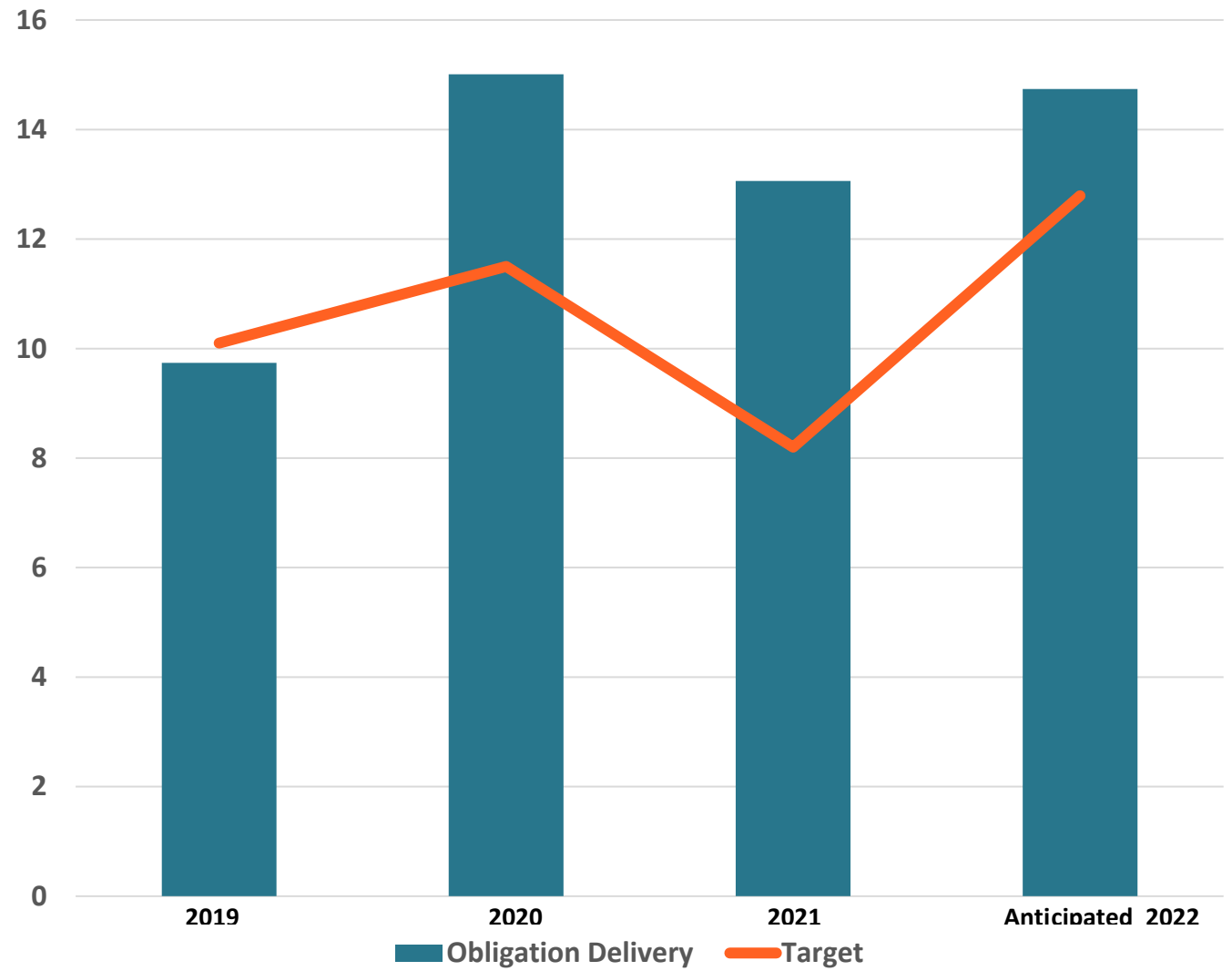


If by June 31<sup>st</sup> SRTC meets our target this increases SRTC's chance to receive addition obligation authority.



If an MPO region misses targets by Sept. 30<sup>th</sup> for two consecutive years, funds may be sanctioned

# Federal Fiscal Year (FFY) Obligation Target Tracking



# FY 2022 Target -\$12.79M

	Anticipated	To Date
Subtotal of Obligations	\$14,945,865	\$1,559,810
FY 2022 1st Quarter Obligations	\$231,536	\$231,536
Project Deobligations	(\$451,242)	(\$56,599)
Total	\$14,735,159	\$1,734,747

# Current Target Projection



Anticipating delivering our target prior to end of FY 2022



Risk- agreements pending on one project



No additional obligation authority anticipated by WSDOT





# Questions?

Eve McMenamy  
Deputy Executive Director  
[evemc@srtc.org](mailto:evemc@srtc.org) | 509.318.9466



Project Title	Agency	Phase	Program/Anticipated FY 2022 Obligation	Amt. Obligated	Delivery Status
Highway 2 Shared Use Path Gap Project	Airway Heights	PE	\$11,371	\$10,950	Delivered
Highway 2 Shared Use Path Gap Project	Airway Heights	CN	\$217,127		
Washington Street Preservation	Cheney	PE	\$34,500	\$44,128	Delivered
Washington Street Preservation	Cheney	CN	\$376,172		June
E Crawford Preservation	Deer Park	PE	\$29,174	\$29,174	Delivered
E Crawford Preservation	Deer Park	CN	\$470,957		June
Argonne Road Congestion Relief	Millwood	PE	\$33,220	\$33,220	Delivered
Argonne Road Congestion Relief	Millwood	CN	\$2,345,214		July
Driscoll/Alberta/Cochran Sidewalk	Spokane	PE	\$130,000	\$130,000	Delivered
Haven Street Grind and Overlay*	Spokane	PE	\$81,692		June
Maple St Chip Seal*	Spokane	PE	\$57,484		June
Spokane Falls Blvd	Spokane	PE	\$500,000		June
Thor/Freya from Hartson to Sprague*	Spokane	CN	\$1,500,000		June
57th Ave Freya St Roundabout	Spokane Co.	RW	\$66,000		May
Brooks Road	Spokane Co.	CN	\$2,097,804		July
Commute Trip Reduction Program	Spokane Co.	PL	\$294,000		June
Elk Chattaroy Preservation	Spokane Co.	CN	\$519,969		June
Little Spokane Connection Rd Pathway	Spokane Co.	CN	\$415,400		May
2023 Metropolitan Transportation Planning*	SRTC	PL	\$350,000	\$350,000	Delivered
Broadway at I-90 Preservation	Spokane Valley	PE	\$66,966	\$68,335	Delivered
Pines Road/BNSF Garde Separation	Spokane Valley	CN	\$2,940,000		June
Pines and Mission Intersection Improvements	Spokane Valley	RW	\$166,900		May
Sprague Avenue Preservation	Spokane Valley	CN	\$894,003	\$894,003	Delivered
Sprague Avenue Preservation	Spokane Valley	CN	\$869,112		May
Wilbur Road Sidewalk: Boone to Mission	Spokane Valley	CN	\$487,800		May
Subtotal of Obligations			\$14,954,865	\$1,559,810	
FY 2022 1st Quarter Obligations				\$231,536	
Project Closures (count against the balance)				(\$56,599)	
<b>Obligation tracking to \$12,790,000 target</b>				<b>\$1,734,747</b>	