

Transportation Advisory Committee Meeting Agenda

Wednesday, January 25, 2023 | 3:00 PM

Agenda items in highlighted text had presentations, which follow this page.

Time	Item	Page
3:00	1 Call to Order / Record of Attendance	
3:02	2 Approval of December 2022 TAC Meeting Minutes	3
3:03	3 Public Comments	
3:05	4 TAC Member Comments	
3:10	5 Chair Report on SRTC Board of Directors Meeting	

ACTION ITEMS

3:15	6	2023-2026 Transportation Improvement Program February Amendment (Kylee Jones)	6
3:20	7	SRTC 2024-2026 Preservation Call for Projects (Eve McMenamy)	9
3:30	8	Transportation Performance Measures: PM1 Safety (Mike Ulrich)	16

INFORMATION AND DISCUSSION ITEMS

3:45	9	SFY 2024-2025 Unified Planning Work Program Development Overview (Ryan Stewart)	17
3:55	10	Bicycle Level of Traffic Stress (Jason Lien)	19
4:05	11	Guest Presentation: WSDOT Complete Streets (Shea Suski, WSDOT)	n/a
4:20	12	Introduction to the Carbon Reduction Program Funding (Kylee Jones)	20
4:25	13	Agency Update (Jason Lien)	n/a
4:30	14	Adjournment	

SRTC 2024-2026 Preservation Call for Projects

SRTC Committees

For Action

Agenda Item 7 | Page 9

1/25/23

Requested Action

- **Recommend Board approval of the SRTC 2024-2026 Preservation Call for Projects principles of investment and application as reported in the Attachment.**

Principles of Investment-Draft

- \$9.2M set aside by SRTC Board for this call for projects
- The SRTC Committees offer the following points for discussion:
 - Limit project applications to include grind and overlays, chip seals & other sealant projects;
 - Limit project awards not to exceed \$1.5M; and
 - Limit any one jurisdiction total awards not to exceed \$3M

Recommended Application-Draft

- Economic Vitality- 15 points
- Cooperation and Leadership- 15 points
- Stewardship- 15 points
- Systems Operations, Maintenance & Preservation- 40 points
- Quality of Life and Mobility- 15 points
- Equity- Not scored, mapping of projects provided

Recommended Application Updates

- Added language that small towns may use toll credits in lieu of local match
- Updated language to be consistent with Horizon 2045
- Equity- Provide a map overlaying project locations in relationship to WA Environmental Health Disparities ≥ 7 & Areas of Potential Disadvantage, in Horizon 2045

Application-Draft

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 40 POINTS

Condition

4a (30). Structural Condition Preservation -30 points

What is the pavement OCI and what year was the last measurement?

- ☐ OCI 41-55 (10 points)
- ☐ OCI 56-65 (20 points)
- ☐ OCI 66-85 (30 points)

National Highway System

4b (10) Is the project on:

Scored internally by SRTC staff.

- ☐ The National Highway System (NHS) (10 points)? (Horizon [20402045](#), [page 2-22](#) [figure 2.28](#))
- ☐ A Minor Arterial or Major Collector ([5-8](#) points)? [\(This change supports need for other arterials and improves scoring for roads from smaller cities/towns\)](#)

Bicycle and Pedestrian Improvements

5a (5) Does this project benefit pedestrian transportation and/or mobility? Example – Crosswalk enhancements. [If the project does not require ADA upgrades but the project includes ADA upgrades please include here.](#)

Explain

Next Steps

Date	Who	Action
January 25, 2023	TTC & TAC	Recommend principles of investment & application
February 9, 2023	SRTC Board	Approve principles of investment & application
<u>February 10, 2023</u>	SRTC Staff	<u>Call for projects released</u>
<u>April 14, 2023</u>	<u>Local Agencies</u>	<u>Application deadline</u>
June 28, 2023	TTC & TAC	Recommend awards
July 13, 2023	SRTC Board	Approve awards

Requested Action

- **Recommend Board approval of the SRTC 2024-2026 Preservation Call for Projects principles of investment and application as reported in the Attachment.**
- **Requesting at least three committee volunteers for scoring applications April 24- May 12.**

Transportation Performance Management: PM1 - Safety

SRTC Committees

For Action

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01/25/23

Requested Action

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

Recap

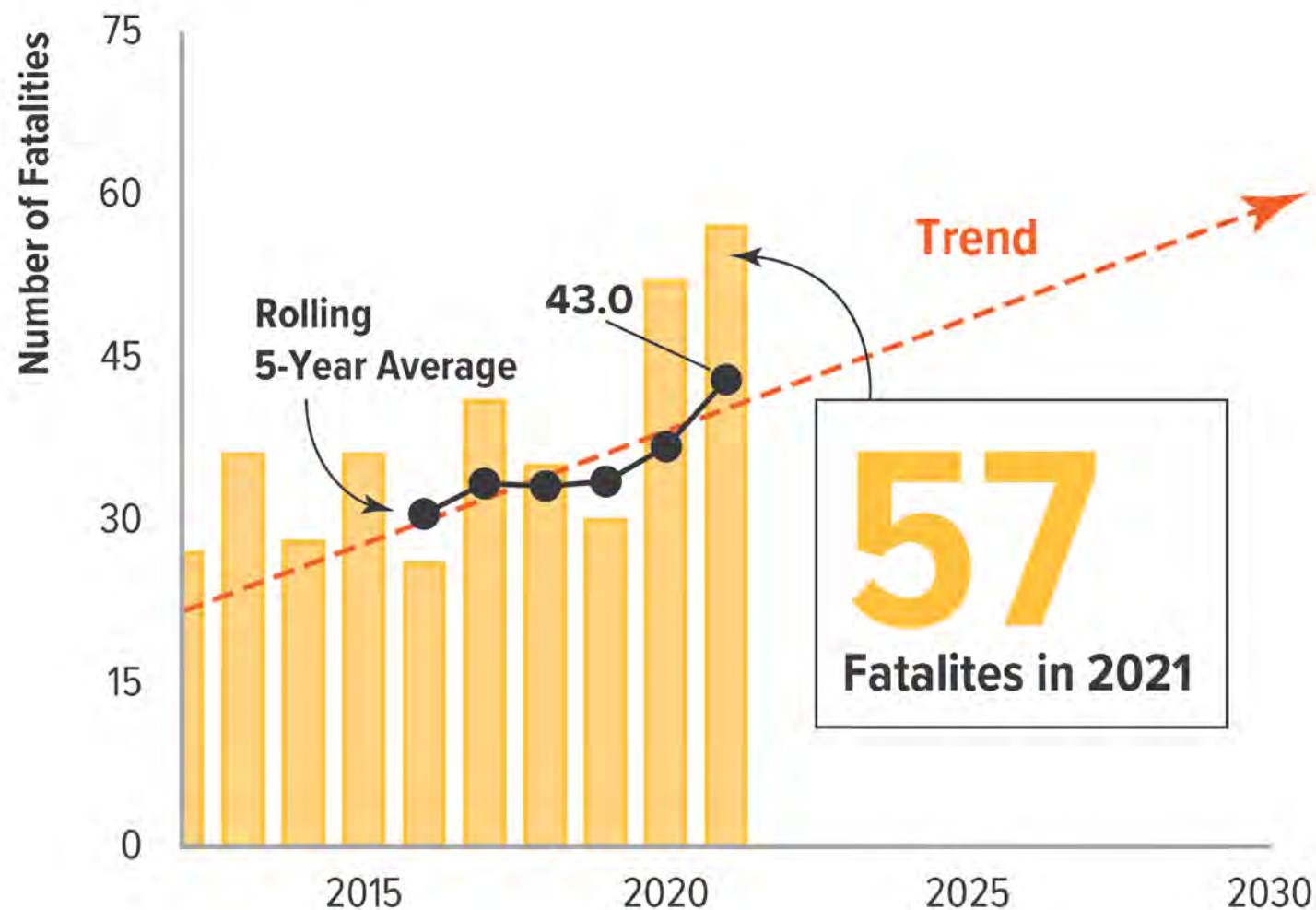
- **Highway Safety Improvement Program (HSIP)**
 - ~\$3B / year nationally for investments in safety projects.
 - WA State: approximately \$30M to local agencies/ year.
 - Historically, 2-3 projects get funded each year in our region.
 - Since 2014, the average amount awarded to the region is about \$2.5M/year.
- **Transportation Performance Management (TPM)**
 - a strategic approach that uses system information to make investment and policy decisions to achieve seven national performance goals

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

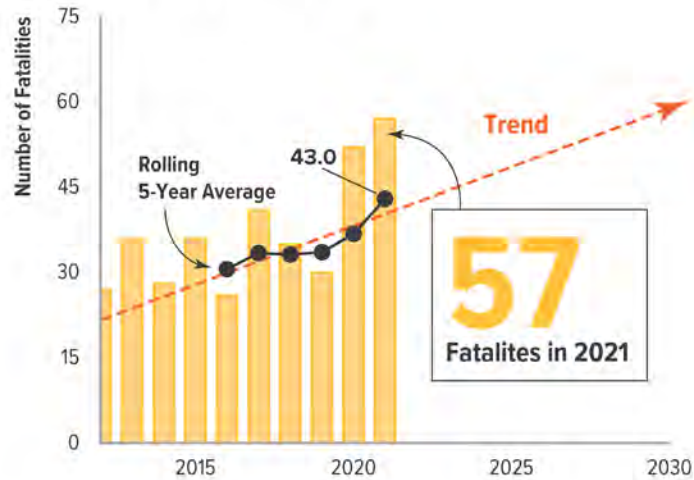
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

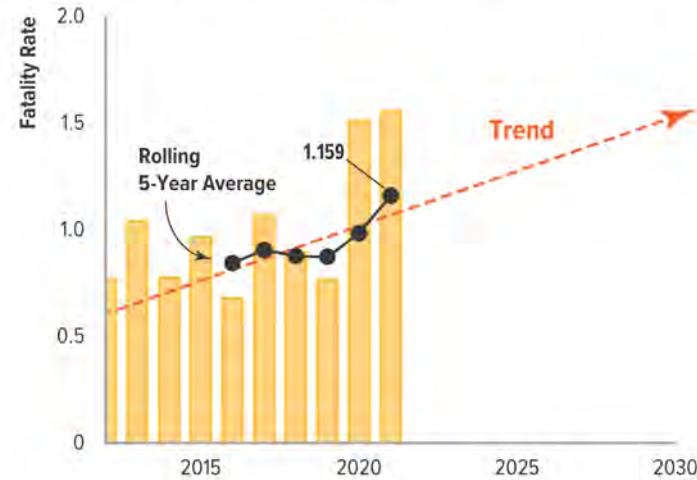


SRTC Metropolitan Planning Area (Spokane County)

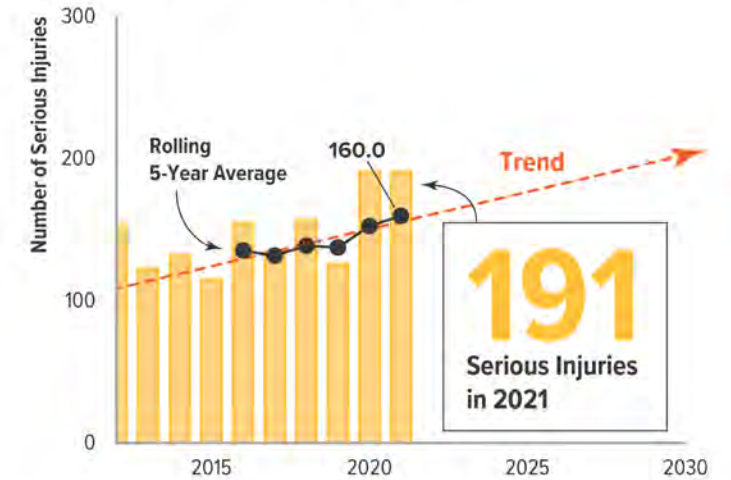
Measure #1: Fatalities



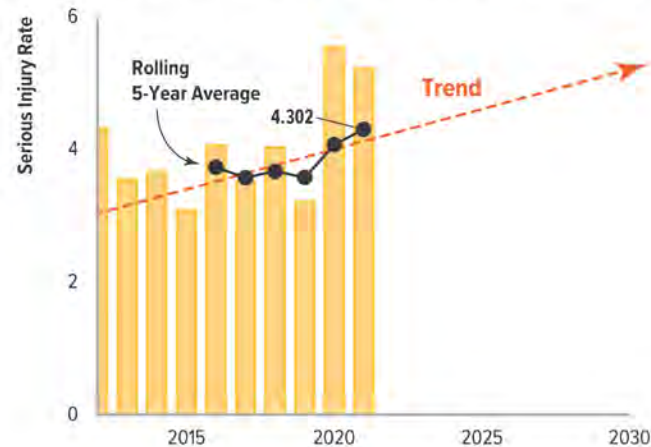
Measure #2: Fatality Rate *per 100 million VMT*



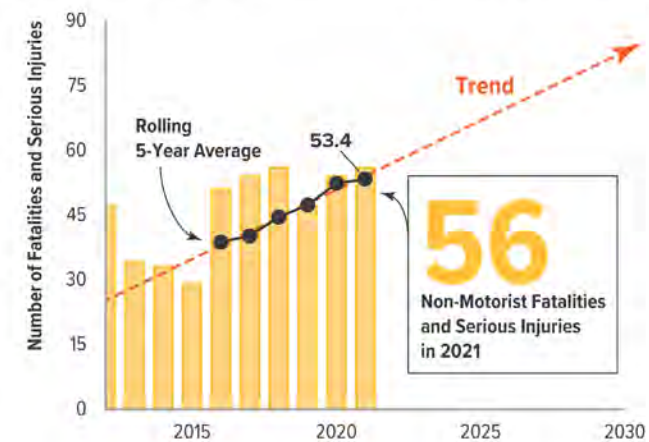
Measure #3: Serious Injuries



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



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

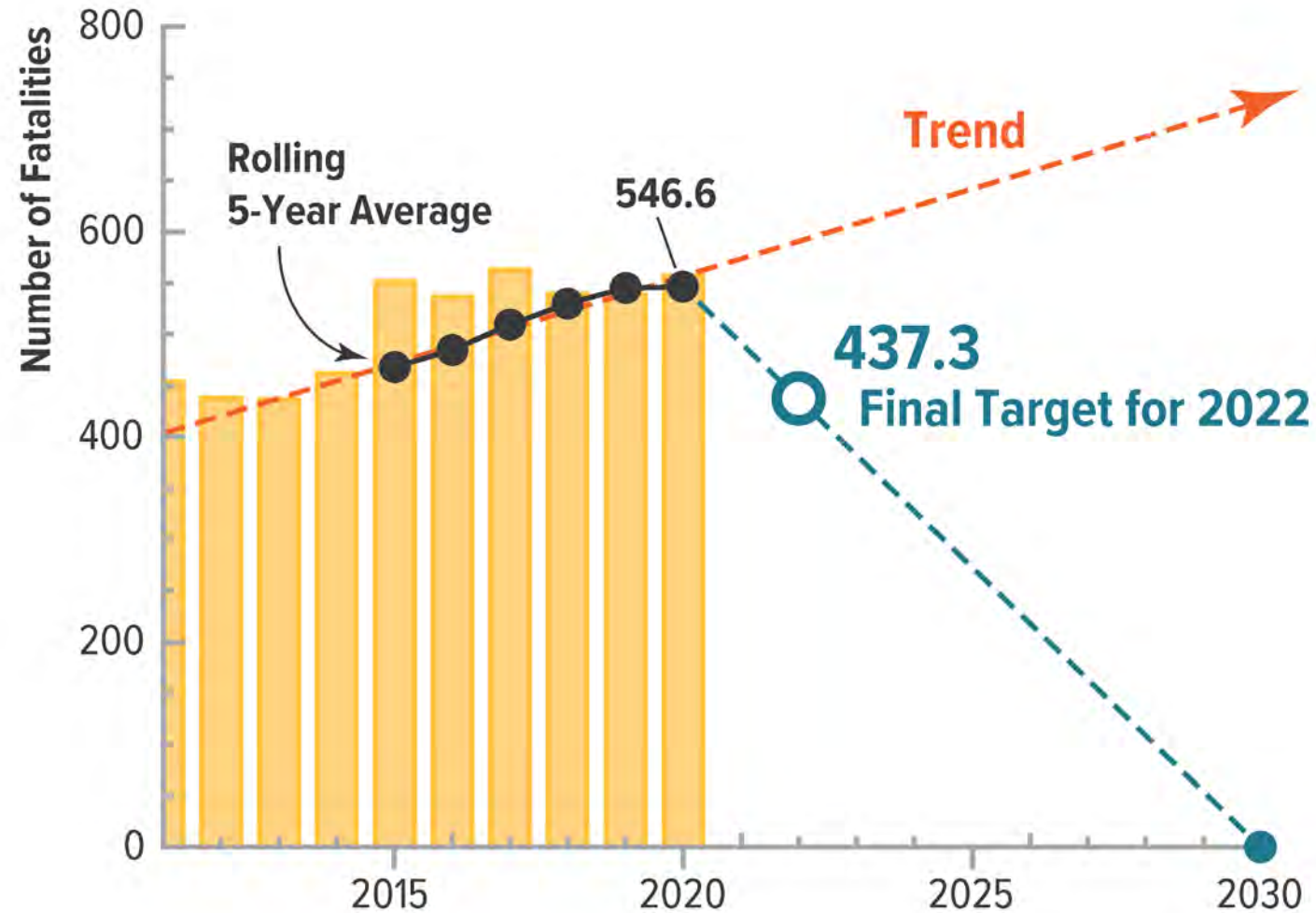




WSDOT Target Zero

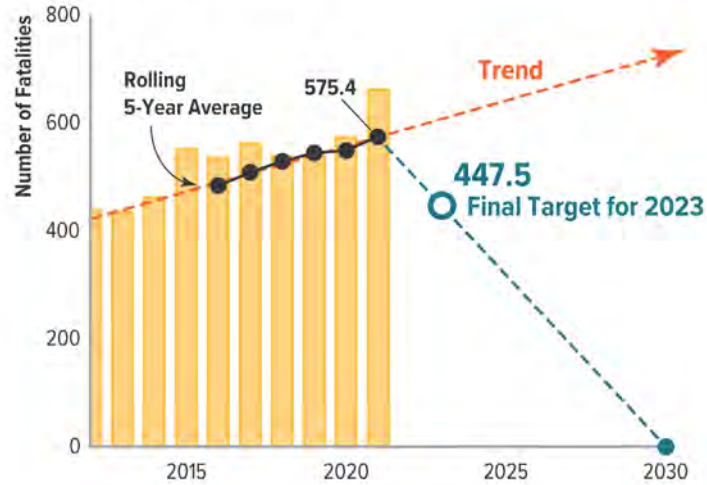
Washington - Statewide

Measure #1: Fatalities

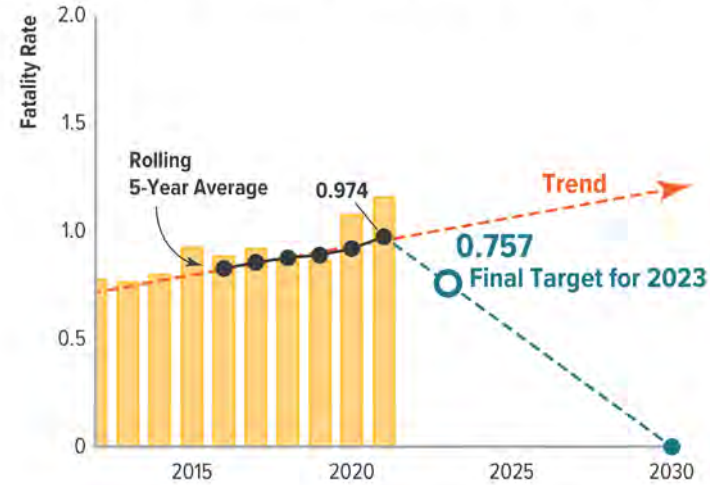


Washington - Statewide

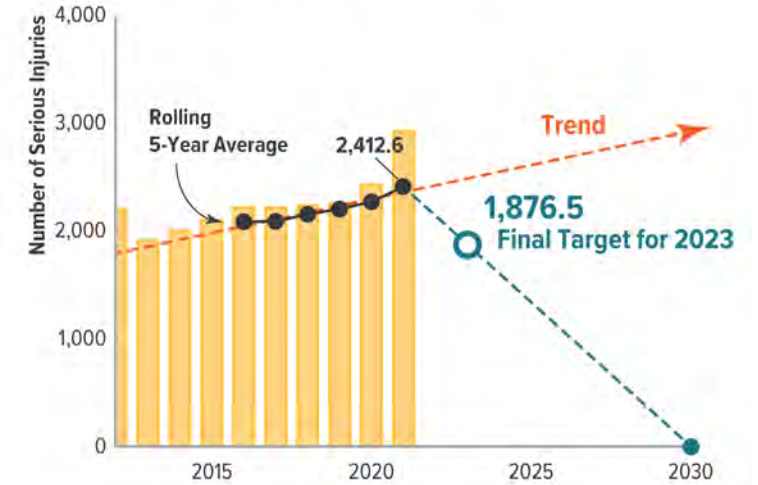
Measure #1: Fatalities



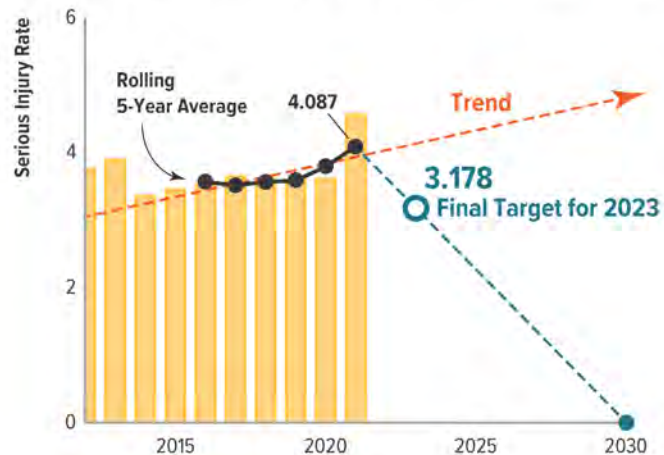
Measure #2: Fatality Rate *per 100 million VMT*



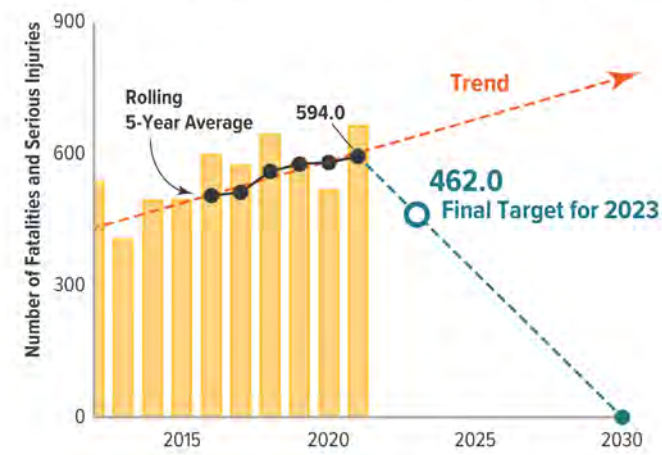
Measure #3: Serious Injuries




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...

Options

1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target
2. Commit to a quantifiable HSIP target for the metropolitan planning area



Safe Streets and Roads for All (SS4A)

Requested Action

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

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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2024-2025 UPWP Development

TAC Meeting

Agenda Item 9 | Page 17

January 25, 2023

UPWP Purpose

- Identify all transportation planning activities to be conducted in the metropolitan planning area during the two-year period.
- Define the activities and their associated financial resources.
- July 1, 2023 through June 30, 2025 Washington state fiscal year periods.

UPWP Requirements

- Meet federal UPWP requirements in 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C
- Fulfill reporting requirements identified in the MPO/RTPO funding agreement
- Provide sufficient detail to determine eligibility of work tasks, programs, and activities, and allow the state to recommend approval of UPWPs to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

Federal Planning Factors

- Economic vitality
- Safety and security
- Accessibility and mobility
- Environment, energy conservation, quality of life, growth and economic development
- Integration and connectivity
- System management and operation
- Preservation
- Resiliency and reliability
- Travel and tourism

State Transportation System Policy Goals

- Economic Vitality
- Preservation
- Safety
- Mobility
- Environment
- Stewardship

Federal Emphasis Areas

- Climate change
- Equity and Justice 40
- Complete streets
- Public involvement
- Strategic Highway Network coordination
- Federal land management agency coordination
- Planning and environmental linkages
- Data in transportation planning

State Emphasis Areas

- Updating Regional Transportation Planning Organizations (RTPO) duties
- Making public documents accessible
- Enhancing diversity, equity, and inclusion efforts
- Developing and implementing several statewide plans
- Updating functional classifications as a result of urban area boundary revisions
- Financial accounting

UPWP Sections

1. **Program Administration and Coordination**
2. **Public and Stakeholder Participation and Coordination**
3. **Data Management and Systems Analysis**
4. **Metropolitan Transportation Plan (MTP) and General Long-Range Transportation Planning**

UPWP Sections (cont')

5. **Transportation Improvement Program (TIP)**
6. **Congestion Management Process (CMP)**
7. **Planning Coordination and Studies**
8. **Regional Transportation Planning Organization (RTPO) Functions**
 - **Budget: Revenues and Expenditures**
 - **WSDOT Eastern Region** **Spokane Transit**

Schedule

SFY 24-25 UPWP Task/Milestone	Jan	Feb	Mar	Apr	May	June	July
Content development							
STA and WSDOT sections							
Preliminary draft UPWP submitted to WSDOT				TBD			
WSDOT/FHWA/FTA meeting				TBD			
Public comment period							
TAC/TTC							
Board							
Approved SFY 24-25 UPWP submitted to WSDOT							
FHWA/FTA Approval							
SFY 24-25 UPWP effective							

Questions?

Ryan Stewart, AICP

Principal Transportation Planner

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Bicycle Level of Traffic Stress

TAC – JANUARY 25, 2023

JASON LIEN

AGENDA ITEM 10, PG. 19





Purpose of LTS

- ❑ Grading system to rate bicycling comfort on the bike network
- ❑ Data point for SRTC and partners to gauge function of regional priority network
- ❑ Better understand barriers on the system, particularly for broader category of potential cyclists

User Types

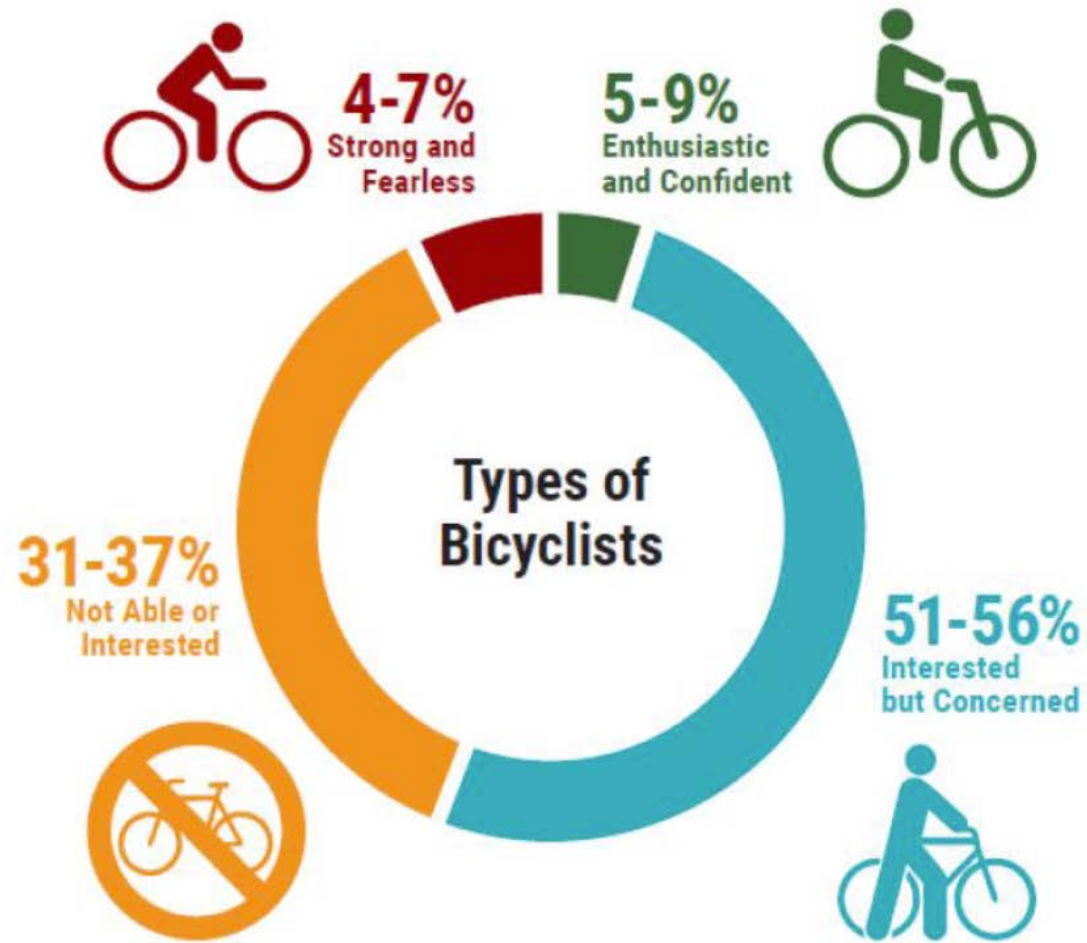


Image: Alameda County



LTS Method

- ❑ Compile data for street segments:
 - ❑ #Thru-lanes
 - ❑ Posted speed
 - ❑ Traffic volume
 - ❑ Parking
 - ❑ Bike facility or shoulder width
- ❑ Use data to categorize network segments into LTS 1-4



LTS 1



LTS 2



LTS 3

LTS 4



Regional Bicycle Priority Network – Horizon 2045



Next Steps



- ❑ Data collection and verification
 - ❑ Thru-lanes, Posted speed, Traffic volume, Parking, Bike facility or shoulder width
- ❑ TTC / TAC / Board updates
- ❑ Analysis complete this Spring

Questions?

Jason Lien

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Michael Redlinger

mredlinger@srtc.org

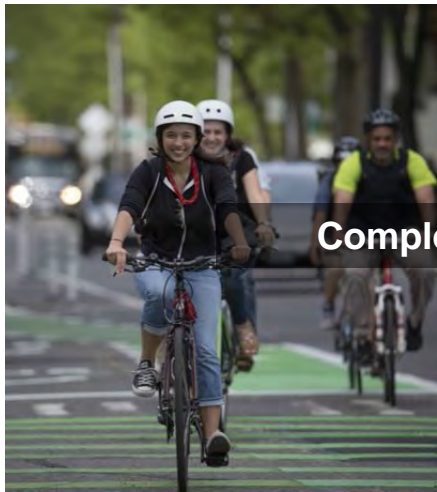
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COMPLETE STREETS

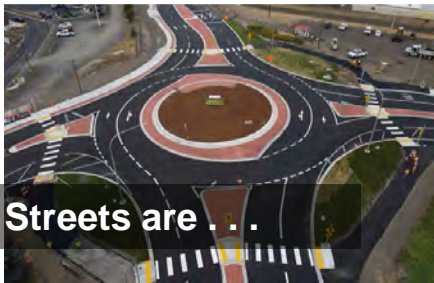
FOR STATE TRANSPORTATION PROJECTS

Shea Suski, AICP - Principal Multimodal Planner
WSDOT Eastern Region Planning Office
Eastern Region Complete Streets Team Lead

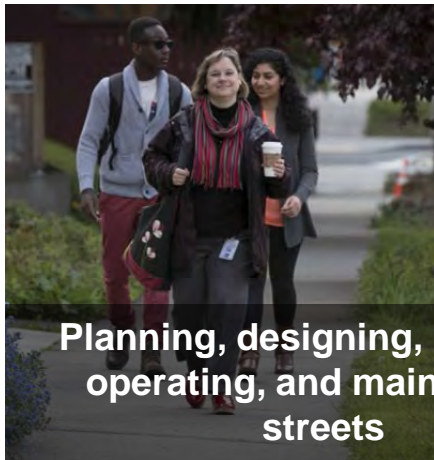
January 25, 2023



Complete Streets are . . .



Providing safe access for all people



Planning, designing, building, operating, and maintaining streets



Move Ahead Washington: Complete Streets Requirement

Added to Chapter 47.24 RCW - CITY STREETS AS PART OF STATE HIGHWAYS

Purpose: “(1) In order to improve the safety, mobility, and accessibility of state highways, it is the intent of the legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, notwithstanding the provisions of RCW 47.24.020 concerning responsibility beyond the curb of state rights-of-way.”

General Stipulations:

- Applies to “state transportation projects starting design on or after July 1, 2022 that are \$500,000 or more” in population centers
- Emergency projects are not required to comply
- “Maintenance of facilities constructed under this provision shall be as provided under existing law.”

Complete Streets Requirement (cont.)

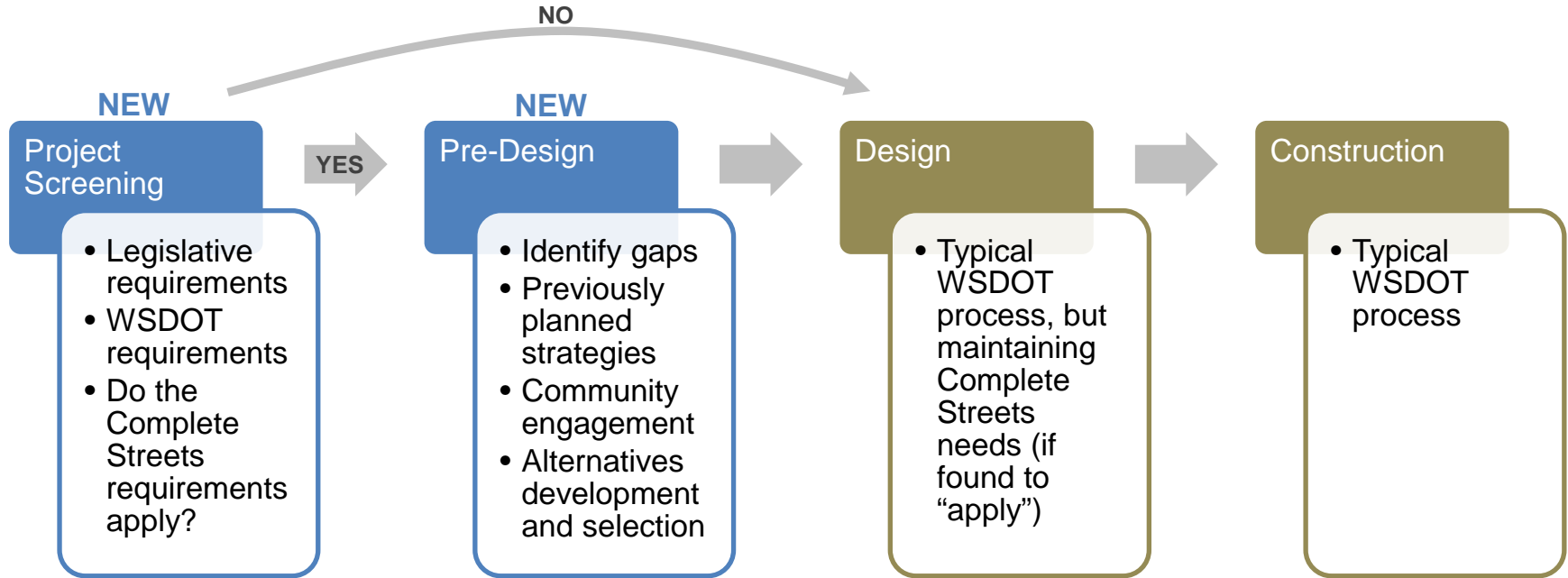
“[M]ust: (a) **Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,**”

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists**”

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;**”

Implementation: WSDOT's Complete Streets Process



Complete Streets Screening

- Screening of all WSDOT projects starting design after July 1, 2022, and have an estimated cost of \$500,000+
- Focus on projects
 - in incorporated cities,
 - and other population centers where:
 - active transportation gaps have been identified in WSDOT or local plans
 - and/or projects touch overburdened communities
- Conducted by Region Complete Streets Teams, reviewed by WSDOT HQ
- Some exclusions and nuances exist
 - Facilities where bikes are prohibited
 - Limited Access facilities
 - Regionwide low-cost/spot treatments

Goals for Projects Where Complete Streets Applies

WSDOT Project Delivery Memo

“Projects implementing Complete Streets:

- Are developed in cooperation with the affected community through active public engagement.
- **Address unique concerns, related to Complete Streets, of overburdened communities.**
- Address active transportation network gaps that have been identified through a WSDOT or local plan and/or through public engagement.
- Eliminate bicycle and pedestrian network gaps within the project limits.
- **Provide bicycle and pedestrian facilities that offer LTS 1 or 2 in alignment with ‘Design Bulletin #2022-01: Designing for Level of Traffic Stress’. ***
- **Provide a separation from vehicular traffic when it is determined that a posted speed must be maintained at greater than 30 mph. See ‘Design Bulletin #2022- 01: Designing for Level of Traffic Stress’ for more information. ***

*A Design Analysis is required for projects that are determined to be subject to the Complete Streets requirement and do not meet these criteria.”

Notable Allowed Solutions

In addition to typical strategies that incorporate Complete Streets, WSDOT's Project Delivery Memo directly notes:

"Include a design option in the Basis of Design alternatives analysis that limits the expansion of the roadway footprint (road diet). Potential modifications to the highway's layout (e.g., narrowing of lanes, road diet or elimination of lanes) may reduce the highway's vehicular Level of Service (LOS), but provide for the introduction of Complete Streets design features at lower cost. Options that reduce vehicle LOS are acceptable on a case-by-case basis in cooperation with the local agency. Consult with your ASDE to assess the potential for mode shift as part of this analysis."

Other potential solutions:

- Parallel local facilities
- Speed limit reduction



Partnership

- Community engagement / implementing improvements communities want
- Advance planning to develop community visions
- Contributing to active transportation networks
- Creativity within existing space
- Close coordination with all interested agencies



Funding

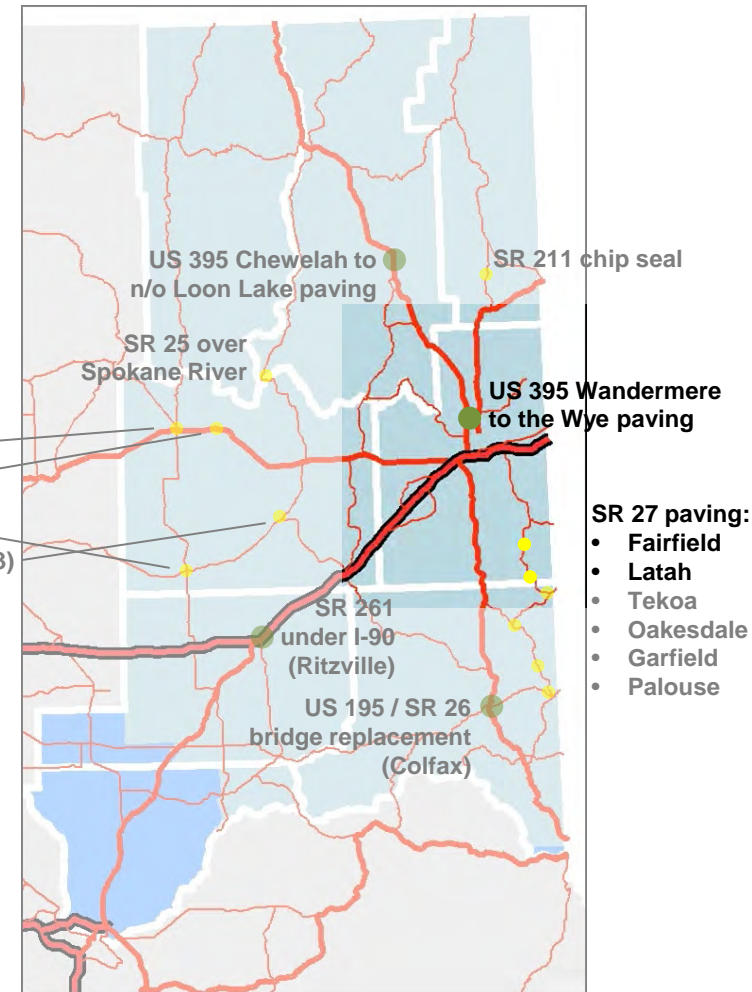
- In contexts applicable to the Complete Streets requirement, completing the walking and bicycling network becomes a baseline requirement.
- This means that these needs will be addressed using existing project funds.
- Move Ahead Washington included a down payment on catching up on preservation needs, but no separate source of funding was provided for Complete Streets.
- We will implement the new requirement and communicate our ongoing funding needs with decision makers.
- Cost-effective solutions within existing ROW will stretch our dollars further.

Projects Screened Into Complete Streets within Spokane County (1/25/2023)

- Projects are screened by Region and reviewed by WSDOT HQ
- Region Complete Streets Team
 - Review screenings
 - Provide subject matter expertise during pre-design phase
- Spokane County projects to date:
 - US 395/Division: Wandermere to the Wye paving project
 - SR 27 paving in Fairfield & Latah (awaiting HQ concurrence)

Lincoln Co.
paving:

- Wilbur (US 2)
- Creston (US 2)
- Odessa (SRs 21 & 28)
- Harrington (SR 23)



Want to Learn More?

WSDOT's Complete Streets webpage:

<https://wsdot.wa.gov/construction-planning/complete-streets>

- Legislation links
- WSDOT Complete Streets Implementation Project Delivery Memo
- WSDOT Design Bulletin: Level of Traffic Stress
- Other helpful links

Contacts:

- Shea Suski – Eastern Region Complete Streets Lead
suskism@wsdot.wa.gov | 509.601.3003
- Celeste Gilman – Overall Statewide Coordination
gilmanc@wsdot.wa.gov | 206.492.0993

Carbon Reduction Program (CRP) Funding

Transportation Advisory Committee

Kylee Jones, Associate Transportation Planner III

Agenda Item 12, page 20

Informational

January 25, 2023

SRTC Regional Federal Funds



Surface Transportation Block Grant Program (STBG)

- Flexible
- Urban, Urban Small, Rural



Congestion Mitigation & Air Quality (CMAQ)

- Improve congestion and improve air quality



Transportation Alternatives (TA)

- Bicycle & Pedestrian projects, Safe Routes to school, ADA
- Urban & Rural



Highway Infrastructure Program (HIP)

- ITS, roads, bridges, transit capital, rail-highway crossing



Carbon Reduction Program (CRP)

- Reduce emissions
- Urban, Urban Small, Rural

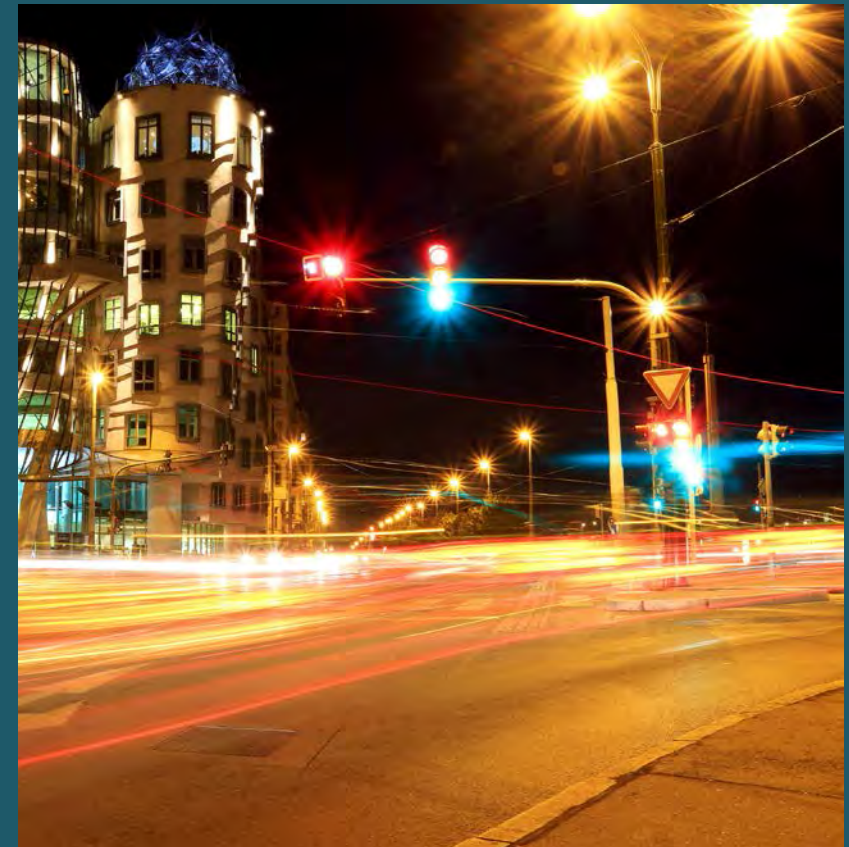
What is the Carbon Reduction Program?

- Bipartisan Infrastructure Law (BIL)
- 5-year program (2022-2026)
- Reduce carbon emissions (CO₂) from on-road highway sources
- Formula funds – apportioned by population



Eligible Projects under CRP

- Public transportation
- Electrification
- Congestion management tech.
- Energy saving streetlights & traffic control devices
- Reduce enviro. & community impacts of freight movement
- Facilities for non-motorized transportation (TA eligible Projects)
- Improve traffic flow (CMAQ eligible projects)



Available Funds

- Draft allocations (except red)
- \$4.9 M to the region over the next several years
- Minimums for Urban Small (Cheney) and Rural projects

Draft Carbon Reduction Program (CRP) Allocations	2022	2023	2024	2025	2026	Total
Urbanized >= 200,001	\$710,207	\$710,207	\$710,207	\$710,207	\$710,207	\$3,551,035
Urban Small >5,000 and < 49,999	\$49,460	\$49,460	\$49,460	\$49,460	\$49,460	\$247,300
Rural<=4,999	\$221,928	\$221,928	\$221,928	\$221,928	\$221,928	\$1,109,640
Total						\$4,907,975

2023 Obligation target

- ~\$1.4M CRP funds added to SRTC annual obligation target
- Urban Small & Rural CRP funds will be addressed at later date
- ~650K in deobligated CMAQ funds that need to be reassigned

Draft Carbon Reduction Program (CRP) Allocations	2022	2023	2024	2025	2026	Total
Urbanized >= 200,001	\$710,207	\$710,207	\$710,207	\$710,207	\$710,207	\$3,551,035
Urban Small >5,000 and < 49,999	\$49,460	\$49,460	\$49,460	\$49,460	\$49,460	\$247,300
Rural<=4,999	\$221,928	\$221,928	\$221,928	\$221,928	\$221,928	\$1,109,640
Total						\$4,907,975

Path Forward

- SRTC TIP Guidebook policies – address additional funds
- Mixed approach:
 - Contingency Funding Process (Policy 6.8)
 - Increase federal share
 - Allocate ~\$2M (CRP & CMAQ)
- Info gathering stage:
 - Project eligibility
 - Project/phase can obligate by Sept 2023 (risk factor)
 - Maintain the appropriate match requirement (min. 13.5%)



Next Steps

- Jan 25 – TAC & TTC Info Item
 - Feb 9 – Board Info Item
 - Feb 14 – TIP Working Group (Review policies, procedures & eligible projects)
 - Feb 22 – TAC & TTC Action (CRP allocations & deob funds)
 - Mar 9 – Board Action (CRP allocations & deob funds)
-
- Mar 22 – TAC & TTC TIP Amendment recommendation
 - Apr 13 – Board TIP Amendment approval
 - ~May 15 – Statewide TIP approval through FHWA – funds available to projects.

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 set against a backdrop of dark, forested hills and mountains under a twilight 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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(509) 343-6378 | kjones@srtc.org | www.srtc.org