

Transportation Technical Committee Meeting Agenda

Wednesday, February 22, 2023 | 1:00 PM

Highlighted agenda items had presentations, which follow this page.

Time Item

- | | | |
|------|---|---|
| 1:00 | 1 | Call to Order / Record of Attendance |
| 1:02 | 2 | Approval of January 2023 TTC Meeting Minutes |
| 1:03 | 3 | Public Comments |
| 1:05 | 4 | TTC Member Comments |
| 1:10 | 5 | Chair Report on SRTC Board of Directors Meeting |

ACTION ITEMS

- | | | |
|------|---|---|
| 1:15 | 6 | 2023-2026 Transportation Improvement Program March Amendment (Kylee Jones) |
| 1:20 | 7 | Carbon Reduction Program (CRP) Urban Funding Allocations (Kylee Jones) |

INFORMATION AND DISCUSSION ITEMS

- | | | |
|------|----|--|
| 1:45 | 8 | Congestion Management Process Introduction (David Fletcher) |
| 1:55 | 9 | Transportation Performance Management: PM2 Infrastructure (Mike Ulrich) |
| 2:10 | 10 | Agency Update and Future Information Items (Ryan Stewart) |
| 2:15 | 11 | Adjournment |

Carbon Reduction Program (CRP) Funding Urban Allocations

Transportation Technical Committee

Kylee Jones, Associate Transportation Planner III

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Action

February 22, 2023

Agenda

- Requested Action
- Review Carbon Reduction Program (CRP)
- Overview of SRTC CRP Allocations
- Goal for this FFY 2023 process
- TIP guidebook policies
- Recommended set of projects to receive CRP funding
- Next Steps

Requested Action

Recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026, see Attachment 1

What is the Carbon Reduction Program?

- New Federal funding source
- 5-year program (2022-2026)
- Reduce carbon emissions (CO2)
- CRP eligible projects = CMAQ eligible projects
- Split into suballocations
 - Urban, Urban Small, Rural



SRTC CRP Allocation Overview

- \$4.4 M in CRP to the region over the next several years
- SRTC is receiving 2022-2023 funds this year
- Assign CRP Urban Small & Rural in the future

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

FFY 2023 Allocations

Goal-

- Use Contingency Funding Process (TIP Guidebook Policy 6.8)
- Assign ~ 3.2M urbanized funds to projects
- Obligate as much of 2022 & 2023 allocations as possible

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

Establishment of the Contingency List

Policy 4.7

SRTC will maintain a Contingency List selected through a regional process and approved by the SRTC Board of Directors. **Projects on the Contingency List may be selected for future funds available through the contingency funding process (see Policy 6.8).** The most recently approved Contingency List replaces and supersedes any previously approved priority list.

Contingency Funding Process

Policy 6.8

Contingency funds become available... SRTC is responsible to reassign those funds...:

- ❑ **Evaluate the eligibility** of Contingency List projects that meet the technical requirements of the available funding sources;
- ❑ **Review project readiness** from the above identified projects to maximize project delivery;
- ❑ Review the capability of **available funding to complete a project or phase**;
- ❑ Analyze obligation authority targets and schedules to ensure the programming of SRTC-managed federal funds **meet project obligations targets**; and
- ❑ Provide a recommendation for the use of contingency funds

2024-2026 SRTC Contingency List							STBG		CRP	CMAQ	STBG Set-Aside		HIP	HIP-CRRSSA
							Urban	Rural	Urban	Inside AQ Boundaries	Urban	Rural	Urban Large Only	Urban Large Only
Priority Ranking	Agency	Project Name	Match	Final Score as %	Requested	Project Phase	\$13,734,000	\$1,767,000	\$3,179,375	\$11,650,000	\$4,238,000	\$511,000	\$341,772	\$2,440,778
1	SV	Pines Rd/BNSF Grade Separation	33.5%	86.0%	\$23,130,199	CN	\$1,525,600			\$4,879,000				
2	STA	Division St BRT Project Development	33.5%	80.8%	\$1,000,000	PE				\$1,000,000				
3	CoS	Sunset Highway Pathway - Royal St to Spotted Rd	33.5%	79.8%	\$4,437,000	PE, RW, CN	\$4,437,000							
4	SV	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange	33.5%	77.7%	\$2,212,500	PE								
5	AH	SR2 Multi-Modal and Pedestrian Enhancements (w/ 2 Roundabouts)	13.5%	74.2%	\$876,991	PE	\$876,991							
6	STA	190/Valley HPT Line Park & Ride Construction	33.5%	74.0%	\$1,200,000	RW, CN				\$2,291,720				
7	SV	Argonne Rd/I-90 Bridge	13.5%	72.1%	\$1,297,500	PE								
8	CoS	Pacific Ave Neighborhood Greenway	33.5%	71.0%	\$3,496,000	PE, RW, CN								
9	SV	Barker Corridor: Appleway to Sprague	33.5%	69.7%	\$2,095,072	PE, RW, CN	\$1,083,400							
10	CoS	US 195/Meadowlane J-Turn	33.5%	69.4%	\$2,417,000	PE, CN	\$1,607,204							
11	SC	Bigelow-Gulch Road Project 2	33.5%	68.6%	\$6,000,000	CN								
12	CoS	Fish Lake Trail Connection Phases 1 (Phases 1-3: \$19,477,771)	23.5%	64.6%	\$4,931,719	PE, RW, CN			\$2,291,720					
12	CoS	Fish Lake Trail Connection Phases 2	23.5%	64.6%	\$7,653,201	PE, RW, CN			\$650,250					
12	CoS	Fish Lake Trail Connection Phases 3	23.5%	64.6%	\$6,892,851	PE, RW, CN								
13	CoS	Spokane Falls Blvd Reconstruction - Post St to Division St	33.5%	63.8%	\$9,074,000	RW, CN								
14	SC	Commute Trip Reduction Program	33.5%	63.0%	\$991,924	Program								
15	CoS	Broadway Ave Reconstruction - Ash St to Lincoln St	33.5%	63.0%	\$7,589,000	PE, RW, CN								
16	CoS	Millwood Trail - Children of the Sun Trail to Fancher	33.5%	62.7%	\$6,406,000	PE, RW, CN			\$237,405					
17	CoS	Palouse/Freya Roundabout	23.5%	62.3%	\$4,900,000	PE, RW, CN								
18	CoS	Riverside Ave - Monroe to Wall Reconstruction	33.5%	61.8%	\$5,343,000	CN								
19	CoS	Cook St Greenway	33.5%	61.7%	\$1,682,000	CN								
20	SC	Harvard Rd Phase 2	13.5%	60.0%	\$5,481,000	PE, RW, CN	\$2,271,000			\$3,210,000				
21	SC	Cascade Way Reconstruction & Stormwater Project	23.5%	59.7%	\$1,123,000	PE, CN	\$1,123,000							
22	SC	Nevada Rd Reconstruction: Hawthorne to US 2	23.5%	59.3%	\$1,234,000	PE, CN								
23	CoS	Signals - Maple & Rowan and Ash & Rowan	33.5%	57.7%	\$1,966,000	PE, RW, CN								
24	CoS	Wellesley Ave, Freya to Havana	33.5%	57.4%	\$379,000	PE, RW, CN								
25	SE	Argonne Rd & Upriver Drive Intersection	13.5%	57.3%	\$260,000	PE								
26	SV	Barker Corridor: 4th Ave Roundabout	33.5%	56.6%	\$2,272,157	PE, RW, CN								
27	SV	Barker Corridor: Sprague to 4th	33.5%	56.2%	\$1,735,025	PE, RW, CN								

FLT Phase 1 - CN phase
Can obligate funds by 2026
\$2,291,720

FLT Phase 2 - PE phase
Can obligate funds in 2023
\$650,250

FLT Phase 3 - PE, RW, or CN
is not ready to receive funding
at this time

Millwood Trail - PE Phase
Can obligate funds by 2023
\$237,405

Set of projects – Draft CRP Allocations

2022 & 2023 CRP allocations:

- Fish Lake Trail – Phase 2 – PE – Fully funded (\$650,250)
- Millwood Trail – CoST to Fancher – PE – Fully funded (\$237,405)

2024-2026 CRP allocations:

- Fish Lake Trail – Phase 1 – CN – Partial Funding (\$2,291,720)

Line Item	Category	Project Name	CRP %	CRP %	CRP Amount	CRP Type	CRP Amount	CRP Amount	CRP Amount
10	CoS	US 195/Meadowlane J-Turn	33.5%	69.4%	\$2,417,000	PE, CN	\$1,607,204		
11	SC	Bigelow Gulch Road Project 2	33.5%	68.6%	\$6,000,000	CN			
12	CoS	Fish Lake Trail Connection Phases 1 (Phases 1-3: \$19,477,771)	23.5%	64.6%	\$4,931,719	PE, RW, CN			\$ 2,291,720
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17	CoS	Palouse/Freya Roundabout	23.5%	62.3%	\$4,900,000	PE, RW, CN			

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 urban allocations)
 - Mar 9 – Board Action (CRP urban allocations)
-

TIP Amendment Process:

- Mar 22 – TAC & TTC TIP Amendment recommendation
- Apr 13 – Board TIP Amendment approval
- ~May 15 – Statewide TIP approval through FHWA – funds available to projects.

Requested Action

Recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026, see Attachment 1

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 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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Congestion Management Process (CMP) Update

Transportation Technical Committee
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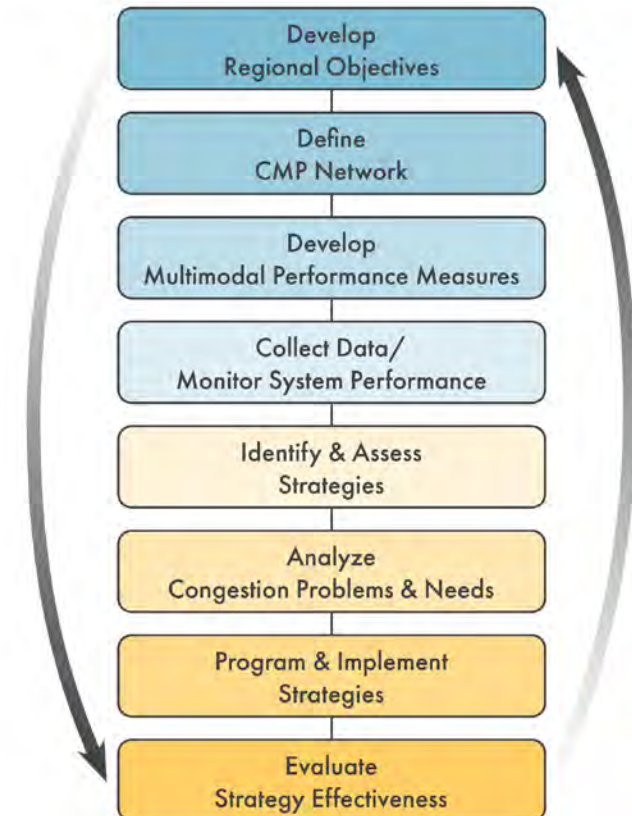
February 22, 2023

What is the CMP?

Comprehensive regional approach to managing congestion.

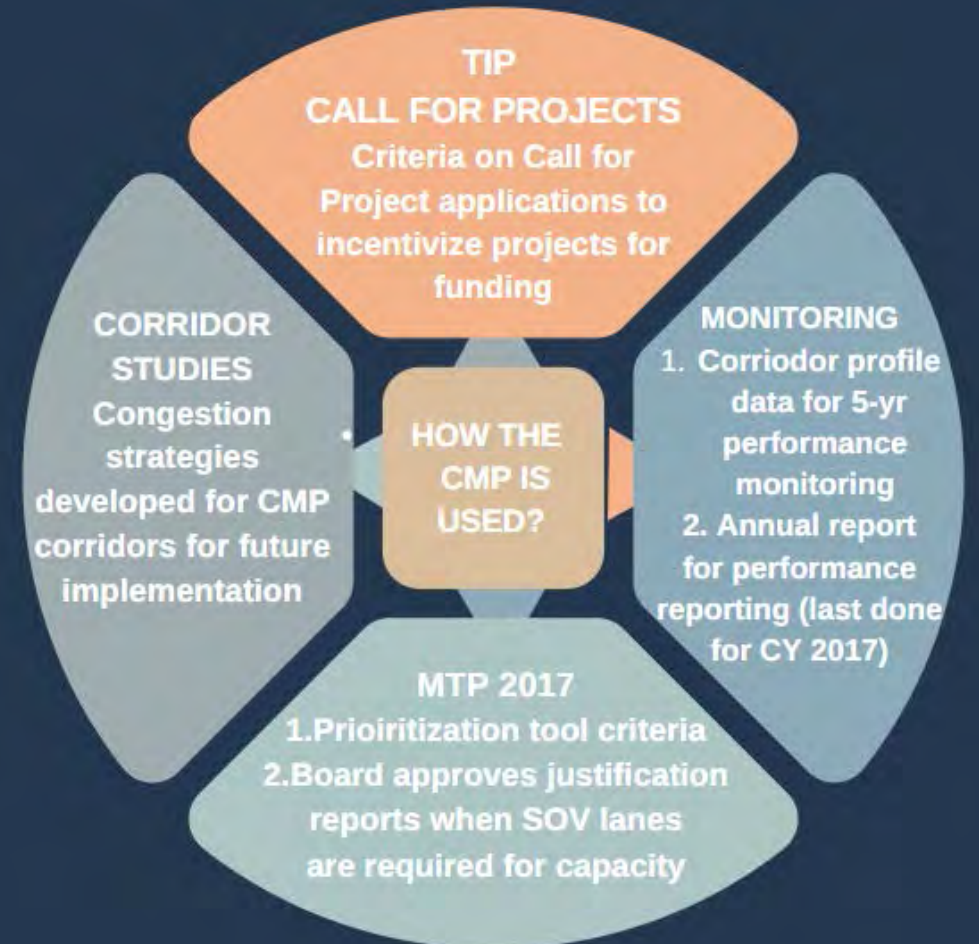
Federally required for all metropolitan areas with a population over 200,000.

Congestion Management Process (CMP) Steps



CMP at SRTC

Developed by multi-jurisdictional stakeholder group + approved by the SRTC Board in December 2014.



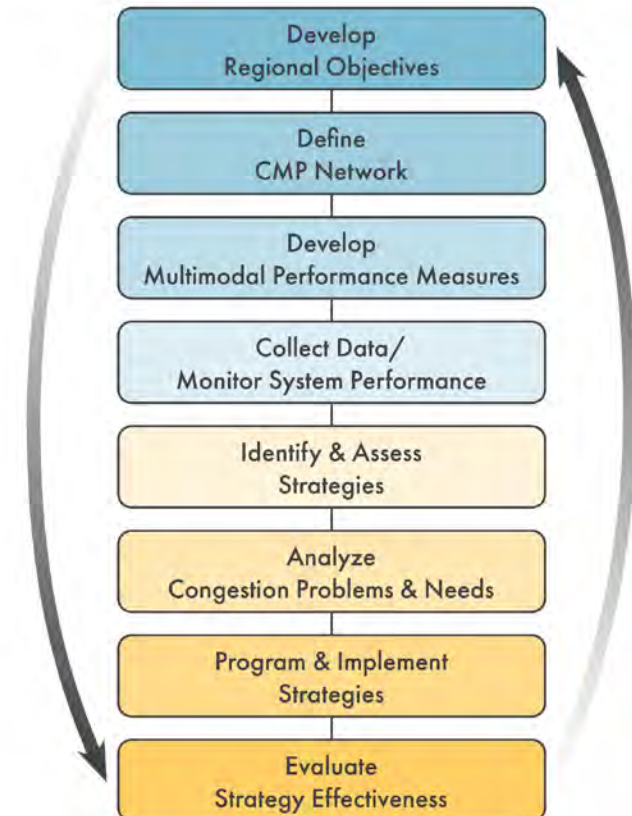
Why Update the CMP?

Incorporate new and updated data

Consider recent regional growth trends + forecasts from Horizon 2045

Evaluate existing processes of integrating the CMP with other SRTC planning efforts—TIP, MTP, etc.

Congestion Management Process (CMP) Steps



CMP Regional Objectives

Guiding Principle	Regional Objectives
Economic Vitality	Raise awareness that congestion is related to economic vitality and ensure that the benefits of congestion outweigh the disadvantages
Cooperation & Leadership	Sustain coordination and follow-through with a multijurisdictional CMP working group
Stewardship	Invest in projects that maximize the use of existing facilities across modes in identified CMP corridors
System Operations, Maintenance & Preservation	Pursuing solutions that are low cost/high benefit toward maintaining and preserving reliable transportation corridors and networks
Quality of Life	Accessible, multi-modal transportation for all abilities; facilities should blend in with or enhance the human environment (context sensitive design) and limit impacts to the natural environment
Choice & Mobility	Prioritize future investments to align with regional priority networks to improve connectivity and mobility
Safety & Security	Improve safety and reduce non-recurring congestion by reducing collisions

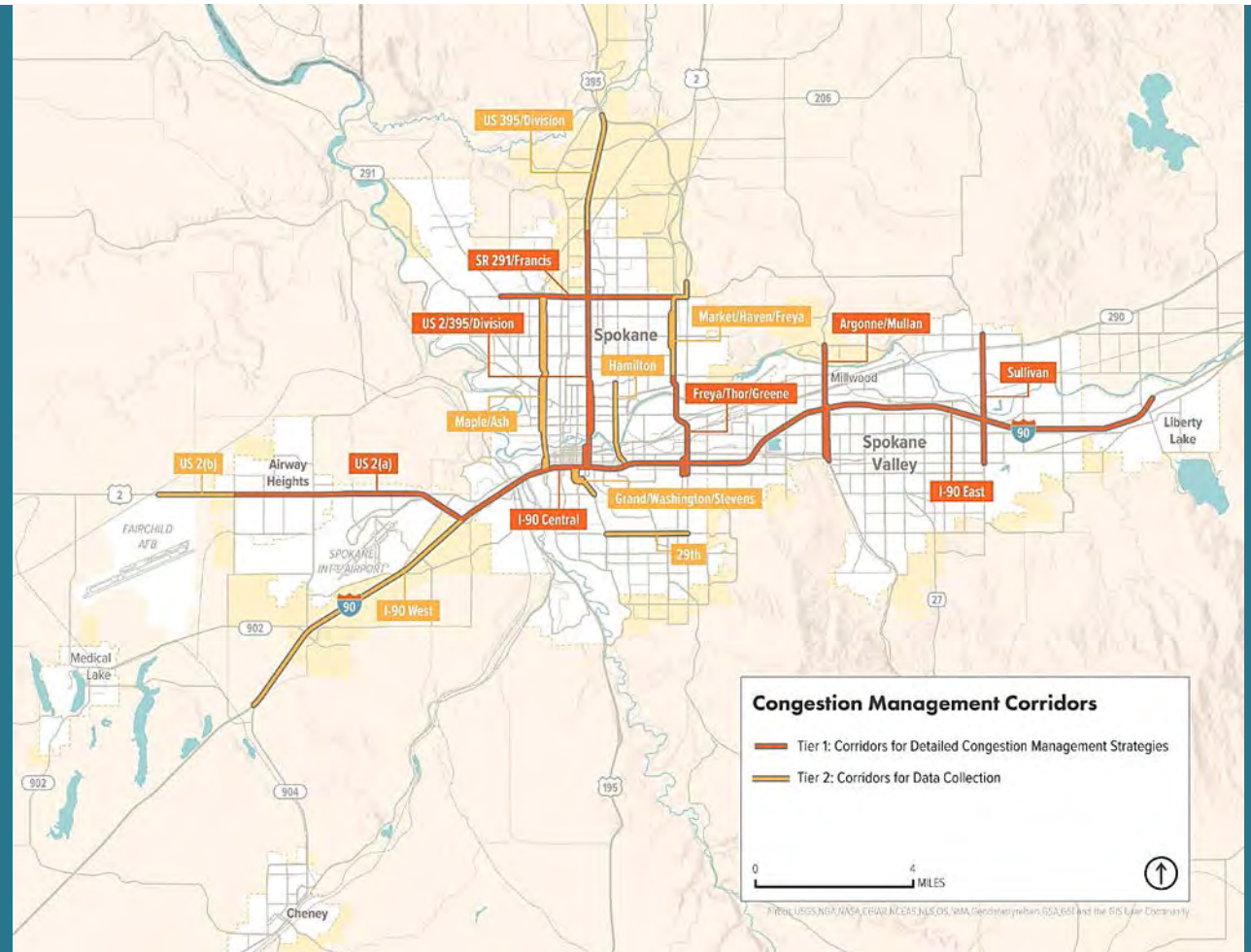
Defining the CMP Network

Tier 1 Corridors

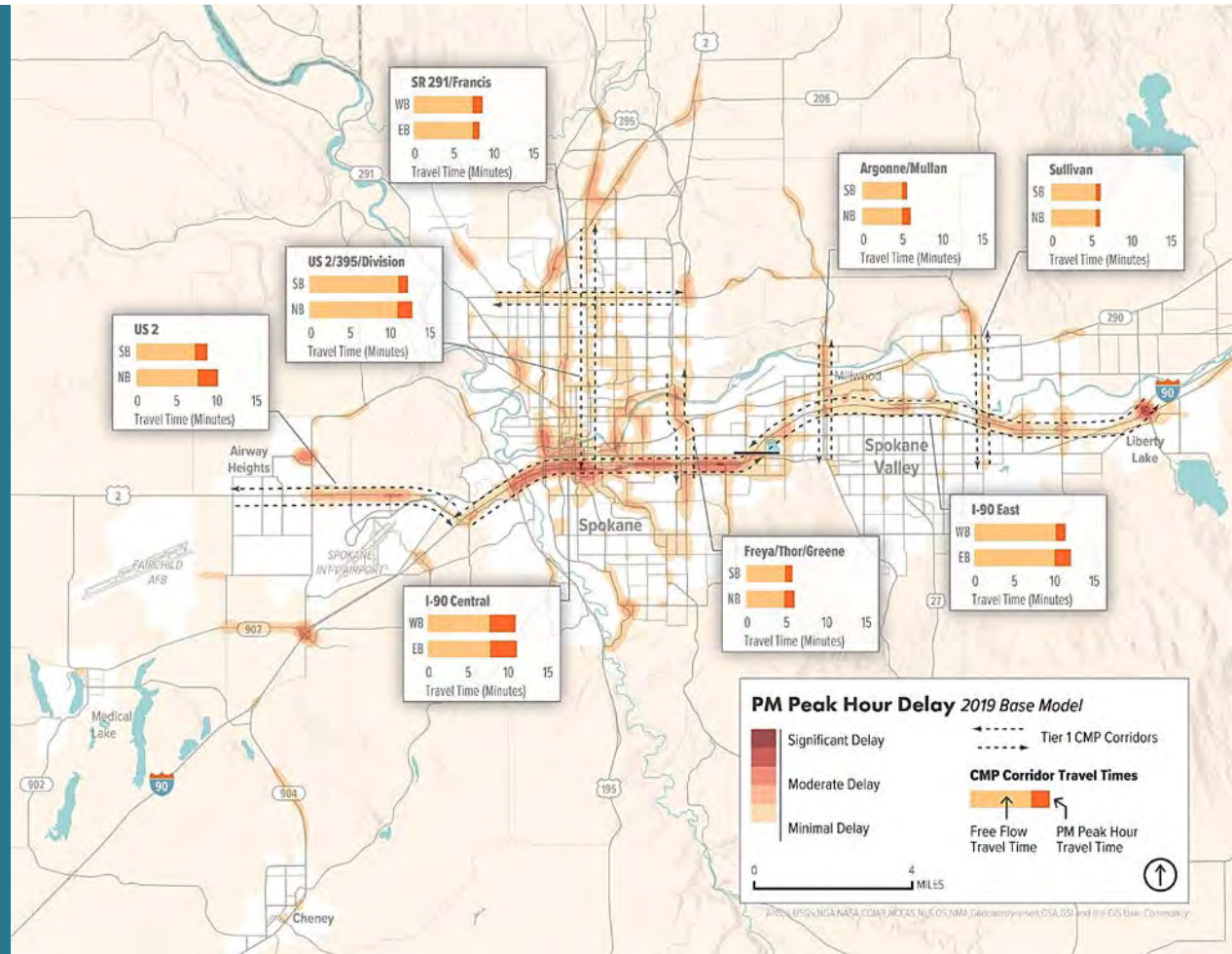
- Most important corridors selected for detailed congestion management strategies

Tier 2 Corridors

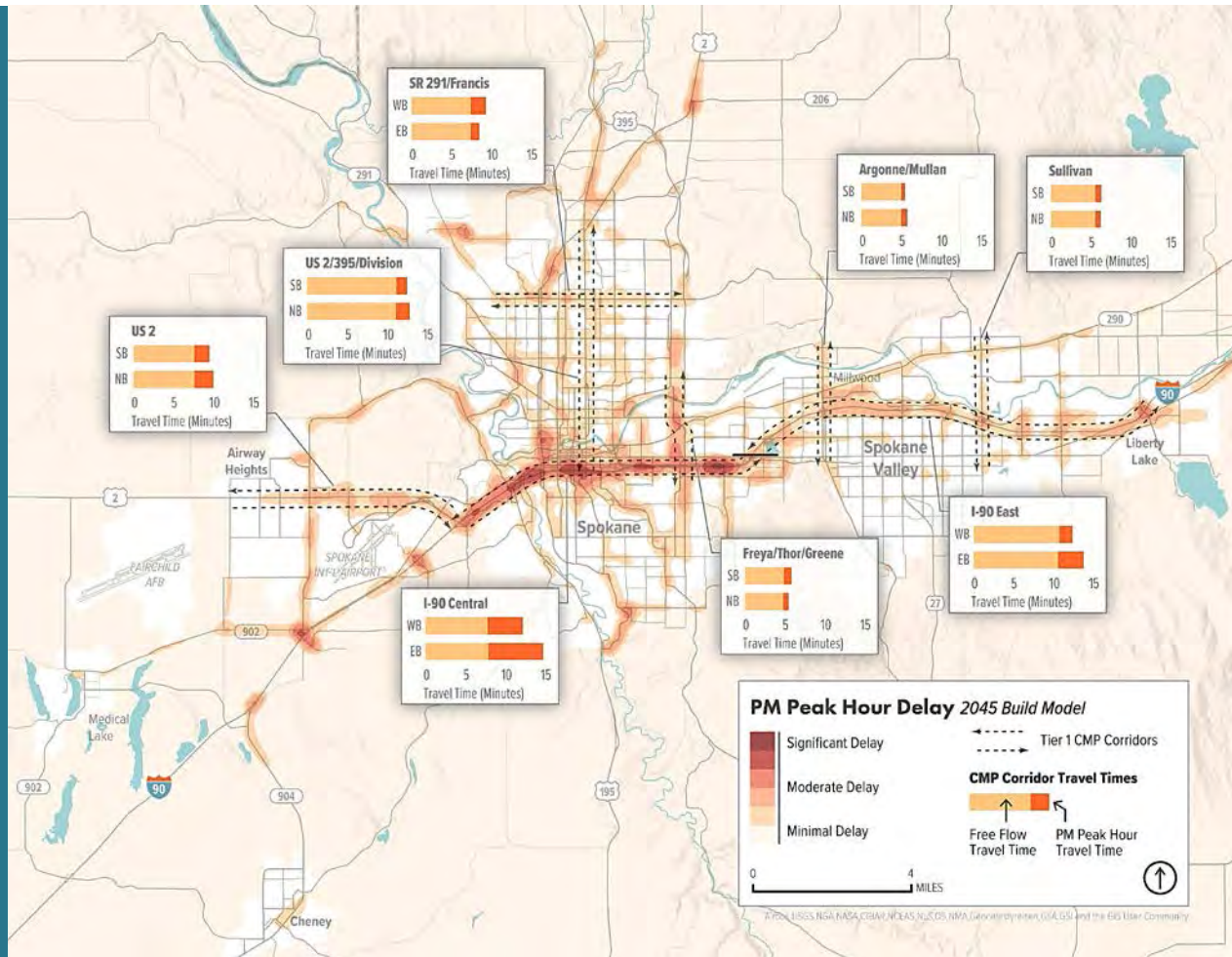
- Regionally important corridors selected for monitoring
- Strategies not assigned until conditions worsen



Delay on Tier 1 CMP Corridors



Forecasted Delay on Tier 1 CMP Corridors



Multimodal Performance Measures

Guiding Principle	Performance Measures
Economic Vitality	Transportation + housing costs % of median income Freight tonnage Assessed land value
Cooperation & Leadership	Attendance at CMP working group meetings, committees & public meetings
Stewardship	SRTC call for projects expenditures on CMP projects vs. all projects
System Operations, Maintenance & Preservation	Transit performance Travel Time Index averages and peaks Cost of project vs. Planning Time Index improvement Transit reliability factor
Quality of Life	Total regional miles of bike network Miles of sidewalk gaps filled on CMP network % of households within half mile of transit
Choice & Mobility	Same as Quality of Life measures
Safety & Security	Collision rate per VMT Incidence clearance on I-90

Monitoring System Performance

Travel Time Index

Planning Time Index

AADT

AWDT

Transit Service & Facilities

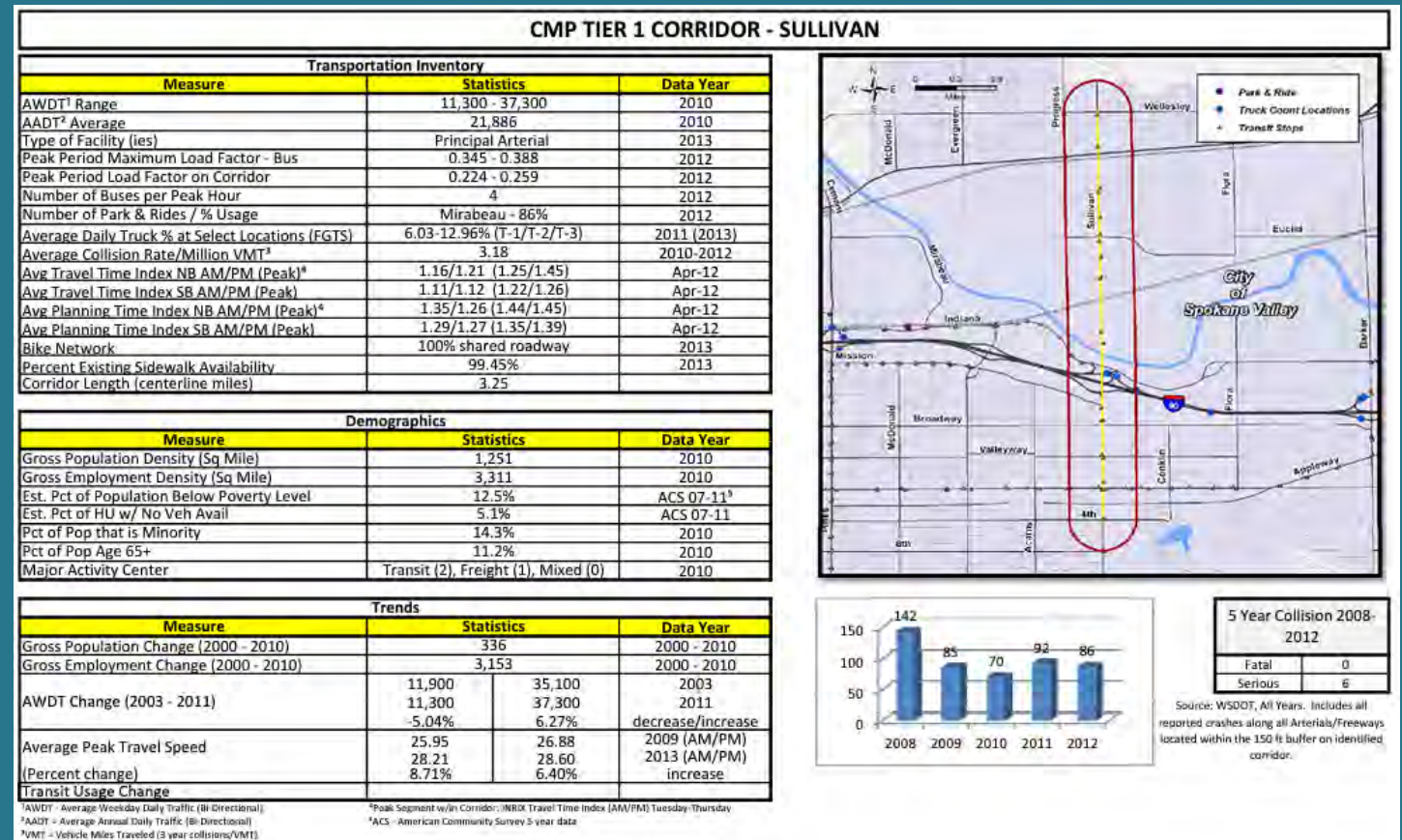
Bike/Ped Facilities

Crash History






Population & Employment Density

Forecasted Growth

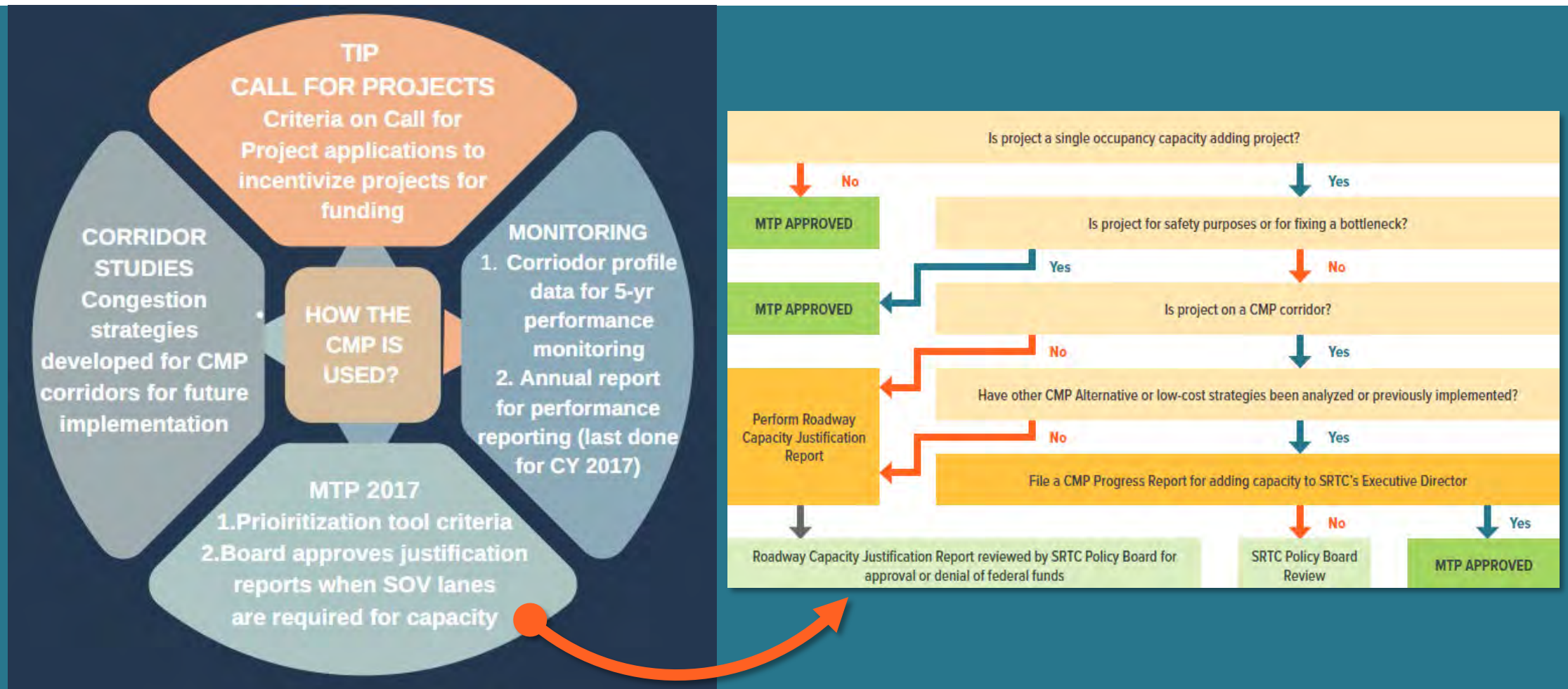
Demographics



Identifying & Assessing Strategies

CMP Toolkit Strategy Categories	
	Travel Demand Management (TDM)
	Operational Improvements/ Intelligent Transportation Systems (ITS)/ Transportation System Management (TSM)
	Transit Operational Improvements
	Freight/Goods Movement
	Roadway Capacity improvements

Program & Implement Strategies



2023 CMP Update Schedule/Work Plan

	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Project Tasks	06 13 20 27	06 13 20 27	03 10 17 24	01 08 15 22 29	05 12 19 26	03 10 17 24 31	07 14 21 28	04 11 18 25	02 09 16 23 30	06 13 20 27	04 11
T0. Project Development Convene workgroup, review data source + needs, review cmp criteria, goals + objectives	●										
T1. CMP Network Identification Review current CMP network, identify key corridors + destinations, develop 2023 CMP corridors map		●									
T2. CMP Performance Criteria Development Review + update CMP performance criteria, acquire updated data to support performance criteria			●	●	●						
T3. CMP Network Analysis Evaluate CMP network using updated performance criteria data					●						
T4. CMP Strategies Development Review + update CMP strategies based on existing needs								●	●	●	●
Key Deliverables	06 13 20 27	06 13 20 27	03 10 17 24	01 08 15 22 29	05 12 19 26	03 10 17 24 31	07 14 21 28	04 11 18 25	02 09 16 23 30	06 13 20 27	04 11
CMP Network Map			●	●							
CMP Performance Criteria			●	●							
CMP Strategies Toolkit									●	●	
CMP Report + Corridor Profiles									●	●	
CMP Dashboard									●	●	

CMP Working Group

We anticipate 5 to 6 CMP working group meeting to inform the process

- 2 in spring — CMP regional objectives, network, performance metrics
- 1-2 in summer — CMP network evaluation + analysis
- 2 in fall — CMP needs + strategies development

2014 CMP working group representation

- WSDOT
- STA
- Spokane County
- City of Spokane
- City of Spokane Valley
- SRTMC
- TAC Representative

Transportation Performance Management: PM2 - Infrastructure

TTC Meeting

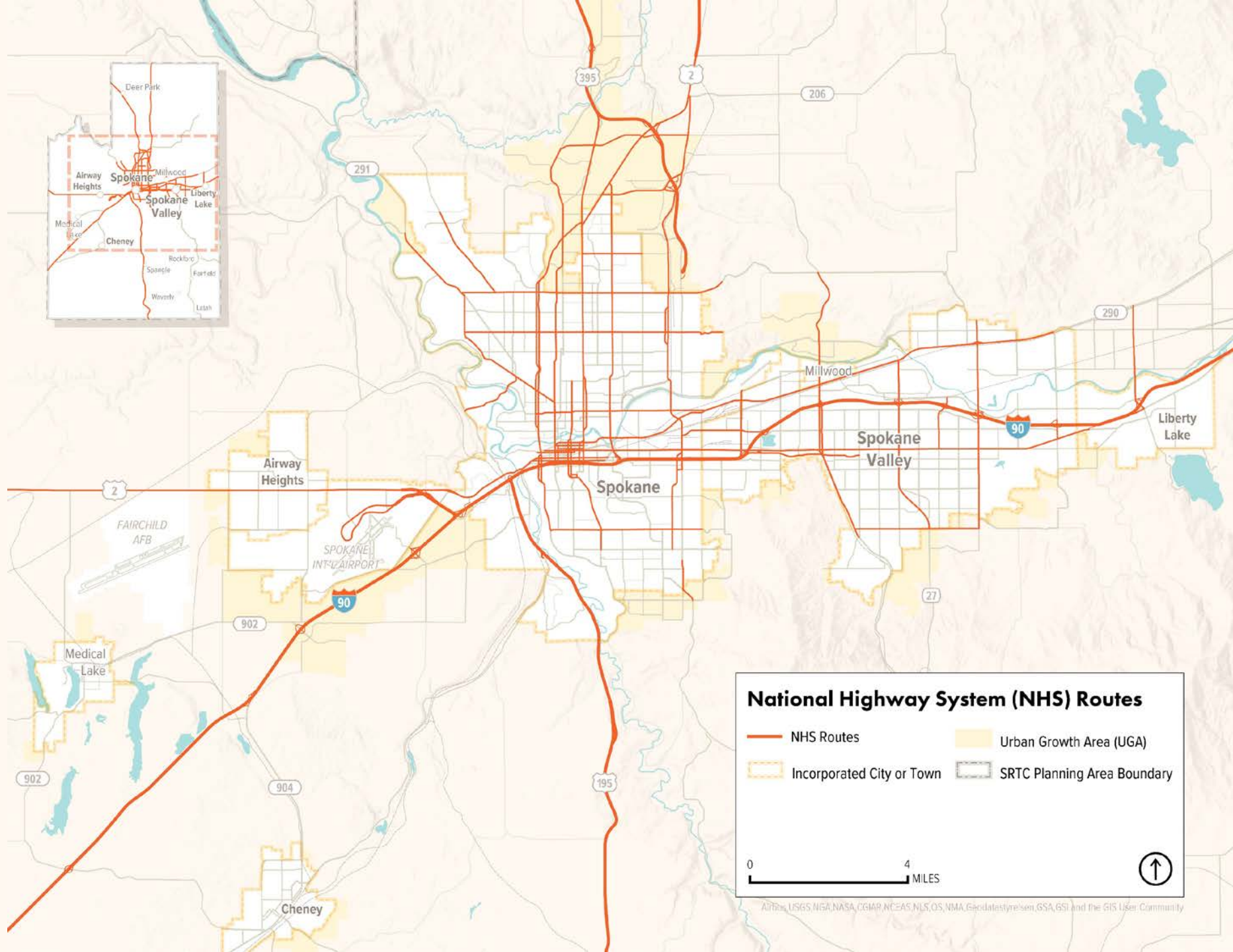
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02.22.2023

National Highway Performance Program (NHPP)

Bridge

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



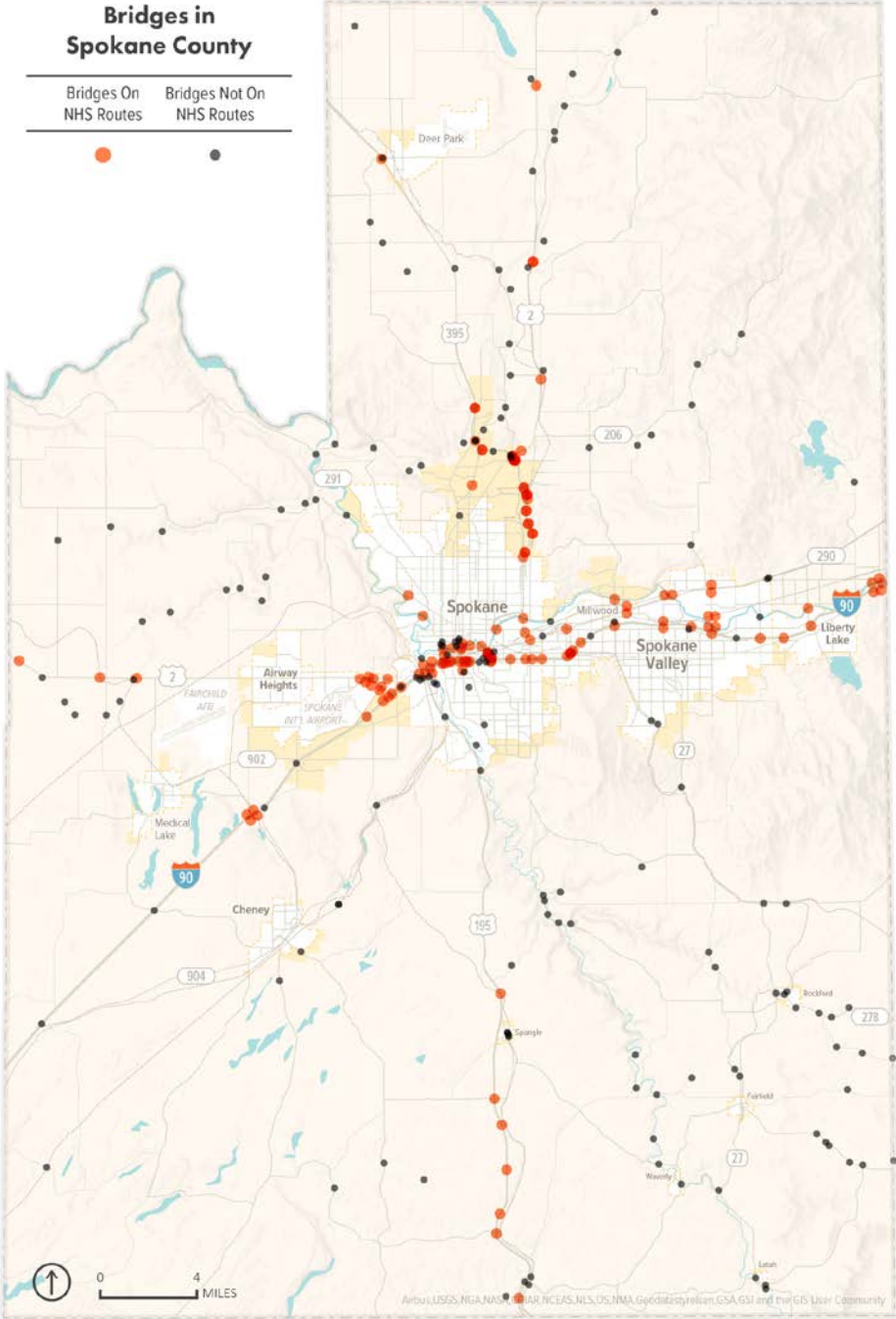
WSDOT Targets

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. 31, 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.

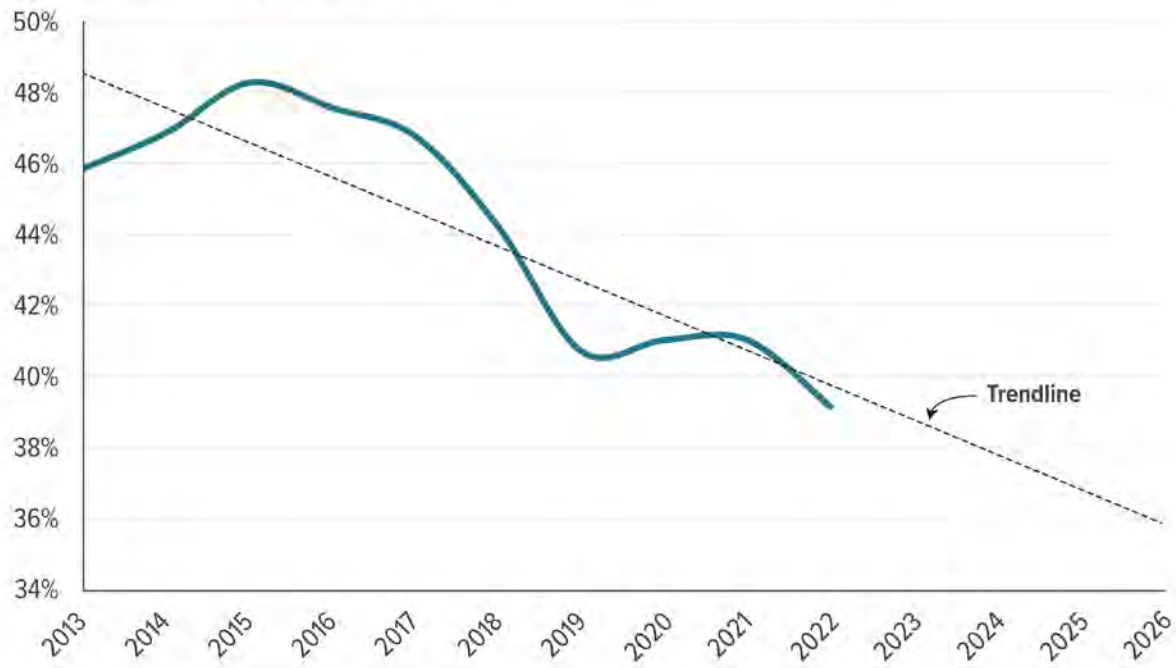
Bridges in the MPA

Bridge Condition	
Poor	26
Fair	122
Good	157
TOTAL	305



SRTC Planning Area

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

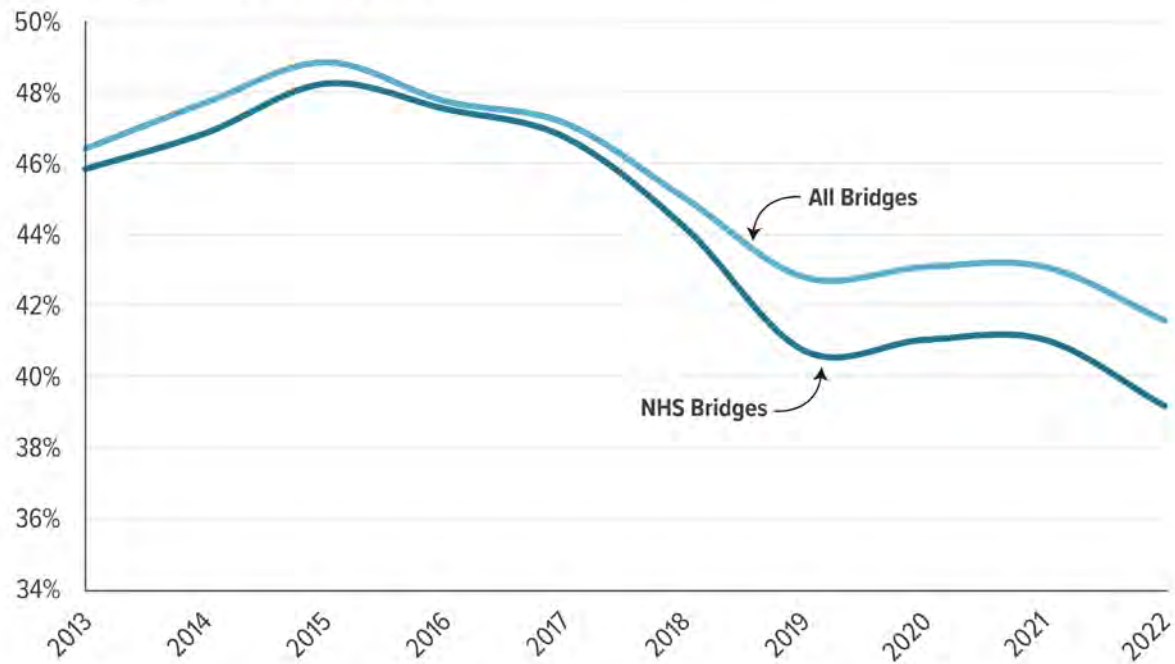


Share of NHS Bridges in Poor Condition
In Spokane County, WA

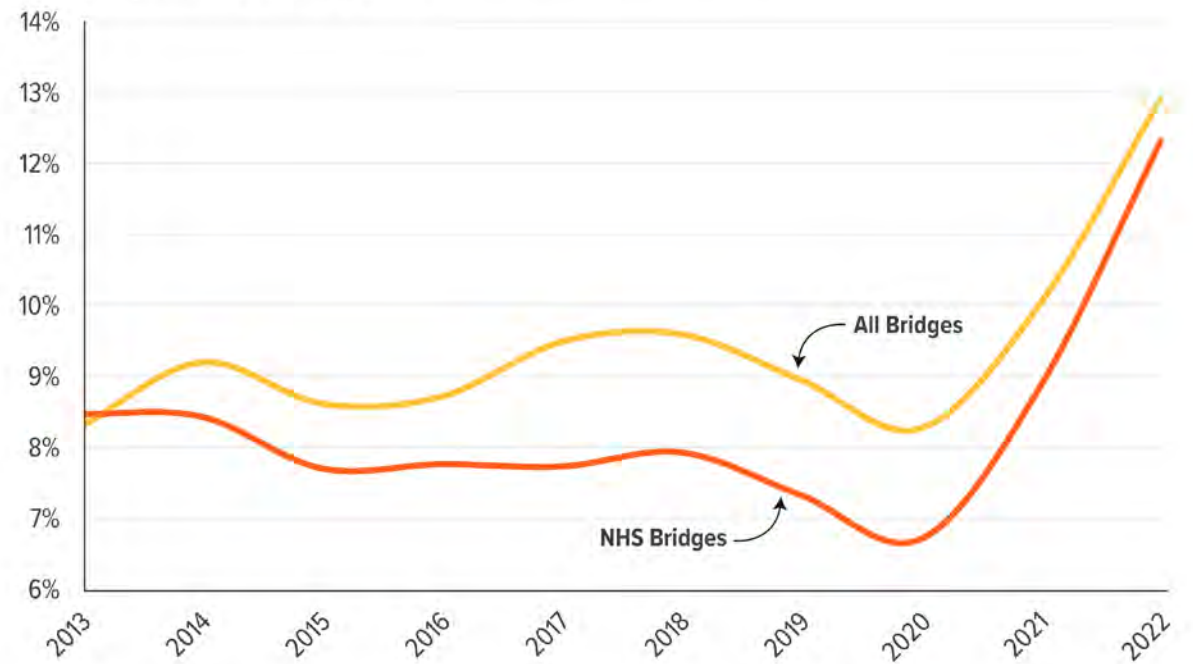


SRTC Planning Area

Share of Bridges in Good Condition
In Spokane County, WA



Share of Bridges in Poor Condition
In Spokane County, WA

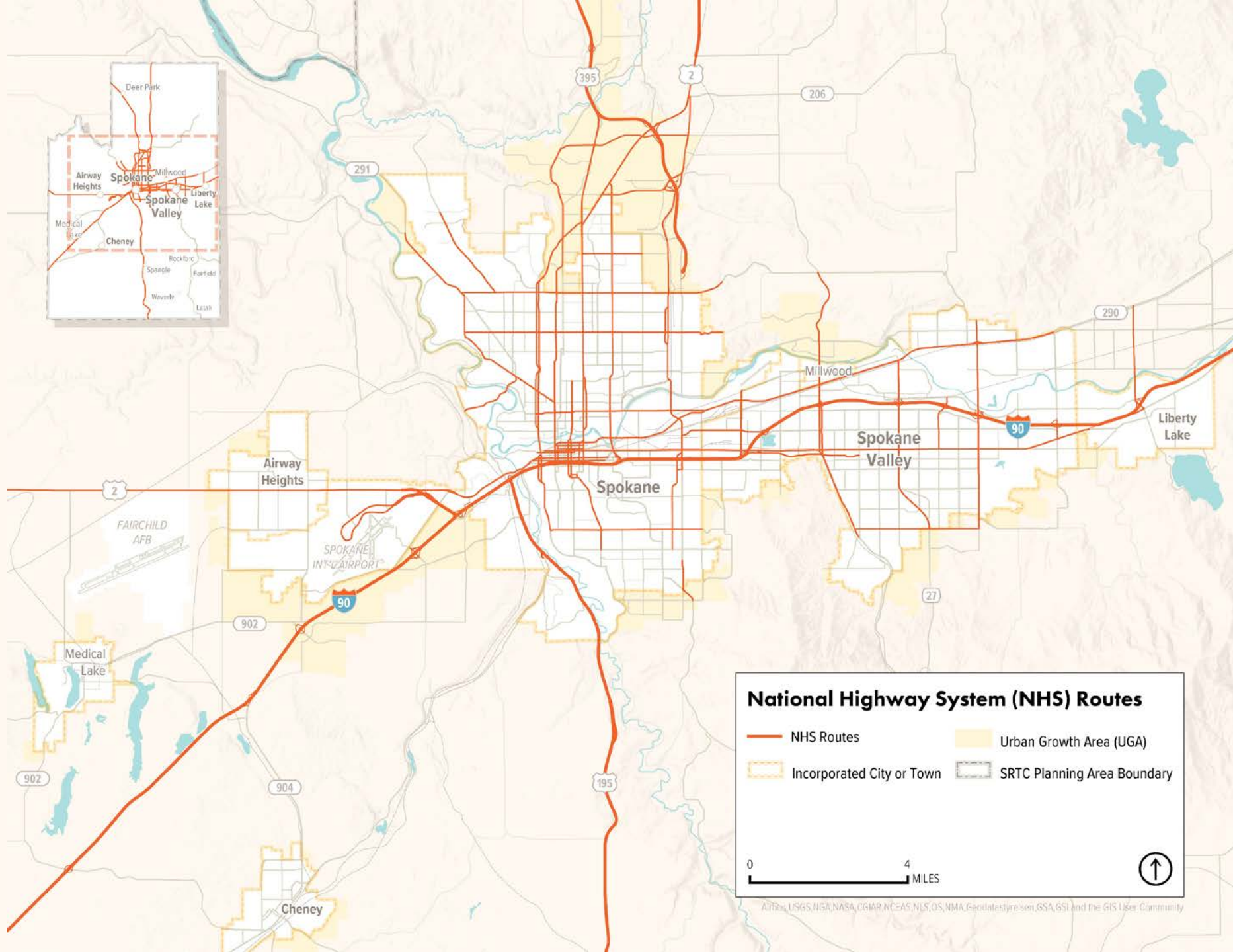


What we're currently doing...

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

Pavement

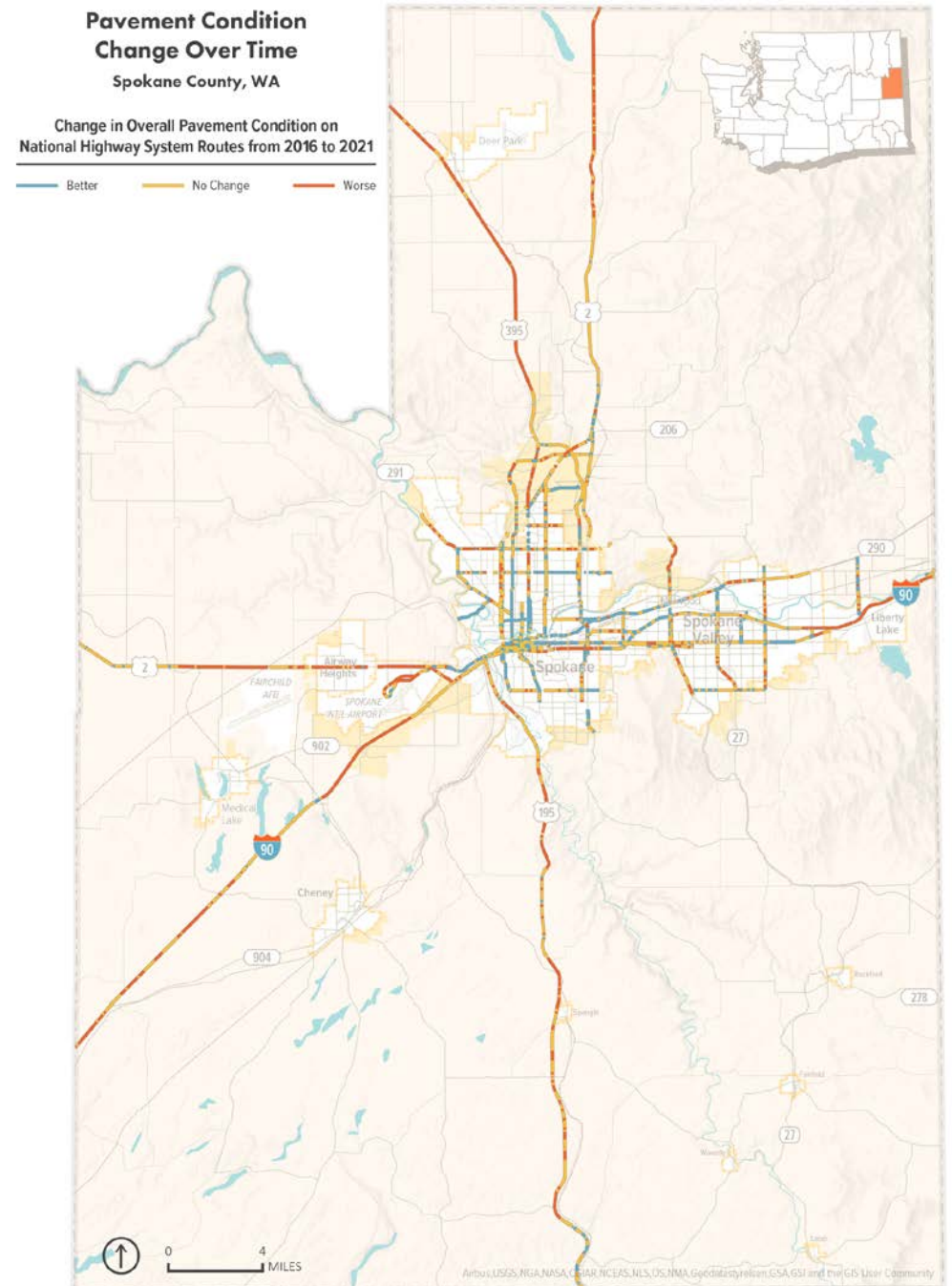
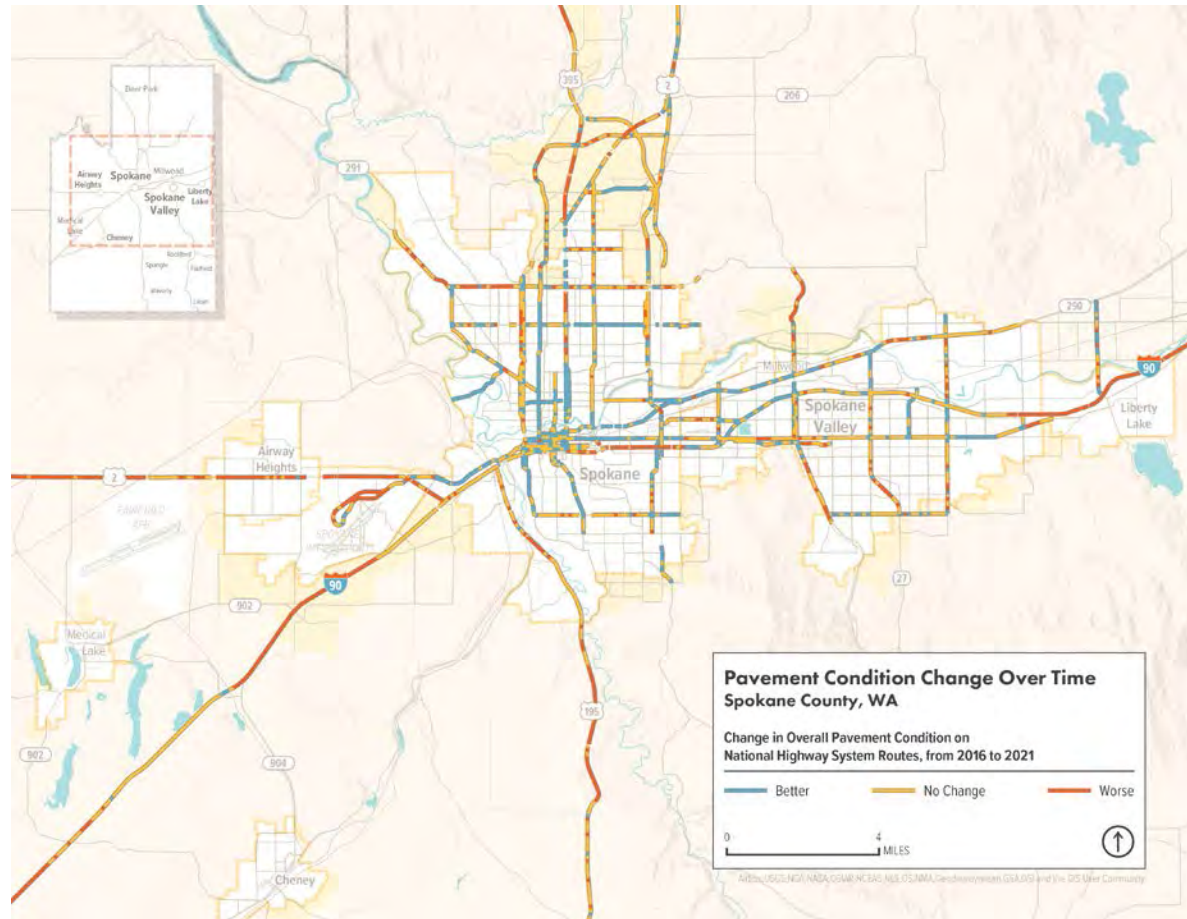
- Percentage of pavements of the Interstate System in Good condition
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-Interstate NHS in Good condition
- Percentage of pavements of the non-Interstate NHS in Poor condition



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

- Staff will prepare a resolution in support of the WSDOT targets unless discussion suggests otherwise.
- Make recommendation at the March meeting.
- Board action at their April 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?