

WELCOME TO THE FEBRUARY 9, 2023

SRTC Board of Directors Meeting



SRTC 2024-2026 Preservation Call for Projects

Board of Directors

For Action

Agenda Item 4 | Page 12

02.09.23

Action

- **Approve resolution 23-05 approving the 2024-2026 Call for Projects Principles of Investment and application as reported in the attachment.**

Preservation Call for Projects

- Balances our transportation improvement program (TIP).
 - Helps us deliver our federal funding targets
- High need



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

Application-Draft

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

Recommended Application Updates

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

Recommended Application Updates

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

Action

- **Approve resolution 23-05 approving the 2024-2026 Call for Projects Principles of Investment and application as reported in the attachment.**
- **Recommended by both the Transportation Advisory Committee (TAC) Technical Committee(TTC)**

NEXT AGENDA ITEM

Transportation Performance Management: PM1 - Safety

Board of Directors

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02.09.2023

Requested Action

Approval of Resolution R-23-06 (Attachment) establishing annual performance targets for safety.

Recap

- **Highway Safety Improvement Program**
 - ~\$3B / year nationally for investments in safety projects.
 - WA State : approximately \$30M / 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**
 - 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

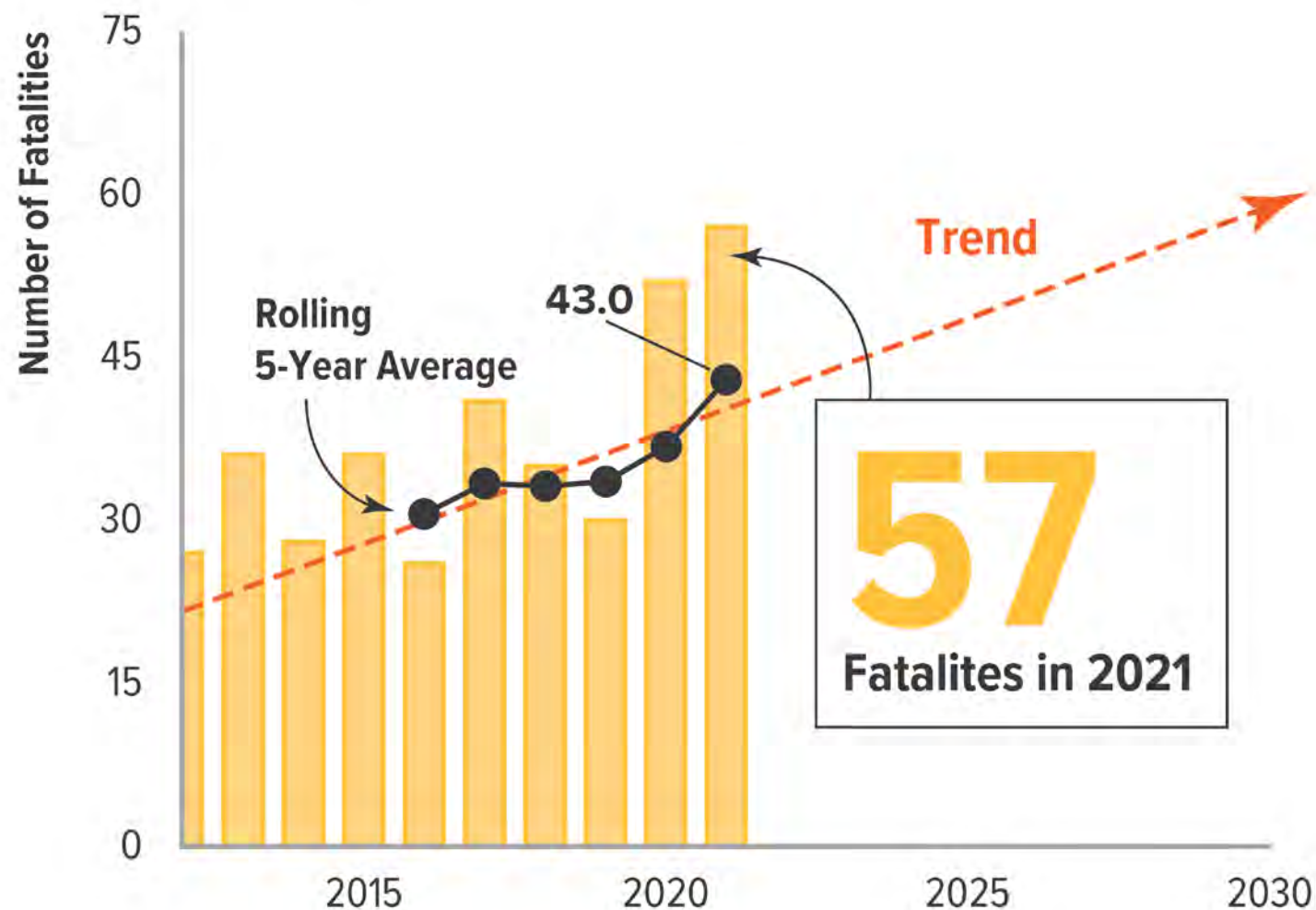
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries

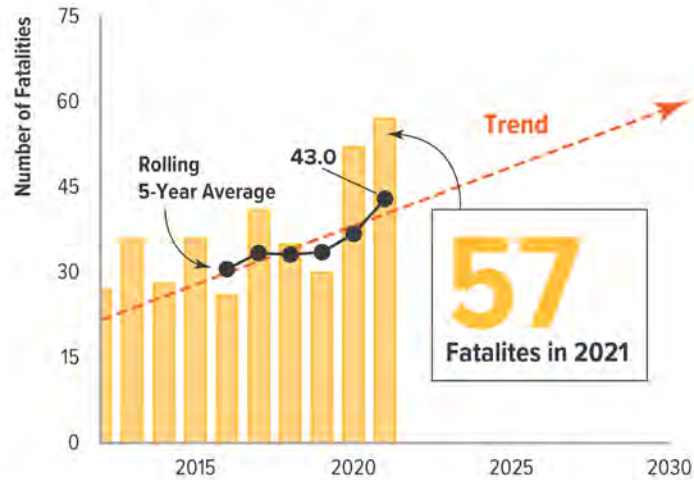
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

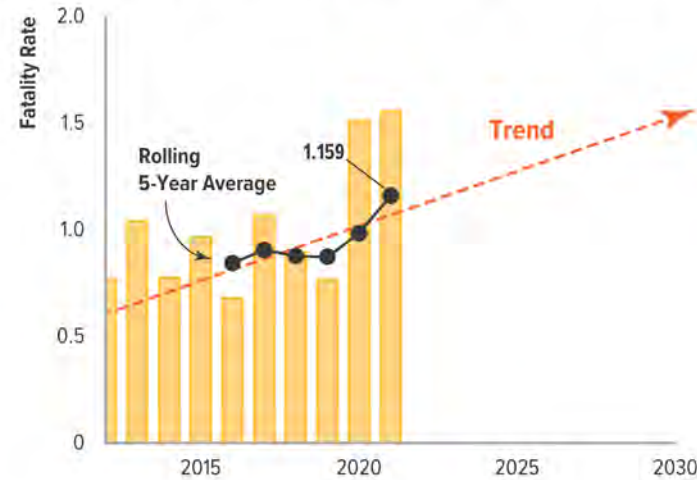


SRTC Metropolitan Planning Area (Spokane County)

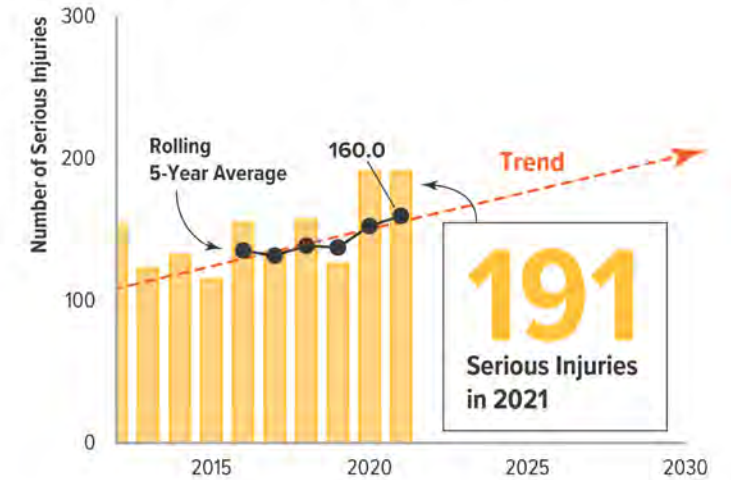
Measure #1: Fatalities



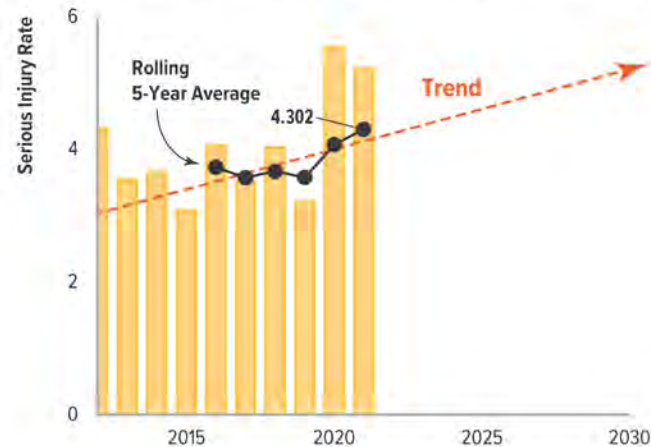
Measure #2: Fatality Rate *per 100 million VMT*



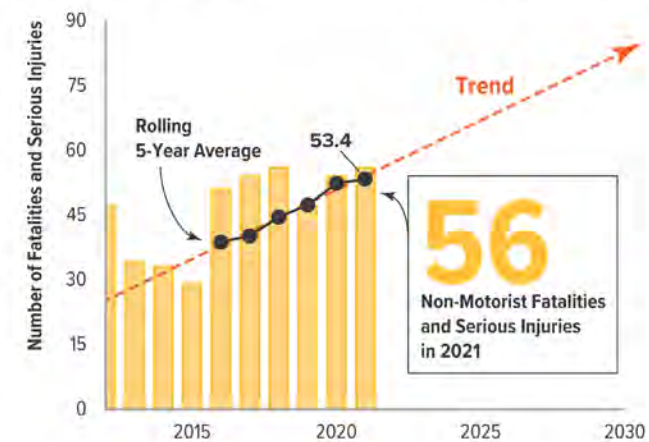
Measure #3: Serious Injuries



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



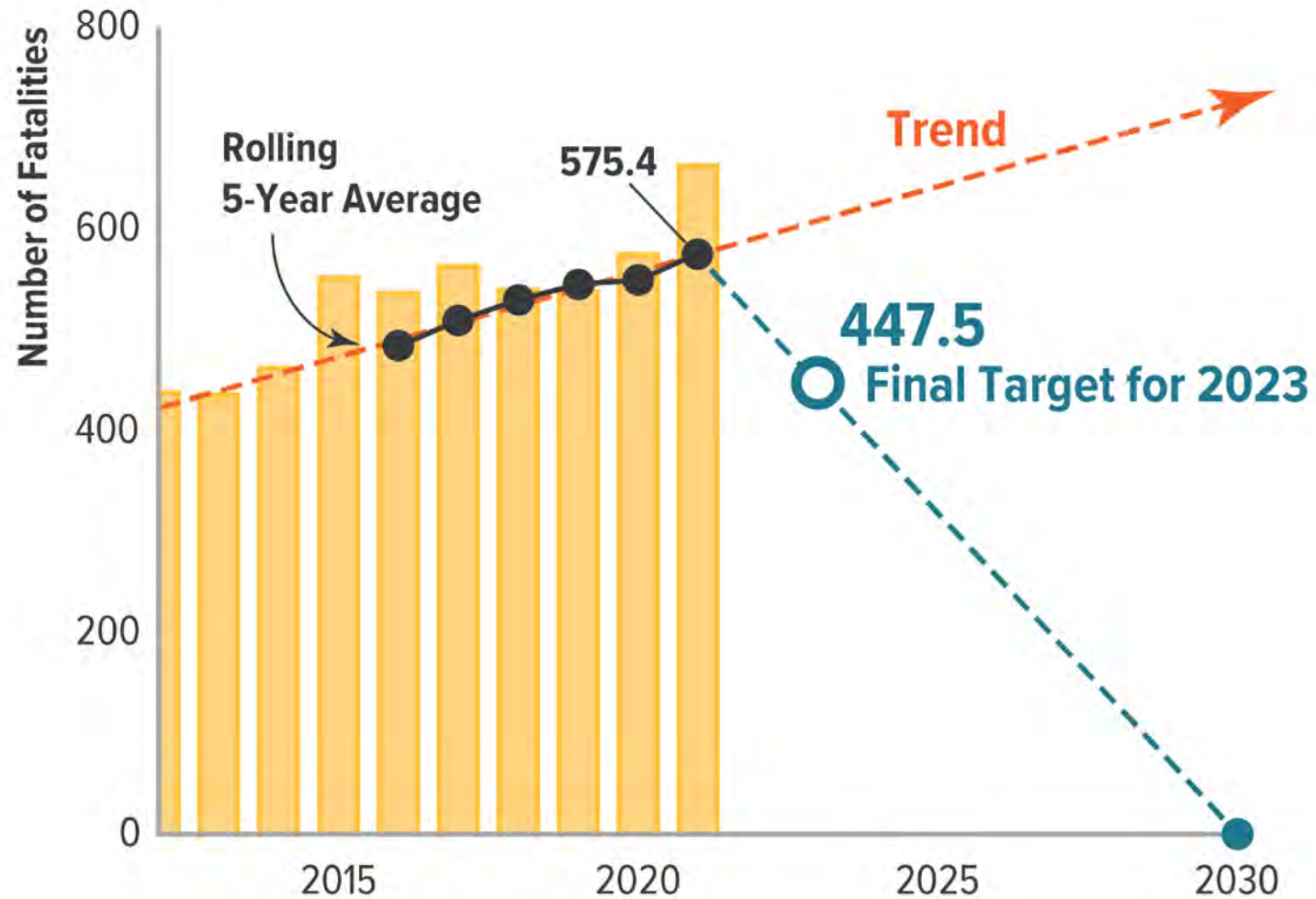
Measure #5: Non-Motorist *Fatalities and Serious Injuries*



WSDOT Target Zero

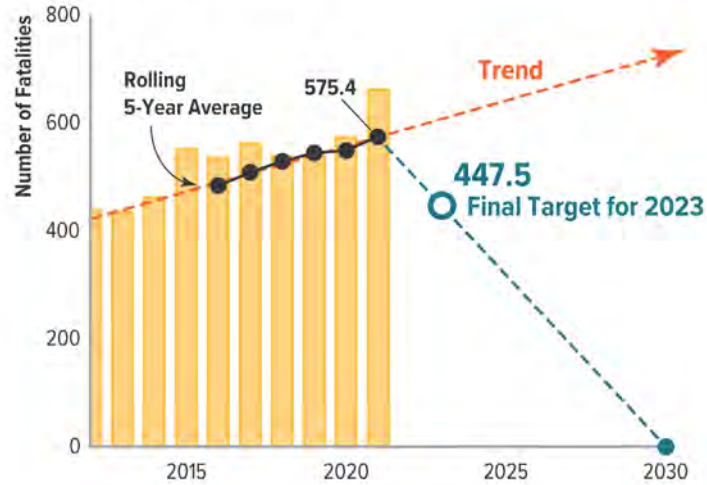
Washington - Statewide

Measure #1: Fatalities

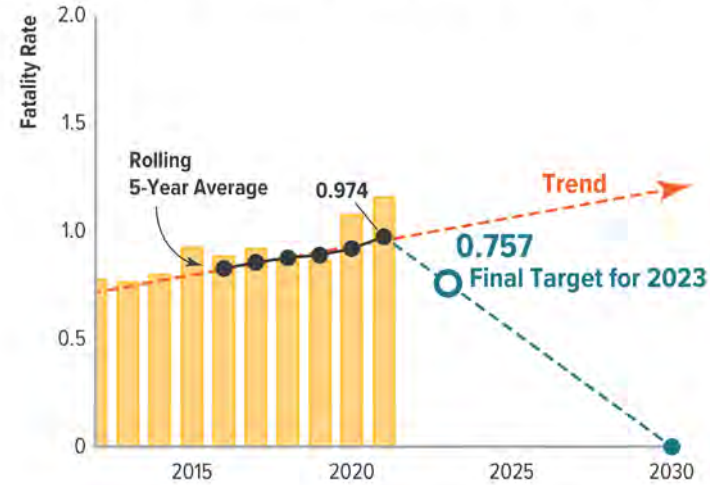


Washington - Statewide

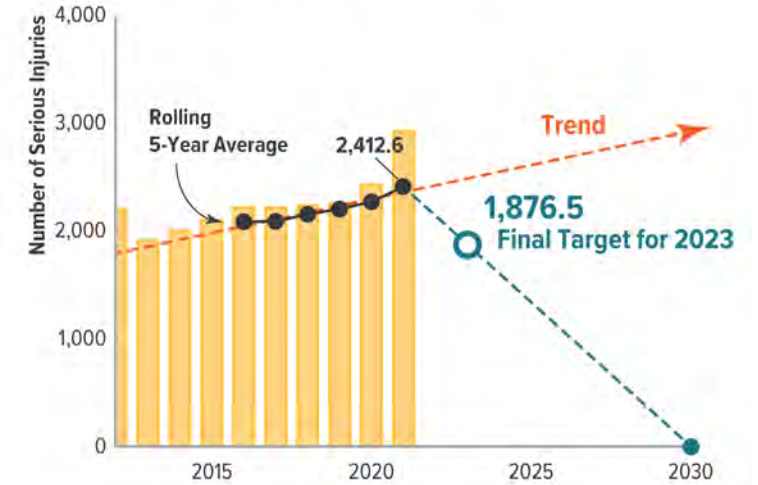
Measure #1: Fatalities



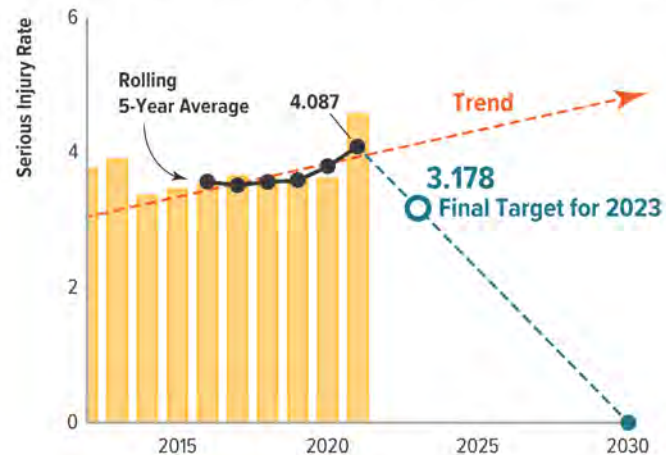
Measure #2: Fatality Rate *per 100 million VMT*



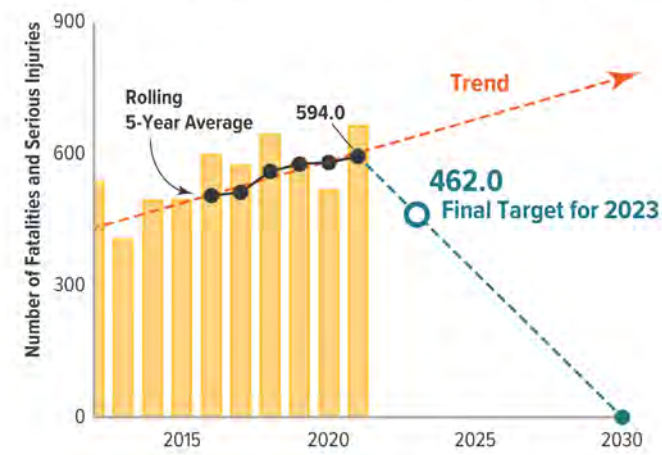
Measure #3: Serious Injuries



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 target for the metropolitan planning area

Safe Streets and Roads for All (SS4A)

Committee Recommendations

Technical Committee: Recommend adopt resolution

- Target Zero does not appear to be working
- Some felt human behavior was biggest contributor

Advisory Committee: Recommend adopt resolution

It is the desire of the TAC that SRTC move to a regional quantifiable target and identify specific strategies to reduce fatalities and serious injuries in the near future.

- Target Zero seems unattainable; perhaps setting more realistic targets would be a better strategy
- Annually supporting state targets doesn't seem to be improving performance; recommend a more proactive approach that elevates our attention to improving safety outcomes

Requested Action

Approval of Resolution R-23-06 (Attachment) establishing annual performance targets for safety.



NEXT AGENDA ITEM

Transportation Performance Management: PM2 - Infrastructure

Board of Directors

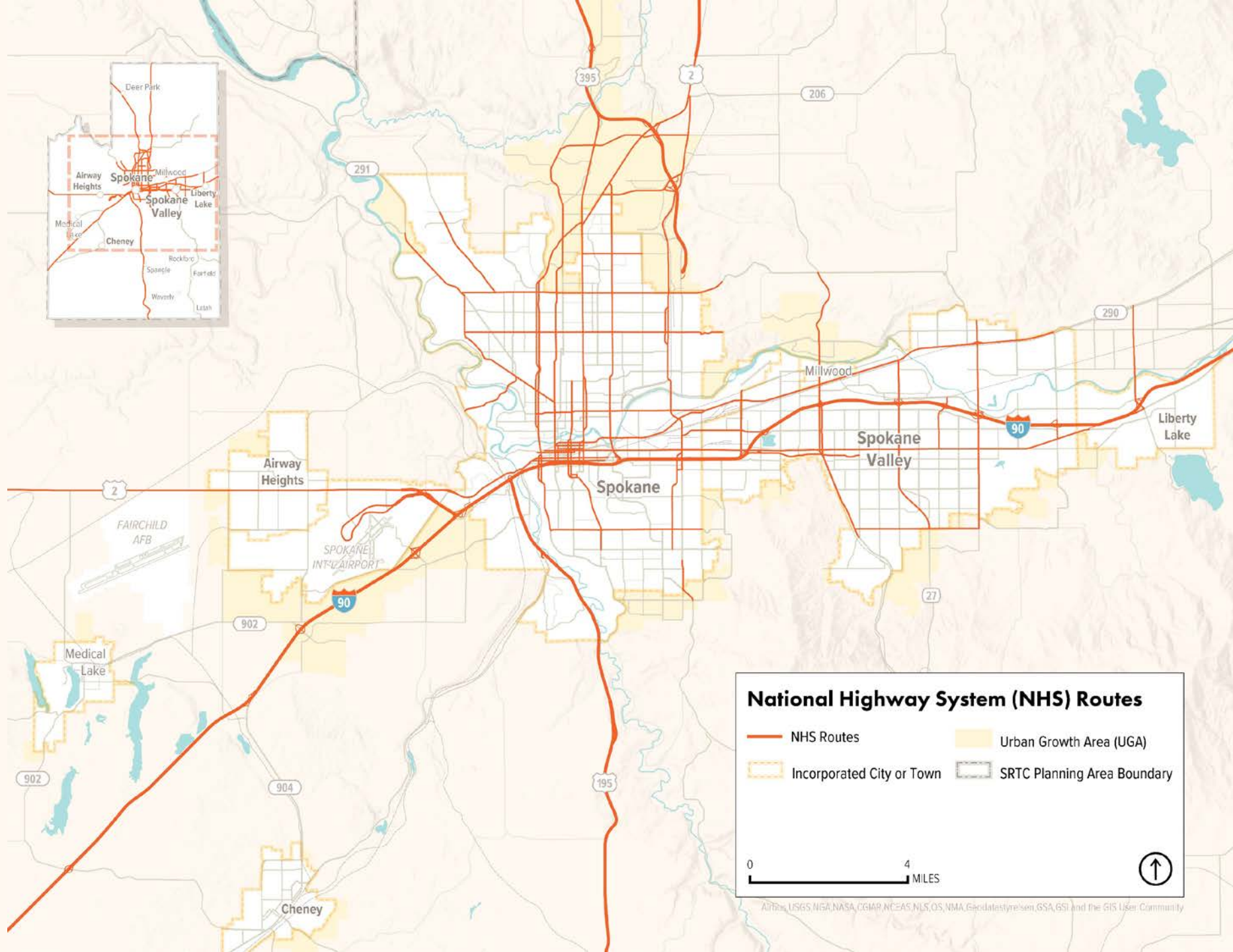
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National Highway Performance Program (NHPP)

Bridge

- **Percentage of NHS bridges classified as in Good condition**
- **Percentage of NHS bridges classified as in Poor condition**



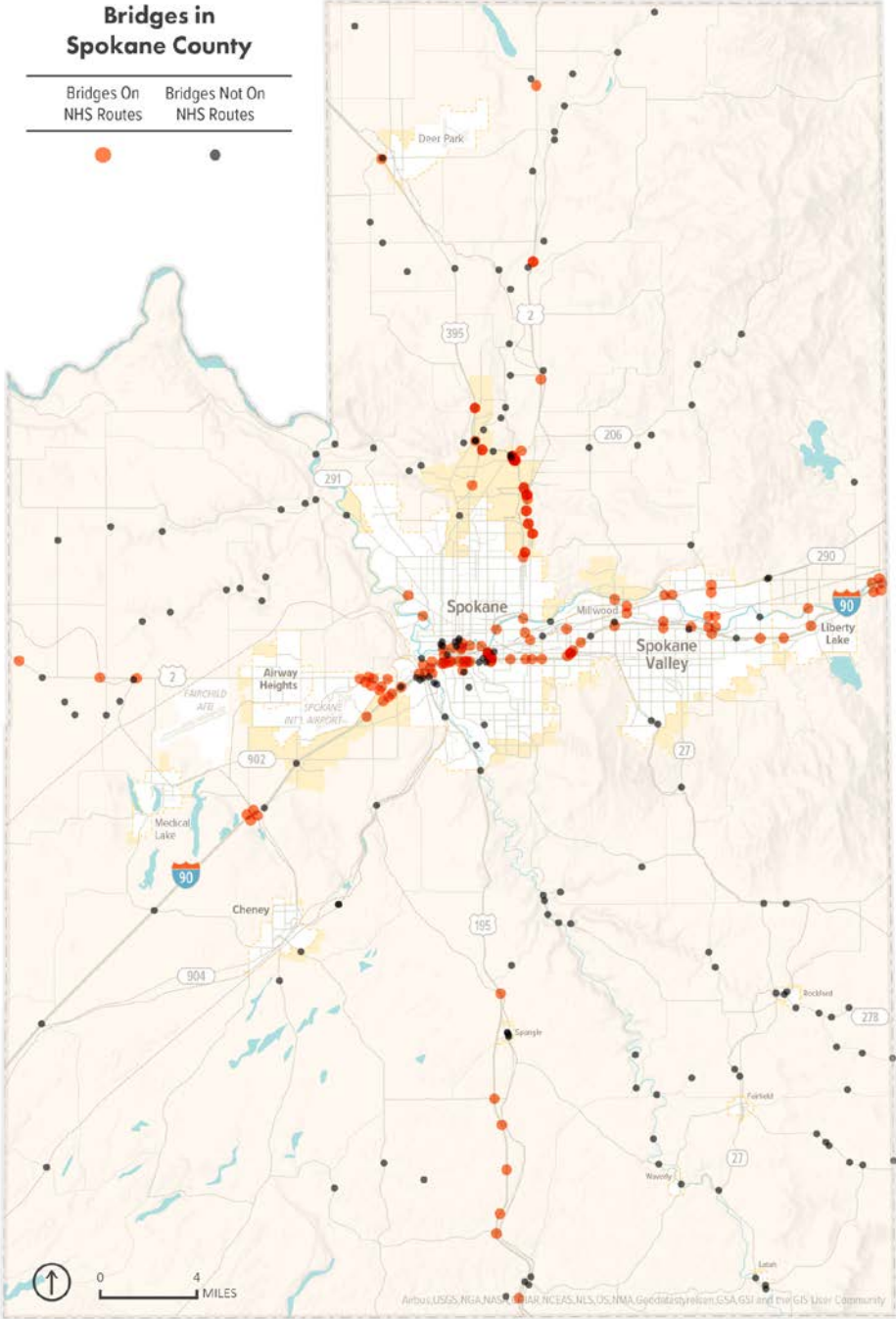
WSDOT Targets

TPM performance measures by program area		4-year targets 2021 ¹	4-year actuals 2021 ¹	Desired trend	2-year targets 2023 ²	4-year targets 2025 ²
Bridges (PM2)	23 CFR Part 490 ID No. 2125-AF53					
Percent of NHS bridges classified in poor condition ³		<10%	8.8%	↓	<10%	<10%
Percent of NHS bridges classified in good condition ³		>30%	32.8%	↑	>30%	>30%

Notes: **1** The first reporting period is from 2018-2021 (Oct. 1, 2017 through Sept. 30, 2021 for CMAQ) with data and actuals submitted Dec. 16, 2022. **2** The current two-year target period for PM2 is for calendar years 2022-2023 with data and actuals submitted on October 1, 2024. The current four-year target period for PM2 is for calendar years 2022-2025 with data and actuals submitted on October 1, 2026. **3** Weighted by deck area.

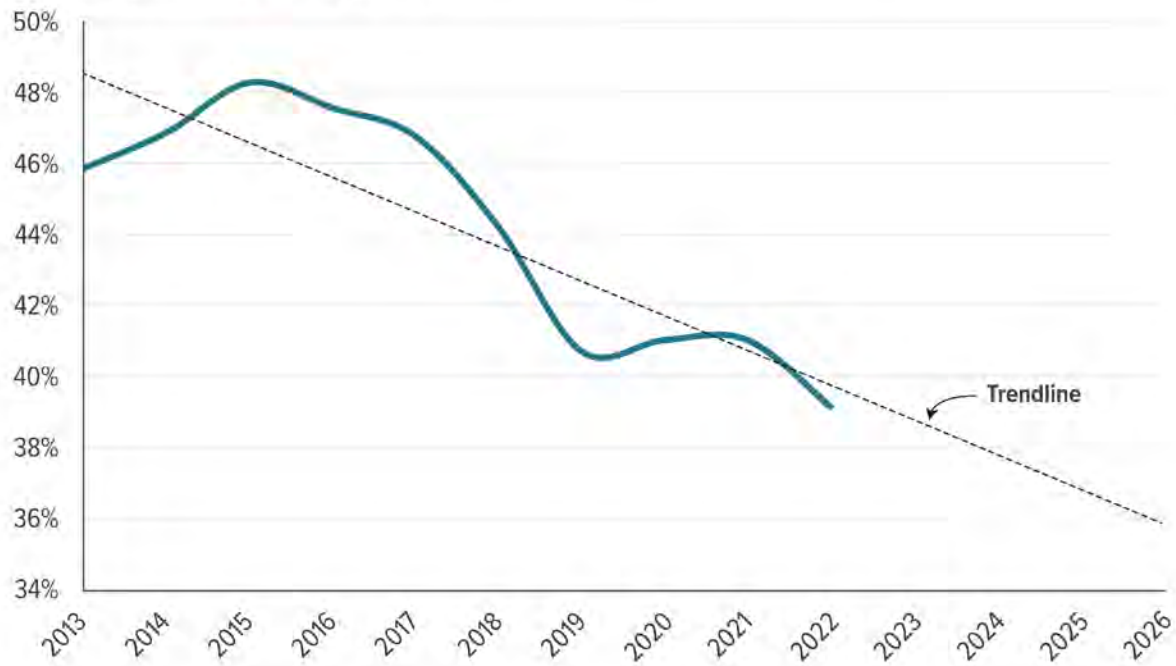
Bridges in the MPA

Bridge Condition	
Poor	26
Fair	122
Good	157
TOTAL	305



SRTC Planning Area

Share of NHS Bridges in Good Condition
In Spokane County, WA

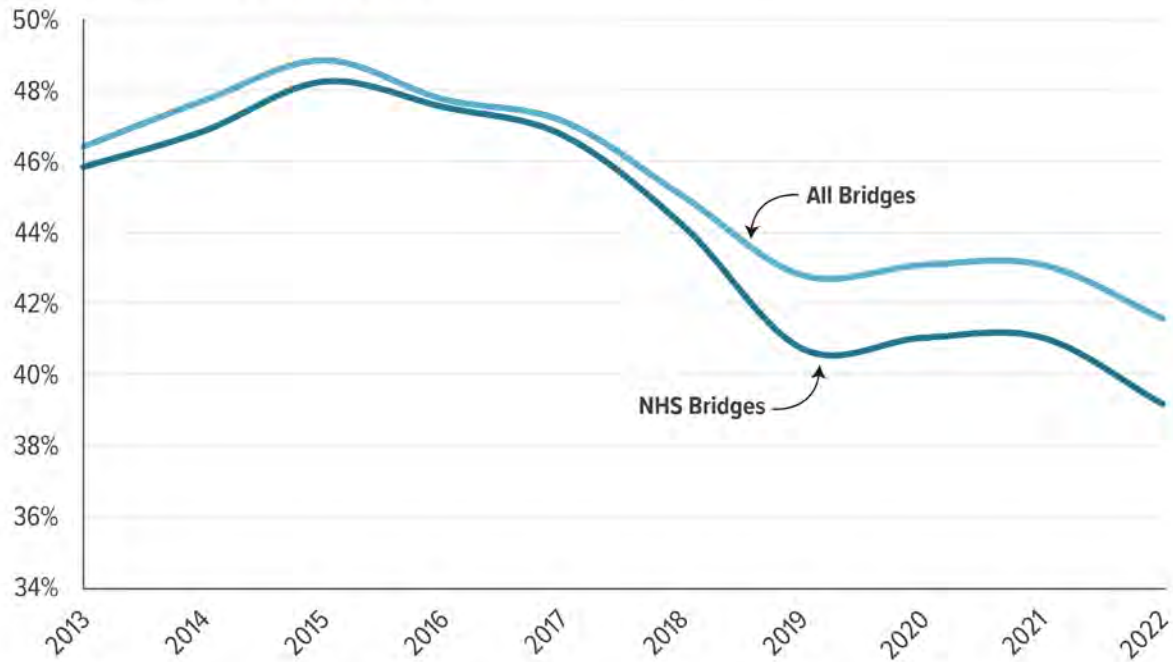


Share of NHS Bridges in Poor Condition
In Spokane County, WA

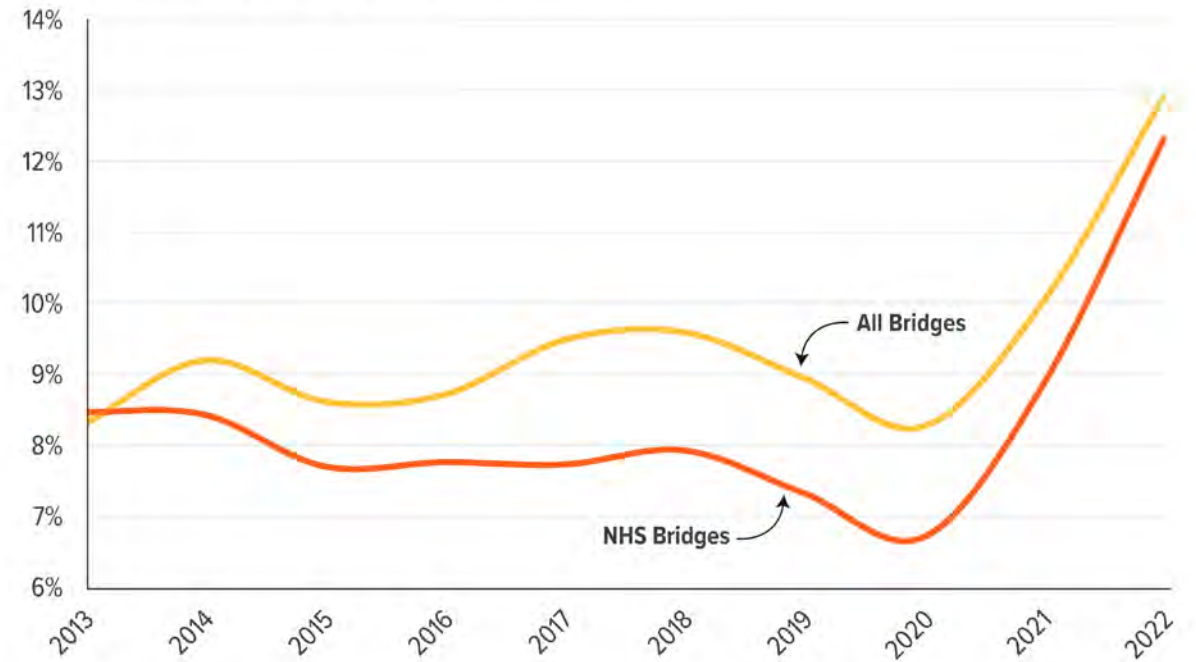


SRTC Planning Area

Share of Bridges in Good Condition
In Spokane County, WA



Share of Bridges in Poor Condition
In Spokane County, WA

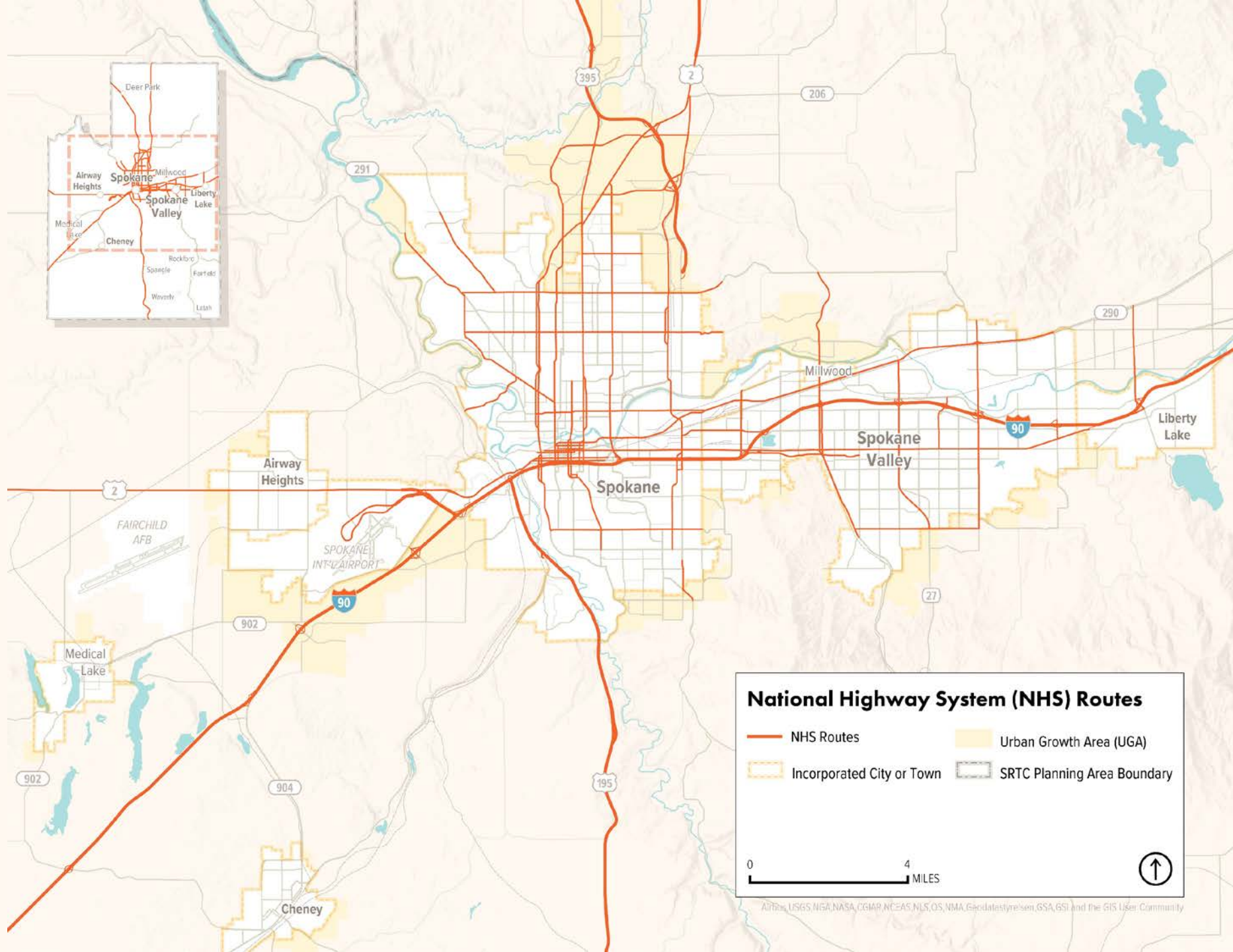


What we're currently doing...

- Dedicated bridge funding goes through local jurisdictions.
- Presenting information to the Technical Committee to try to understand obstacles and opportunities.

Pavement

- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-Interstate NHS in Good condition
- Percentage of pavements of the non-Interstate NHS in Poor condition

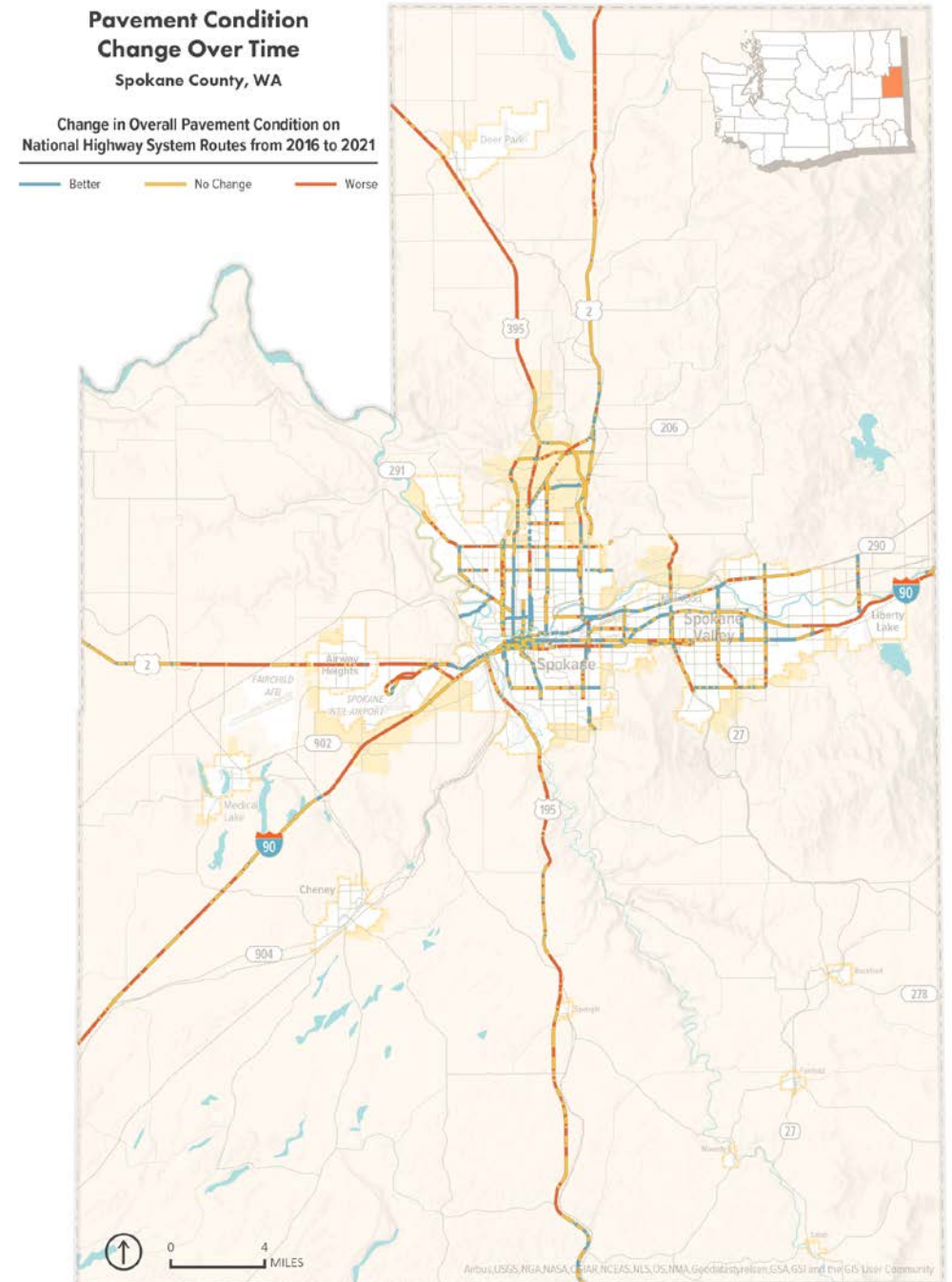
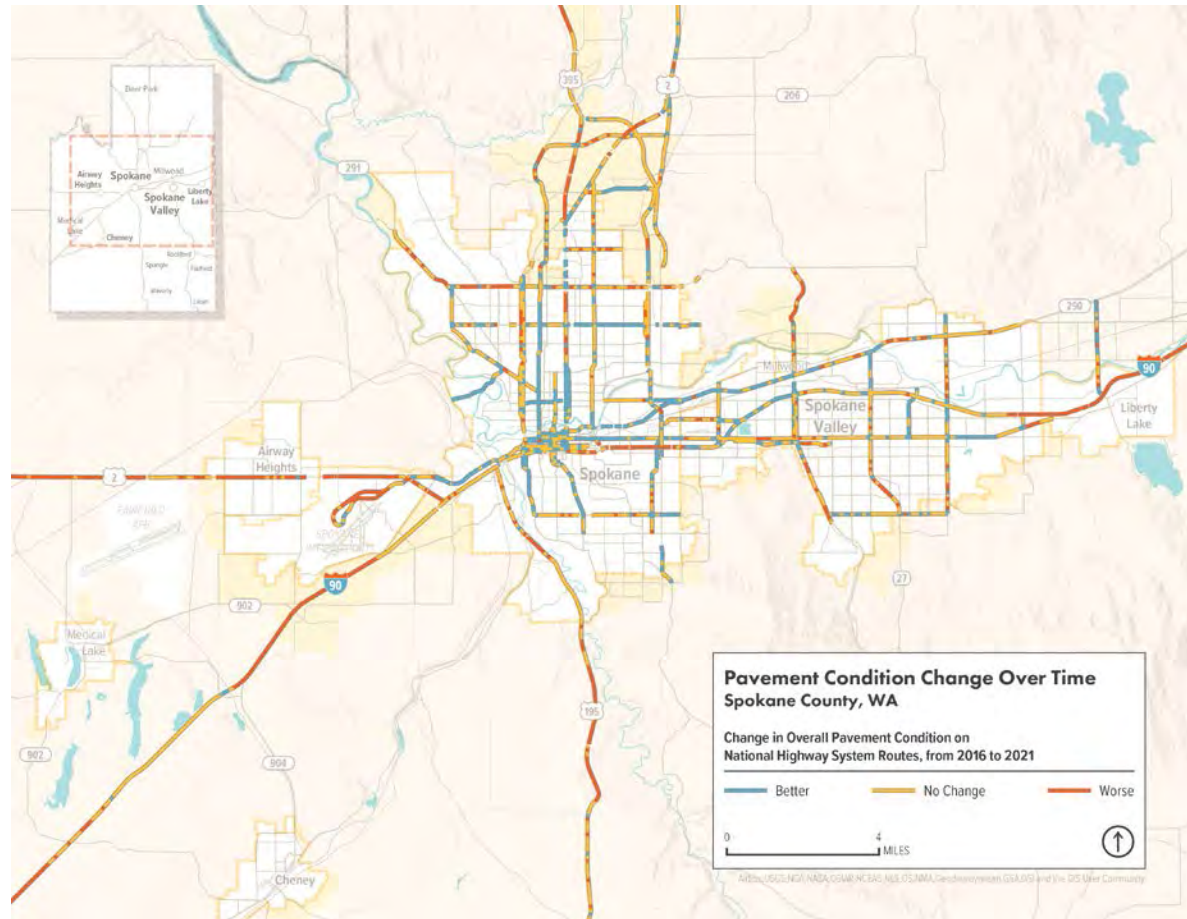


WSDOT Targets

Performance measures by program area	4-year targets for 2022	4-year actuals for 2022	Desired trend	2-year targets (2023)	4-year targets (2025)
Pavement (PM2) 23 CFR Part 490 ID No. 2125-AF53					
Percentage of Interstate pavement on the NHS in good condition	30%	46.0%	↑	30%	30%
Percentage of Interstate pavement on the NHS in poor condition	4%	1.9%	↓	4%	4%
Percentage of non-Interstate pavement on the NHS in good condition	18%	46.8%	↑	45%	45%
Percentage of non-Interstate pavement on the NHS in poor condition	5%	4.2%	↓	5%	5%

Notes: MPOs do not report two-year targets. Current data is relative to four-year targets only. 1 Two-year and four-year target periods for PM2 end in calendar years 2023 and 2025 and are reported respectively on October 1, 2024, and October 1, 2026.

Pavement Condition



What we're currently doing...

- Separate call for pavement preservation projects with \$3.2M increased investment over previous call.
- Included the need for additional maintenance and preservation funding in the legislative statements adopted in December 2022.
- Report performance in MTP and present to the Board on four-year cycles

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 target for the metropolitan planning area

Discussion

- What should the role of the MPO be in improving bridge and pavement performance?
- What else should we be doing?

Next Steps

- Committees will receive a presentation on PM2 this month and provide a recommendation.
- Staff will prepare a resolution in support of the WSDOT targets unless discussion suggests otherwise.
- Take action at the April Board meeting.
- Deadline to respond to WSDOT is June 14, 2023.

Discussion

- What should the role of the MPO be in improving bridge and pavement performance?
- What else should we be doing?



NEXT AGENDA ITEM

SFY 2024-2025 UPWP Development

Board of Directors

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02.09.2023

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 • 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							
Preliminary draft UPWP submitted to WSDOT							
WSDOT/FHWA/FTA meeting				18th			
Public engagement							
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

rstewart@srtc.org | 509.343.6370



NEXT AGENDA ITEM

Carbon Reduction Program (CRP) Funding

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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Informational

February 9, 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 – added to target
- Allocation based on population



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Eligible Projects under CRP

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



Available Funds

- ~\$4.4 M to the region over the next several years
- SRTC is receiving 2022 funds this year
- 2024-2026 are draft allocations
- Allocations separated into urban, urban small, & rural

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
	2022	2023	2024	2025	2026	
Urban	\$ 710,207	\$ 617,292	\$ 617,292	\$ 617,292	\$ 617,292	\$ 3,179,375
Urban Small (Cheney)	\$ 49,460	\$ 42,989	\$ 42,989	\$ 42,989	\$ 42,989	\$ 221,416
Rural	\$ 221,928	\$ 192,894	\$ 192,894	\$ 192,894	\$ 192,894	\$ 993,504
						\$ 4,394,295

Future Process

- Urban small & rural CRP funds addressed at later date:
 - Urban – City of Cheney
 - Rural – Small towns & Spokane County outside urbanized area

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
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						\$ 4,394,295

2023 Allocations

- ~ 3.2M urbanized funds to assign to projects
- Focus on \$1.3M (2022 & 2023 allocations) obligation this year
- ~600K in deobligated CMAQ funds need to be reassigned

Carbon Reduction Program (CRP) Allocations	Final Allocations		Draft Allocations			Total
	2022	2023	2024	2025	2026	
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Path Forward

- SRTC TIP Guidebook policies – address additional funds
- Mixed approach:
 - Contingency Funding Process (Policy 6.8)
 - Increase federal share
 - Allocate ~\$3.8 M (CRP & CMAQ)
- Current work - Info gathering stage:
 - Project eligibility
 - Schedule
 - Phase/Funding



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 nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow and orange lights. In the foreground, a large, multi-story building with a grid-like facade is prominent. To its left, another tall building features a sign that reads "STC". The city is set against a backdrop of dark, forested hills. In the lower-left corner, a sign for "PRIME TIME" is visible. The overall atmosphere is vibrant and urban.

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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