

Transportation Performance Management: PM2 - Infrastructure

TTC Meeting

03.22.2023

National Highway Performance Program (NHPP)

Bridge

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

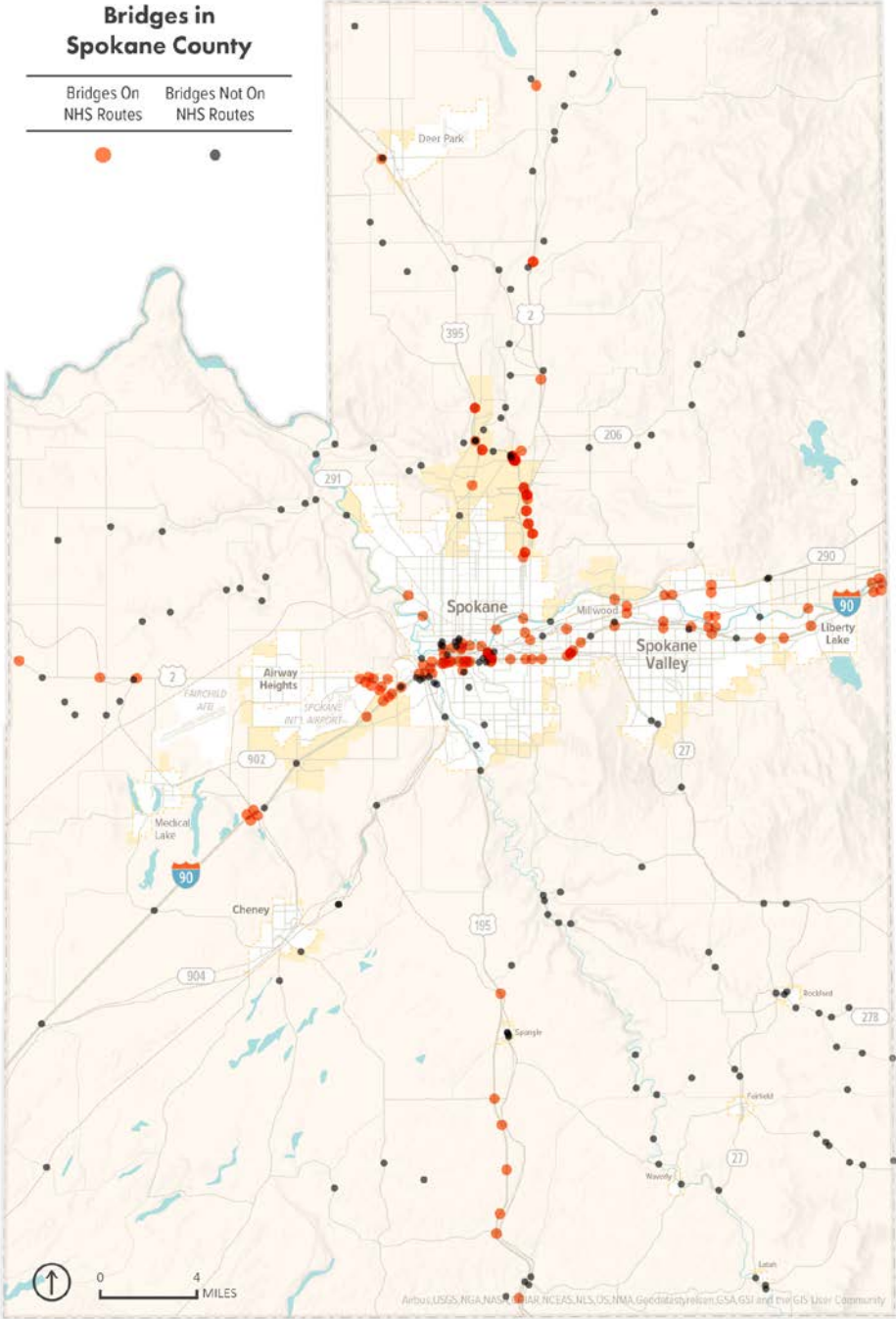
WSDOT Targets

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.

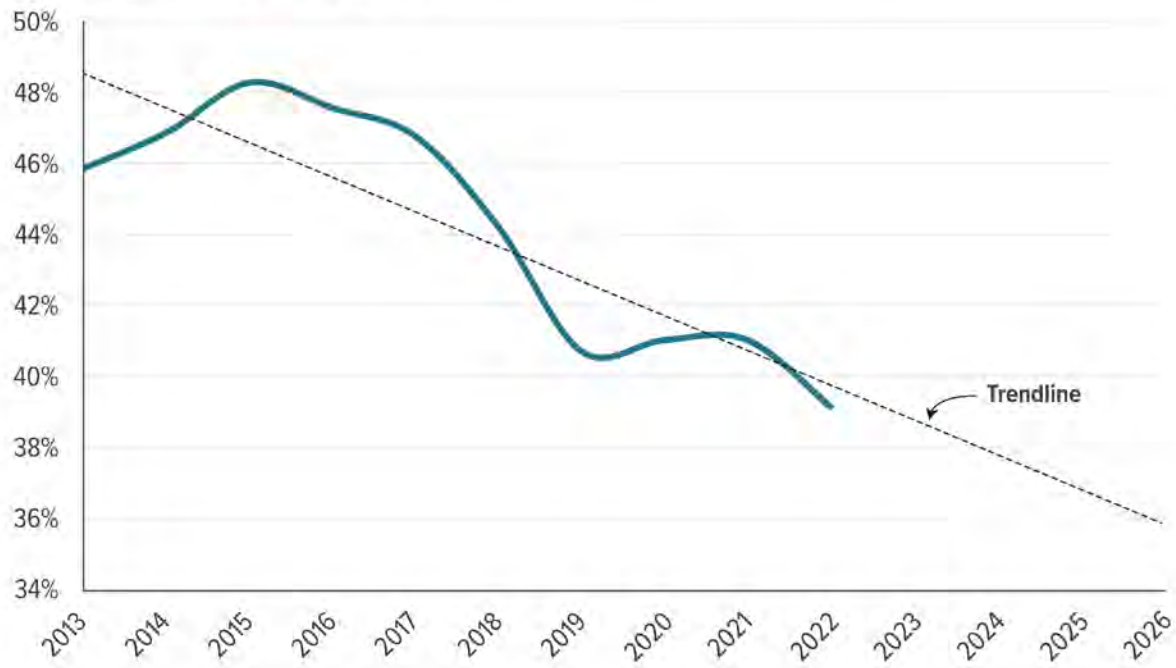
Bridges in the MPA

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



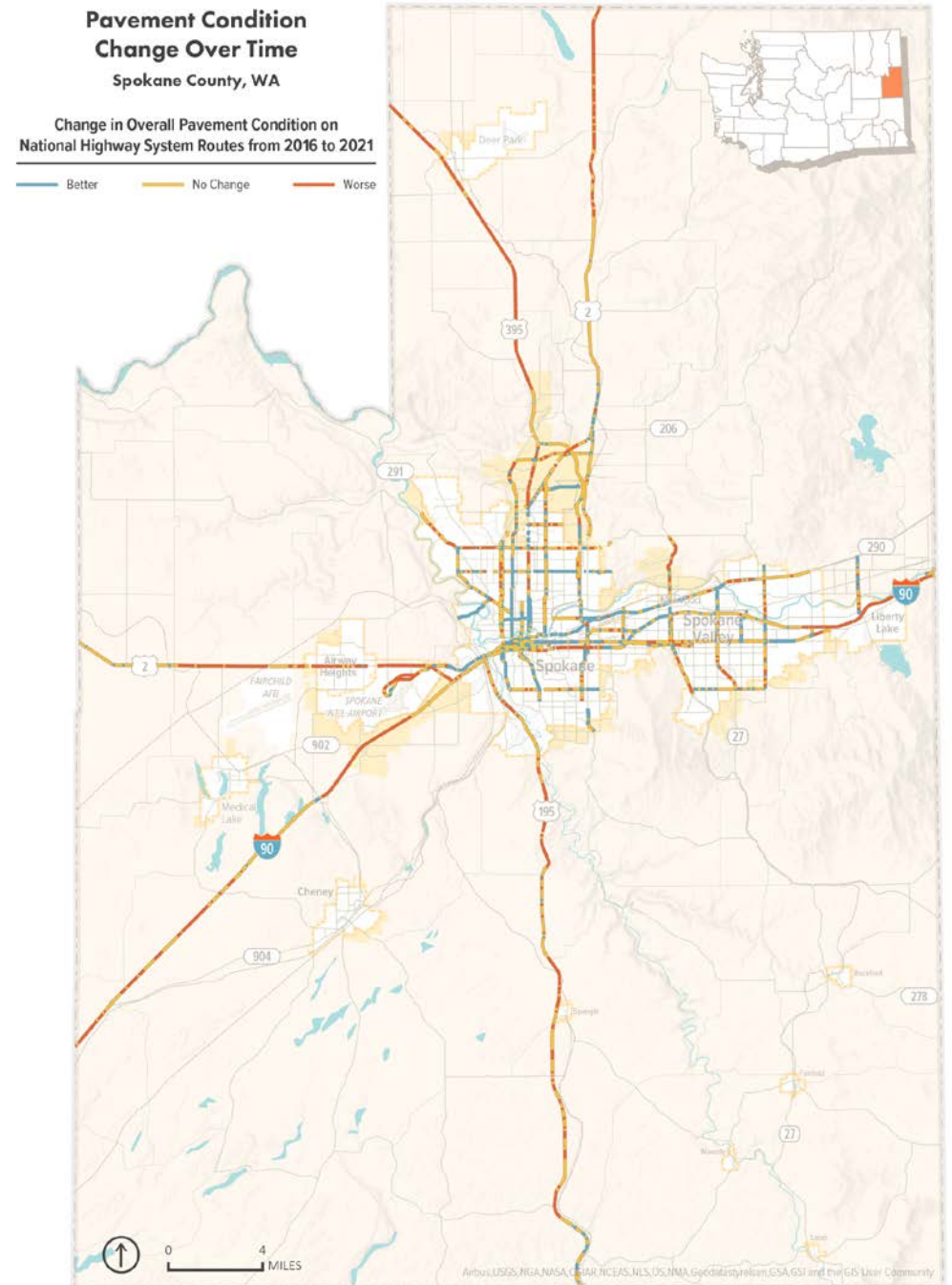
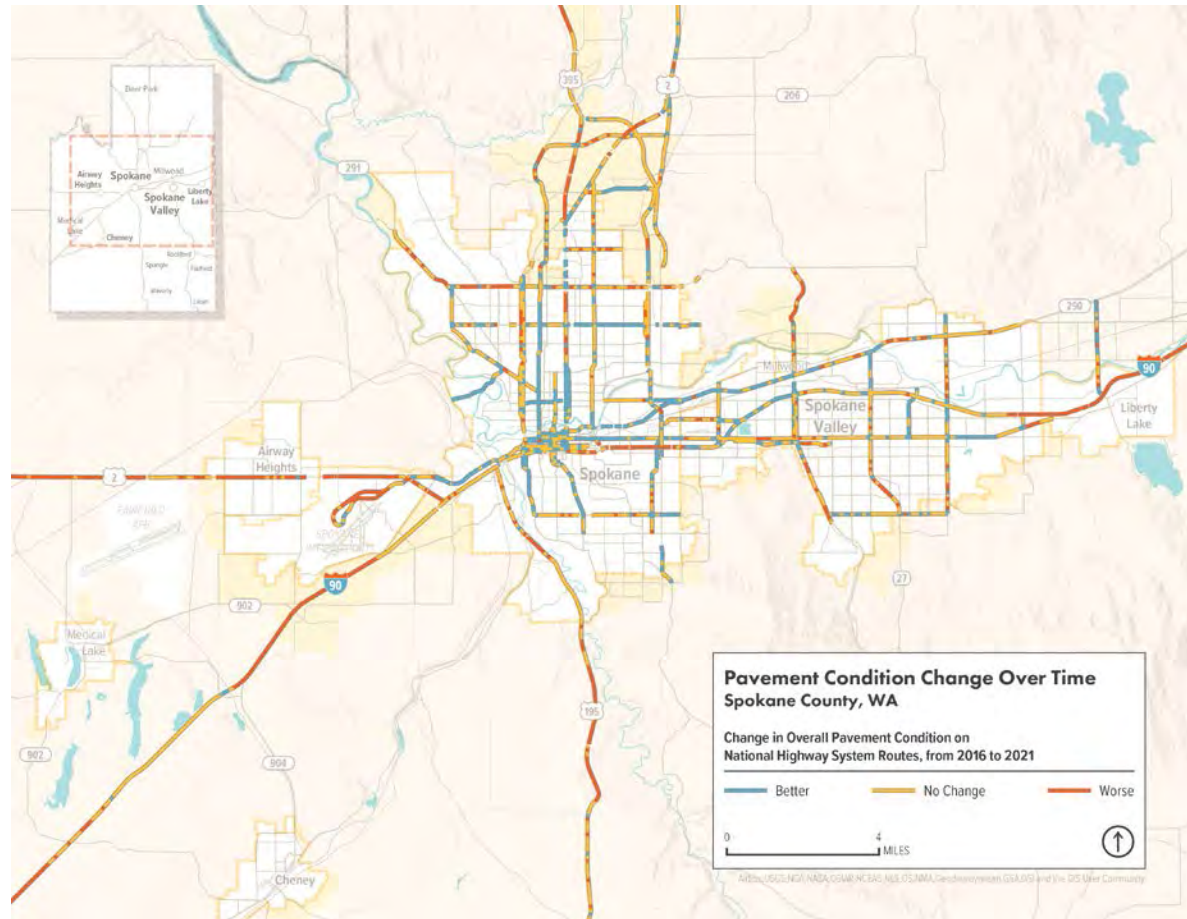
Pavement

- 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



For [the infrastructure] 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 target
2. Commit to a quantifiable target for the metropolitan planning area

Requested Action

Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT PM2 targets.

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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Transportation Performance Management: PM3 – System Performance

TTC Meeting

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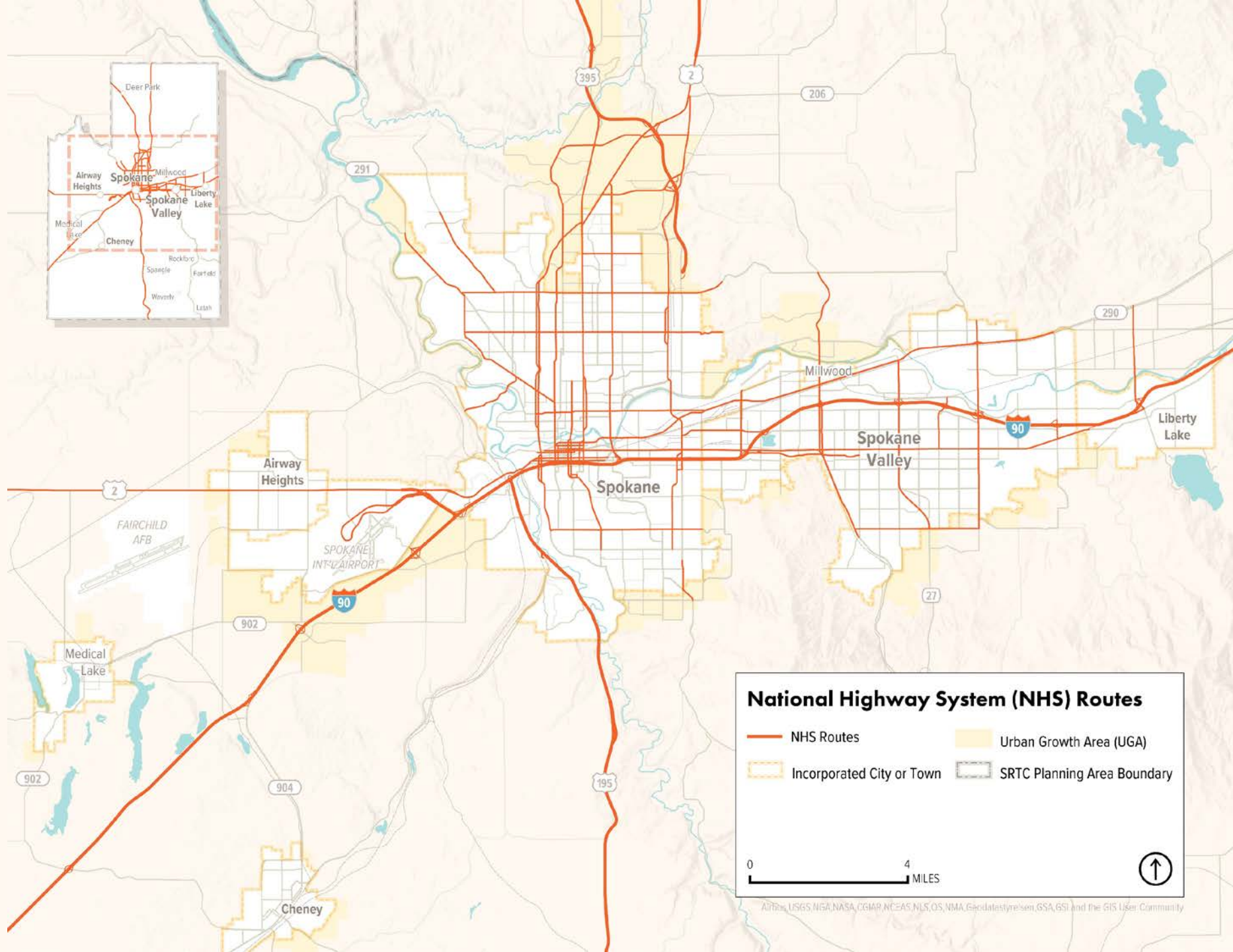
03.22.2023

Applicable Federal Funding Programs

- National Highway Performance Program (NHPP)
- National Highway Freight Program (NHFP)
- Congestion Mitigation & Air Quality Program (CMAQ)

Reliability

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the Non-Interstate NHS System that are reliable
- Truck Travel Time Reliability (TTTR) Index



Congestion Mitigation & Air Quality Program

- Peak hours of excessive delay per capita in Spokane urbanized area
- Non-Single Occupancy Vehicle travel in Spokane urbanized area
- Particulate matter less than 10 microns (PM₁₀) (kg/day)²
- Carbon monoxide (CO) (kg/day)²

Level of Travel Time Reliability

Level of Travel Time Reliability (LOTTTR) is defined as the ratio of longer travel times (80th percentile) to a “normal” travel time (50th percentile).

Data are collected in 15-minute segments during four time periods.

The measures are the percent of person-miles traveled on the NHS that are reliable (with 1.5 TTR or less being reliable and more than 1.5 TTR being considered unreliable).

Truck Travel Time Reliability Index

The Truck Travel Time Reliability metric is defined as the ratio of the longer truck travel time (95th percentile) to a “normal” truck travel time (50 percentile).

It is computed for five time periods.

The TTTR measure is calculated by multiplying each segment's maximum TTTR metric with its length, and then divided by the total mileage of Interstate System.

Peak Hour Excessive Delay

Peak Hour Excessive Delay

**Peak Hour
Excessive
Delay (PHED)
per capita on
the NHS**

Excessive delay based on travel time of 20 mph or 60% of posted speed limit, whichever is greater (NPMRDS)

Measured for 15-minute periods during morning and evening weekday peak hours

Weighted by volumes and occupancy

Non-Single Occupancy Vehicle Travel

For this reporting period, applies to urbanized areas of more than 200,000 people that include air quality nonattainment or maintenance areas.

Calculated by analyzing trend line from American Community Survey Commuting (Journey to Work) data from the U.S. Census Bureau.

WSDOT Targets

TPM performance measure by program area		4-year targets 2021	4-year actuals 2021	Desired trend	2-year targets 2023	4-year targets 2025
Combined Rule (PM3)	23 CFR Part 490	1 st Reporting Period (2018-2021)			2 nd Reporting Period (2022-2025)	
Highway System Performance (Congestion)						
Precent of person-miles on the Interstate System that are reliable		68.0%	82.4%	↑	77.2%	72.5%
Percent of person-miles traveled on the Non-Interstate NHS System that are reliable		61.0%	87.8%	↑	88.1%	88.4%
National Freight Movement Program						
Truck Travel Time Reliability (TTTR) Index		1.75	1.49	↓	1.51	1.53
Congestion Mitigation & Air Quality Program						
Peak hours of excessive delay per capita in Spokane urbanized area		N/A	11.4	↓	10.0	10.0
Non-Single Occupancy Vehicle travel in Spokane urbanized area		N/A	24.2	↑	24.0%	25.1%
Reported Totals						
Particulate matter less than 10 microns (PM ₁₀) (kg/day) ²		224.000	-95.154	↓	223.838	447.676
Carbon monoxide (CO) (kg/day) ²		309.060	793.068	↓	19.274	34.928

What we're currently doing...

- Programmed ~\$10M in CMAQ eligible projects through the last call for projects.
- Congestion Management Process (update underway)
- System Performance Report

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 target
2. Commit to a quantifiable target for the metropolitan planning area

Discussion

What should the Board know to inform a discussion on congestion and air quality?

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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SAFE STREETS AND ROADS FOR ALL: UPDATE

TTC Meeting

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March 22, 2023

SS4A Grant Program Highlights

- Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A)
- a discretionary program with \$5 billion in appropriated funds over the next 5 years
- Expected minimum award: \$200K
- Expected maximum award: \$5M

SS4A Action Plan Components

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

Award

Share	Amount
Federal	\$400,000
SRTC	\$55,000
City of Spokane	\$15,000
City of Spokane Valley	\$15,000
Spokane County	\$15,000
TOTAL	\$500,000

Statewide Awards

Lead Applicant	Grant Type	Total Federal Funding	Total Project Cost
City of Ellensburg	Action Plan	\$ 160,000.00	\$ 200,000
City of Lacey	Action Plan	\$ 68,000.00	\$ 85,000
City of Montesano	Action Plan	\$ 200,000.00	\$ 250,000
City of Seattle	Implementation	\$ 25,654,000.00	\$ 37,500,000
City of Toppenish	Action Plan	\$ 80,000.00	\$ 100,000
Cowlitz-Wahkiakum Council of Governments	Action Plan	\$ 200,000.00	\$ 250,000
Grant County	Action Plan	\$ 280,000.00	\$ 350,000
Island Regional Planning Organization	Action Plan	\$ 403,200.00	\$ 504,000
King County Road Services Division	Action Plan	\$ 800,000.00	\$ 1,000,000
Kittitas County Department of Public Works	Action Plan	\$ 429,504.00	\$ 536,880
Northeast Washington Regional Transportation Planning Organization	Action Plan	\$ 352,000.00	\$ 440,000
Puget Sound Regional Council	Action Plan	\$ 4,860,363.00	\$ 6,075,454
Southwest Washington Regional Transportation Council	Action Plan	\$ 300,000.00	\$ 375,000
Spokane Regional Transportation Council	Action Plan	\$ 400,000.00	\$ 500,000
Thurston County	Action Plan	\$ 264,000.00	\$ 330,000
Walla Walla County Department of Public Works	Action Plan	\$ 201,696.00	\$ 252,120
Whatcom Council of Governments	Action Plan	\$ 200,000.00	\$ 250,000

Next Steps

- Kick-Off Meeting with FHWA on April 5
- Draft MOAs with CoS, CoSV, SpoCo
- Execute Agreement with FHWA
- Develop RFP (need a couple volunteers)
- Onboard Consultant
- Begin work (mid-July estimate)
- Expected Adoption in May 2024

Questions?

Mike Ulrich, AICP

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Equity Working Group

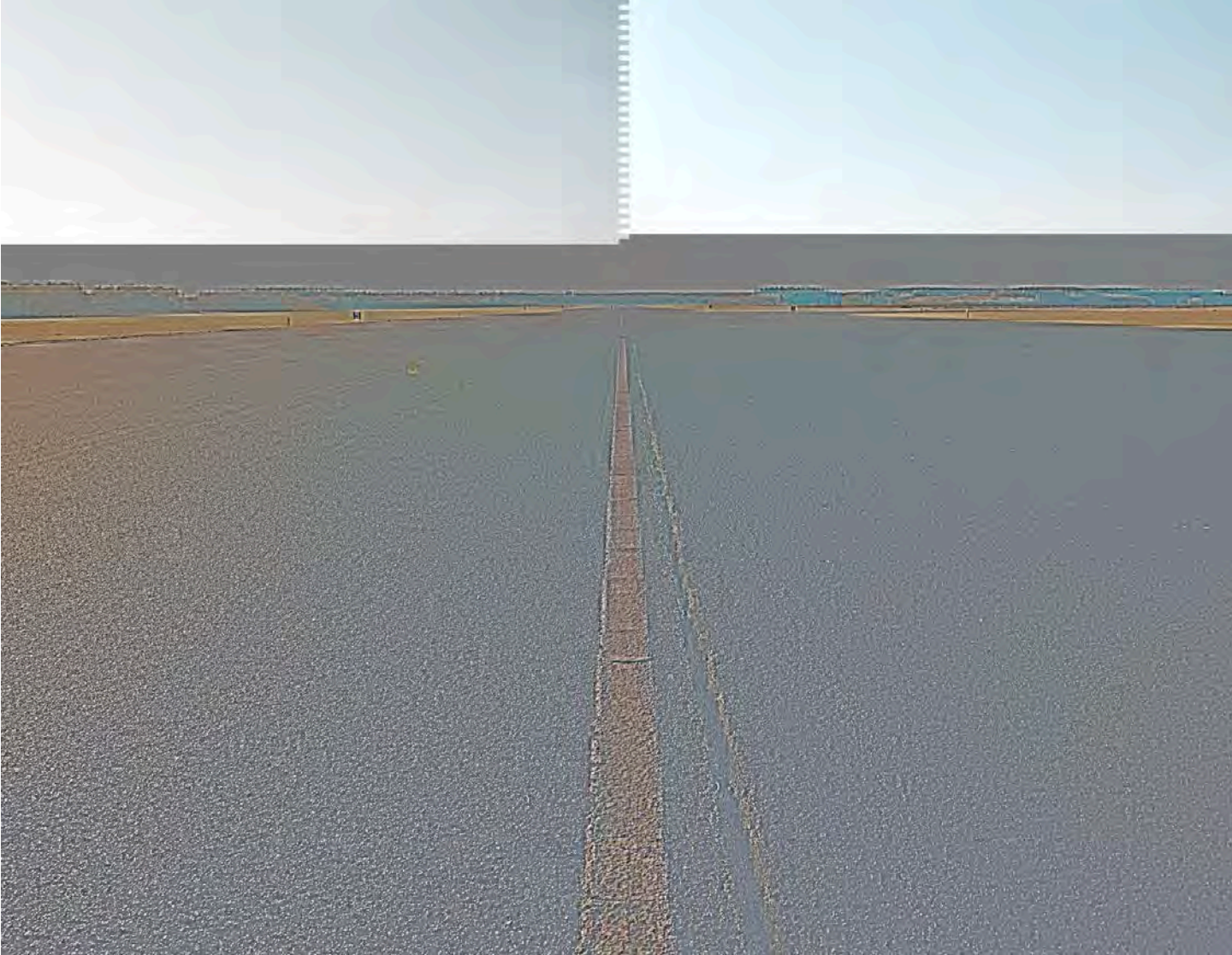
SPOKANE REGIONAL TRANSPORTATION COUNCIL

MARCH 2023

INFORMATION ITEM

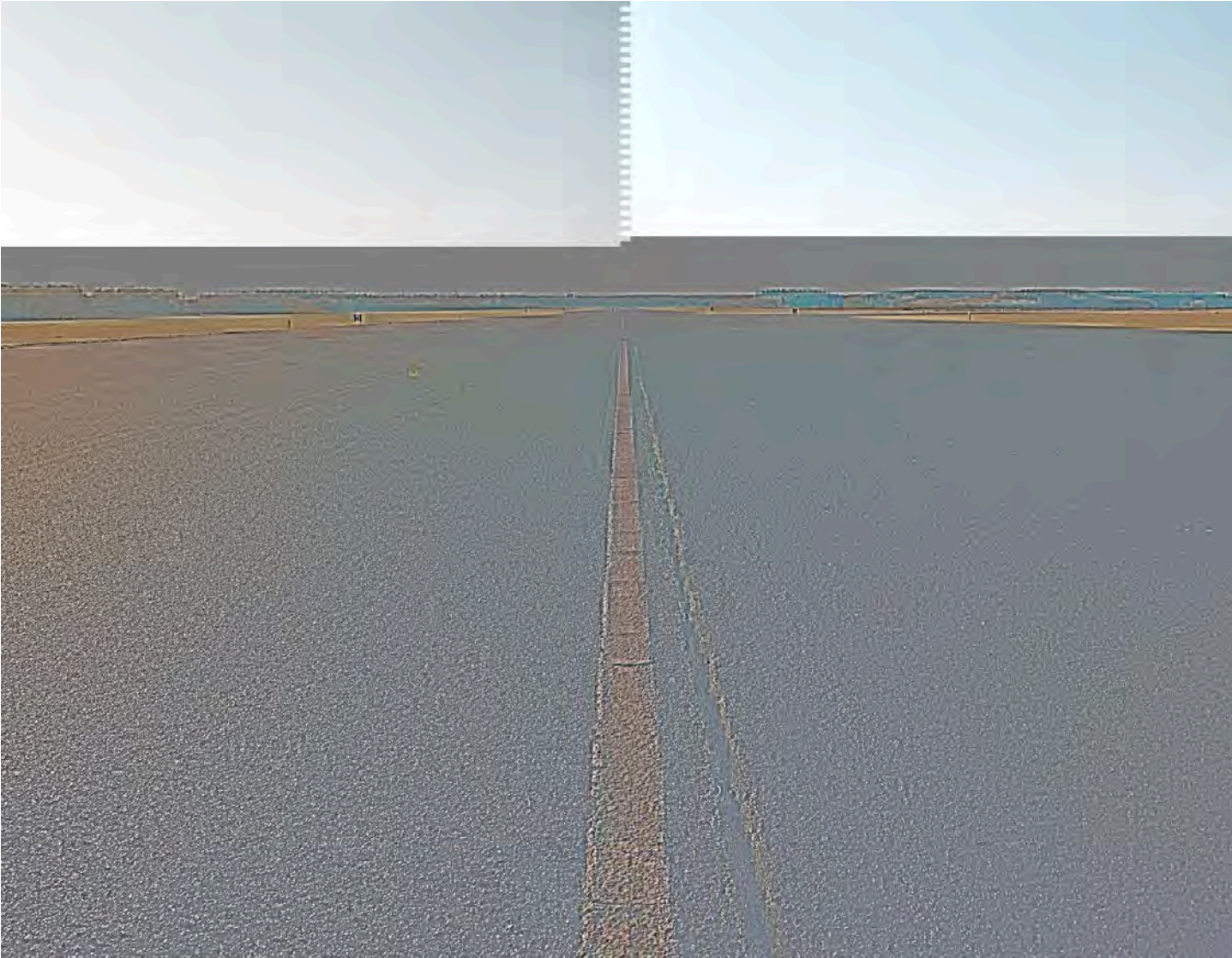
AGENDA ITEM 9, PAGE 12

TRANSPORTATION TECHNICAL COMMITTEE



Equity Planning Framework

- Equity Planning Work Group met March – Oct 2022
- Discussed equity planning at SRTC and formulated set of recommendations...



Equity Planning Framework

Recommendation:

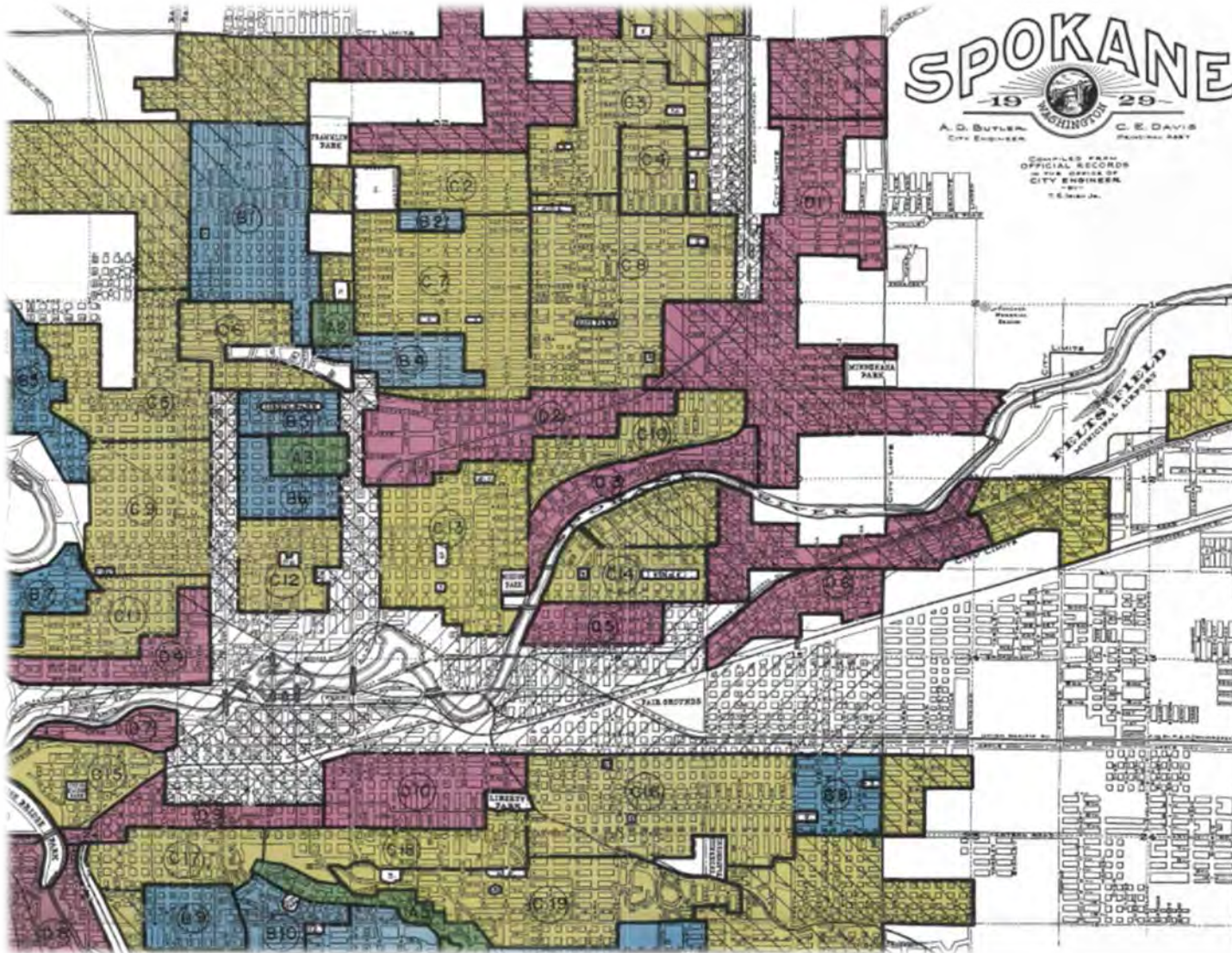
Establish an equity work group or advisory group as a continuing activity.

- Can provide an equity lens on existing SRTC planning and outreach activities.
- Forum for representation at the MPO level from our area's historically overburdened or excluded communities.

Importance of Equity Lens

Need to counter legacy of inequitable planning policy...

- Red-lining and long-term impact of lowest-cost land acquisition.
- Poorer and nonwhite communities were disproportionately represented near high traffic volumes and densities. (Rowangold, 2013)
- Non-white and low-income neighborhoods are 50% less likely to have a recreational facility in their community than are white and high-income neighborhoods. (The National Recreation and Park Association, 2012)



Potential Activities

Provide input on SRTC equity statement.

Review Public Participation Plan (PPP) and potentially suggest changes.

Review and make suggestions related to MTP outreach process.

Provide qualitative information to help inform use of SS4A funds.

Provide comments on project-level equity criteria.

Discuss and help define meaningful engagement.

Provide input related to SRTC's Needs Assessment.

Working Group

More Flexibility...

Participation

Meeting times +

Agendas



Advisory Committee

Board charter

Board approval of members +
any changes in membership

Minutes

Required quorum

Action items





Conversation with Board in April

Back to TAC/TTC in June

Working with Board to charter group

Target: First full meeting of group in
December 2023 or January 2024

Next Steps



For Discussion

- Working Group vs. Advisory Committee
- Potential working group activities
- Timeline (touches)



Thank you!

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Thank you!

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Bicycle Level of Traffic Stress Update

TTC

MARCH 22, 2023

JASON LIEN

AGENDA ITEM 10, PG. 15





Purpose of LTS

- ❑ Grading system to rate bicycling comfort on the Regional Bicycle Priority Network
- ❑ Data point for SRTC and partners to gauge system performance and better understand barriers



LTS Method

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

Next Steps



- ☐ Finalize data collection / GIS database
- ☐ Begin LTS analysis in April
- ☐ TTC/TAC update in May
- ☐ Work complete in June

Questions?

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2024-2025 UPWP Development Update

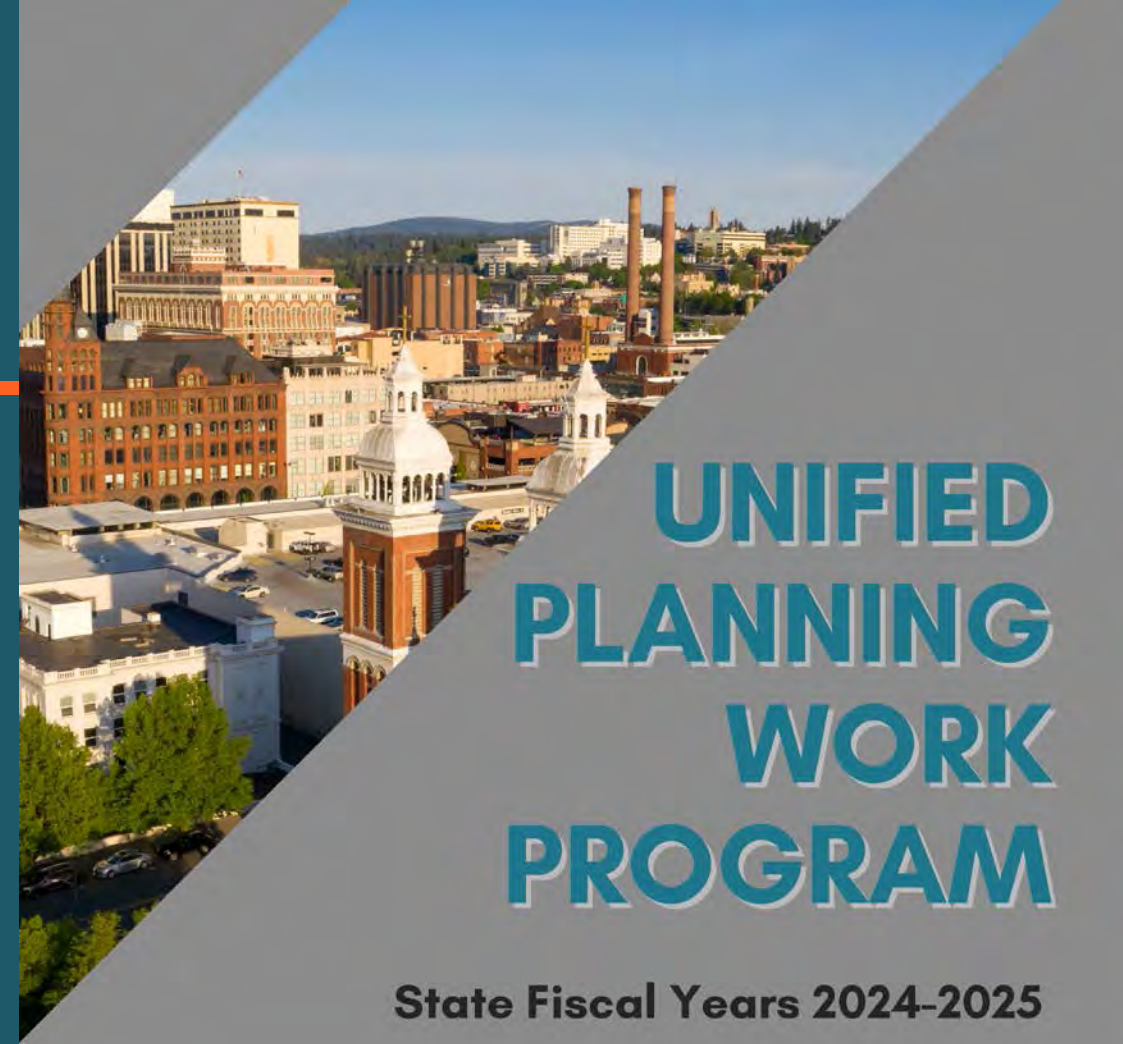
TTC Meeting

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March 22, 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.



UNIFIED PLANNING WORK PROGRAM

State Fiscal Years 2024-2025

07.01.2023 - 06.30.2025

SRTC SPOKANE REGIONAL
TRANSPORTATION
COUNCIL

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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**

Budget

corrected figures

	SFY 24-25
Revenues	\$ 7,403,506
Expenditures	\$ 7,403,506

Schedule

SFY 24-25 UPWP Task/Milestone	Mar	Apr	May	June	July
Content development					
STA and WSDOT content					
Preliminary draft UPWP submitted to WSDOT					
WSDOT/FHWA/FTA meeting		18th			
Public comment period					
TAC/TTC					
Board					
Approved SFY 24-25 UPWP submitted to WSDOT					
FHWA/FTA Approval					
SFY 24-25 UPWP effective					1st

Questions?

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