

Transportation Performance Management: PM3 – System Performance

Board Meeting

Agenda Item 5 | Page 17

May 11, 2023

Requested Action

Approve Resolution R-23-13 agreeing to plan and program projects that contribute to the accomplishment of WSDOT PM3 targets as shown in the Attachment.

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

Level of Travel Time Reliability

The consistency or dependability in travel times.

How consistent is your commute time from day-to-day?

Data

Performed better than the State in all three reliability measures.

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

Peak Hour Excessive Delay

- New required measure for this reporting period
- Measurement of annual hours of peak hour excessive delay per capita specific to the Spokane urbanized area.

TPM Performance Measure	4-year Target
Peak Hour Excessive Delay (Spokane UZA)	10.1

Non-Single Occupancy Vehicle Travel

- New required measure for this reporting period.
- This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.
- Specific to the Spokane urbanized area.

TPM Performance Measure	4-year Target
Non-Single Occupancy Vehicle Travel (Spokane UZA)	25.1%

Emission Reduction

- PM₁₀
- CO

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
- Spokane Regional Transportation Management Center
- Spokane Regional Transportation Electrification Grant Project

For [the PM3] 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 PM3 targets
2. Commit to a quantifiable target for the metropolitan planning area

Discussion

- Question about the CO target

CO Target - Statewide

TPM performance measure by program area		4-year targets 2021	4-year actuals 2021	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)	
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

Committee Recommendations

Both the Technical and Advisory Committees unanimously recommended the requested action.

WSDOT 4-YEAR SYSTEM PERFORMANCE PM3 TARGETS

PERFORMANCE MEASURE	TARGET	DESIRED TREND
Percent of the person-miles traveled on the Interstate that are reliable	72.5%	↑
Percent of the person-miles traveled on the non-Interstate NHS that are reliable	88.4%	↑
Truck Travel Time Reliability (TTTR) Index	1.53	↓
Annual Hours of Peak Hour Excessive Delay Per Capita in Spokane UZA	10.0	↓
Percent of Non-SOV travel in Spokane UZA	25.1%	↑
Particulate matter less than 10 microns (PM ₁₀) (kg/day) ²	447.7	-
Carbon monoxide (CO) (kg/day) ²	34.93	-

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Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

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Next Agenda Item

Unified List of Regional Transportation Priorities:

Reaffirm Project Criteria &
Discuss WSDOT ER / SRTC Safety Collaboration Pilot Project

Board Meeting

Agenda Item 6 | Page 20

May 11, 2023

Requested Action

Approve Resolution R-23-14 outlining the 2024 Unified List of Regional Transportation Priorities criteria as shown in the Attachment.

Purpose

IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
South Barker Road Corridor	Spokane Valley	IP-1	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Spragus, 4th, and 8th aves.	\$28,620,000	\$18,167,000	\$18,167,000 All Phases
Millwood Trail - Spokane Phase	Spokane	IP-2	Construct a shared-use pathway along the south side of the Spokane River, beginning at Spokane Community College just east of Greene St, linking with Centennial and Children of the Sun trails.	\$6,405,942	\$6,288,884	\$6,288,884 All Phases
Spokane Valley River Loop Trail	Spokane Valley	IP-3	Construct 5 miles of new paved trail and install two pedestrian bridges spanning the Spokane River, at Plante's Ferry and near Flora Park.	\$16,500,000	\$14,750,000	\$0
STA Fleet Electrification	STA	IP-4	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone WW Garage and the required infrastructure.	\$35,800,000	\$7,600,000	\$4,950,000 All Phases
Fish Lake Trail Connection Phases 1-3	Spokane	IP-5	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,477,771	\$18,550,392	\$12,584,920 All Phases

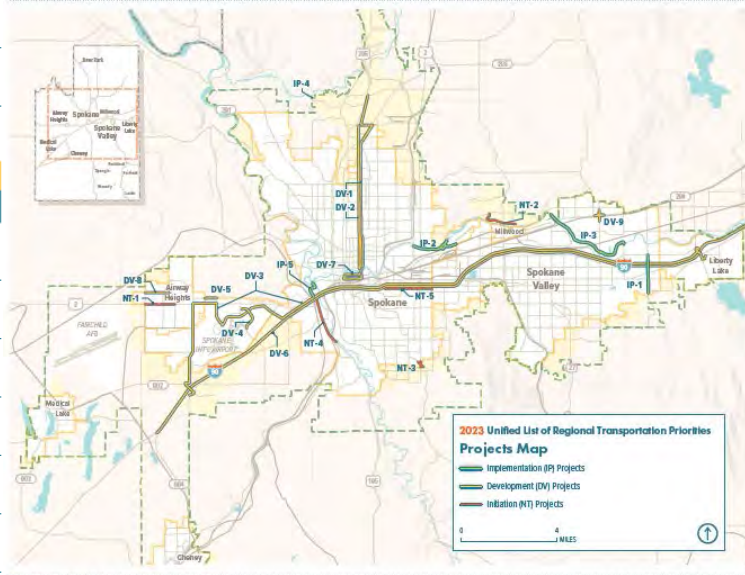
DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
Division Bus Rapid Transit (BRT)	STA	DV-1	Enhances transit along corridor with more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$194,000,000	\$141,000,000	\$6,000,000 PE
Division St Active Transportation Access Improvements	Spokane	DV-2	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first-mile and last-mile walking and bicycling connections to BRT stations.	\$25,727,793	\$25,727,793	\$7,823,000 PE, CN
I-90/Valley High Performance Transit	STA	DV-3	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$36,000,000	\$19,740,000	\$12,400,000 All Phases
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	DV-4	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$28,717,324	\$14,300,000	\$14,300,000 PE, CN
West Plains Connection - Spokane Phase	Spokane	DV-5	0.5 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as a 2-lane boulevard or 3-lane urban collector for of 3.65 miles; adding bike lanes, sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622	\$4,877,622 All Phases
I-90 TSMO Improvements	WSDOT	DV-6	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$20,000,000	\$20,000,000	\$20,000,000 PE, CN
Spokane Falls Blvd	Spokane	DV-7	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates.	\$12,382,835	\$11,630,955	\$9,074,000 All Phases
6th Avenue Multimodal Improvements	Airway Heights	DV-8	1 mile segment of planned 6th/10th/12th Ave corridor project extending roadway as an urban collector for of 3.65 miles. Project includes various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$5,203,800	\$2,803,800	\$2,803,800 All Phases
Sullivan/Trent Interchange	Spokane Valley	DV-9	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$42,950,867	\$40,398,367	\$39,000,000 All Phases

2023 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON DECEMBER 8, 2022

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



Project Status Categories

IMPLEMENTATION

- ✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

DEVELOPMENT

- ✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- ✓ Project is identified in a local, regional, and/or state plan

INITIATION

- ✓ Design is < 30% complete
- ✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study

INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL COST	UNFUNDED AMOUNT	REQUEST
US Highway 2 Multimodal Improvements Project	Airway Heights	NT-1	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$25,719,210	\$24,842,210	\$24,842,210 PE, CN
Centennial Trail / Argonne Gap Project	Spokane County	NT-2	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Grivier Dr intersection.	\$6,960,000	\$6,960,000	\$6,960,000 All Phases
Freya Street / Palouse Highway Roundabout	Spokane	NT-3	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,900,000	\$4,900,000 All Phases
US 195 Corridor Projects	Spokane	NT-4	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,394,333	\$18,394,333	\$18,394,333 PE, CN
3rd Avenue: Perry to Havana Improvements	Spokane	NT-5	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000	\$8,000,000 PE, CN

2023 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS	NUMBER OF PROJECTS	TOTAL COST	TOTAL UNFUNDED AMOUNT	TOTAL REQUESTED AMOUNT	PERCENT FUNDED
IMPLEMENTATION	5	\$106,803,713	\$65,356,276	\$41,823,804	38.8%
DEVELOPMENT	9	\$369,860,241	\$280,478,537	\$107,204,422	24.2%
INITIATION	5	\$64,061,543	\$63,096,543	\$50,196,543	1.5%
Total	19	\$540,725,497	\$408,931,356	\$199,224,769	24.4%

State + Federal Delegation Feedback

- Available earlier to coincide with the state budget development process (September)
- Contained fewer projects or projects were ranked
- Customized into two products, one for State Legislative use and one for Federal use

Schedule

Unified List of Regional Transportation: 2024 Update Project Management Schedule																														
Target Completion Date: Sept 2023	Apr-23				May-23				Jun-23				Jul-23					Aug-23				Sep-23				Oct-23				
Project Tasks (Red & blue cells indicate TTC/TAC/Board touches)	3	10	17	24	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30
(t1) Collect and Review Local Legislative Agendas																														
(t2) Update Project Evaluation Criteria				C		B																								
(t3) Update Project Information Form				*																										
(t4) Project Submittal Period																														
(t5) Verify Projects Self-Score																														
(t6) Develop Draft Project List													C		B															
(t7) Finalize Project List																														
(t8) Finalize Folio																														
Project Deliverables (grey cells indicate draft, black cells indicate final)																														
Project Evaluation Criteria																														
Project List																														

Committee & Board Feedback – 2023 List Cycle

Economic Vitality

1. Better quantify actual economic impact
2. Alternative data to better measure economic vitality
3. Should be using a more current land use forecast

Safety

1. Projects with known safety issues (other than fatal or serious injury crashes) not prioritized
2. Local road safety plans don't always capture all safety needs

Criteria

2024 Unified List of Regional Transportation Priorities

Project Evaluation Criteria DRAFT



The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agencies current regional transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC is committed to annually updating the Unified List.

Economic Vitality 30 points possible Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.	Question 1a (5 points): Does the project provide access within or between two or more regional/local activity centers? Question 1b (5 points): If yes to 1a, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center.	Question 2 (10 points): What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?	Question 3 (10 points): Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5
Cooperation & Leadership 30 points possible Relates to SRTC's role to provide a regional forum to identify regional transportation needs, establish regional priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.	Question 1 (15 points): Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?	Question 2 (15 points): Is the project identified in other agency plans and/or has it gone through a documented public outreach process?	
Stewardship 30 points possible Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.	Question 1 (10 points): Does the project incorporate electrification or other clean fuel strategies?	Question 2 (10 points): Does the project increase resilience by adding redundancy in areas of limited connectivity? Note: This question was listed under economic vitality in 2022 Unified List.	Question 3 (10 points): Does the project reduce air quality emissions or VHT/VMT? Note: This questions relates to the State Vehicle Miles of Travel Targets Proviso.

Operations, Maintenance & Preservation 30 points possible Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.	Question 1 (10 points): Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? *This criteria directly relates to federal transportation performance management (TPM) requirements.	Question 2 (10 points): Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? *This criteria directly relates to federal transportation performance management (TPM) requirements.	Question 3 (10 points): Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
Safety & Security 30 points possible Focuses on managing a safe and secure system for all transportation modes through best practice design, operational improvements, education, awareness, and technology solutions.	Question 1 (15 points): What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets? Review collision data to see if countermeasures address existing issues. *This criteria directly relates to federal transportation performance management (TPM) requirements.	Question 2 (15 points): Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	
Quality of Life 30 points possible Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.	Question 1 (10 points): Is the project on the Regional Bicycle Priority Network and does it have a active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?	Question 2 (10 points): Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)? Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.	Question 3 (10 points): Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? Regional trails: Centennial, Children of the Sun, Ben Burt, Fish Lake, Millwood, and Appleyway
Equity 30 points possible Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments. *These criteria directly relate to the federal planning factor for equity, the Justice 40 Initiative, and the state HEAL Act.	Question 1 (10 points): Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 2 (10 points): Does the project incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 3 (10 points): Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?
			Question 4* (not scored): Does the project include potential negative impacts to areas of potential disadvantage? If yes, please describe efforts to mitigate these impacts. *Question not scored; asked for informational purposes only. SRTC is actively developing a methodology to evaluate negative equity impacts for future updates to the Unified List.

Committee & Board Feedback Consideration

Economic Vitality

1. UPWP: develop or employ economic analysis tools for the evaluation of transportation projects
2. Staff recommends accounting for new growth and existing employment densities by maintaining existing method
3. New land use forecast is under development; if available: potential to utilize

Safety

1. SS4A will identify and prioritize safety needs across the region
2. WSDOT ER / SRTC Pilot Project

WSDOT ER / SRTC Pilot Project

Statewide

WSDOT and the MPOs and RTPOs are working as partners to create a collaborative approach for coordinating transportation investment priorities that reflect regional and state transportation policy goals.

Eastern Region / Spokane County

Pilot project focused around safety.

Objectives

- **Develop collaboration framework**
- **Agree upon criteria for identifying safety need**
- **Identify 3-5 safety projects of mutual priority to the state and the region**
- **Exploratory effort that will take shape as project evolves**

Criteria

2024 Unified List of Regional Transportation Priorities

SRTC

SPEAKING REGIONAL TRANSPORTATION CRASHES

Project Evaluation Criteria

DRAFT

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Mike Ulrich, AICP

Principal Transportation Planner

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Next Agenda Item

US395 North Spokane Corridor

SRTC Board of Directors

Todd Trepanier, Regional Administrator – Eastern Region
Terrence Lynch, NSC Project Engineer

Roger Millar, Secretary of Transportation
Amy Scarton, Deputy Secretary of Transportation

May 11, 2023

AGENDA

- **Introductions**
- **Update on NSC projects and timeline**
 - **Funding Status**
- **NSC to I-90 Connection**
 - **Brief History of Connection**
 - **Review Alternate 1 and Alternate 2**
 - **Alternate 3 Design**
 - **Operational Results Comparisons**
 - **Alternate 1 and 2 Tradeoffs**
 - **WB Off-ramp to 2nd Ave./Altamont**
 - **3D Visuals**
 - **Avista Relocation**
 - **Next Steps on Public Engagement**

Connecting Washington Segments

- Columbia to Freya – Completed 2020
- 2nd BNSF Rail Realignment – Completed 2021
- Spokane River to Columbia – **under const.** 2021-2023
- Children Of the Sun Trail – **under const.** 2021-2023
- Spokane River Crossing – 2023-2025
- Sprague Ave to Spokane River – Phase 1 **under const.** 2021-2023
- Sprague Ave to Spokane River – Stage 2 2025-2028
- Sprague Ave to Spokane River – Stage 3 2025-2027
- I-90 to Sprague Ave – 2025-2030

Connecting Washington Funding (Dollars Shown in Millions)

	Prior	19/21	21/23	23/25	25/27	27/29	29/31	Total
Engineering	9.3	12.0	24.3	3.0	0.0	0.0	0.0	48.6
Right-of-Way	44.6	40.0	55.1	5.0	0.0	0.0	0.0	144.7
Construction	9.4	58.2	127.8	234.7	290.6	132.1	0.0	852.8
Total	63.3	110.2	207.2	242.7	290.6	132.1	0.0	1046.1



Why is WSDOT re-engaging about the NSC Connection to I-90 now?

- **A decision on which connection to advance is necessary to keep schedule**
- **WSDOT desires meaningful engagement:**
 - People to have an opportunity to participate in decisions about activities that may affect their environment and/or health;
 - The public's contribution can influence the regulatory agency's decision;
 - Community concerns will be considered in the decision-making process; and
 - Decision makers will seek out and facilitate the involvement of those potentially affected.

NSC Connection to I-90 - Access



Original Collector-Distributor System
No access to I-90 other than NSC between
Hamilton I/C and Sprague I/C OR local access
to NSC.



US 395 - North Spokane Corridor
I-90 Interchange Connection
SIMPLE HYBRID TRUMPET CONCEPTUAL DESIGN (Alternative 1)

Alternate 1 Design
Replaces 7/8 of 10 existing accesses
PLUS adds 4 NSC connections PLUS
adds roundabouts at Altamont PLUS local access to NSC from 2nd Ave



US 395 - North Spokane Corridor
I-90 Interchange Connection
SIMPLE HYBRID TRUMPET ALT 2 CONCEPTUAL DESIGN (Alternative 2)

Alternate 2 Design
Replaces 8/9 of 10 existing accesses
PLUS adds 4 NSC connections PLUS
adds roundabouts at Altamont PLUS local access to NSC from 2nd
Ave. NOTE: reroutes Hamilton to 3rd Ave.

Operational Design Considerations

KEY CONSIDERATION: FHWA requires that I-90 must function (operate) at or better than it would without the project (NSC).

Additional Design Considerations

- ❖ Practical Solutions that:
 - Provide reasonable access
 - Minimize conflict points
 - Improve Safety

Conclusion

Due to the results of the operational analysis, WSDOT does not recommend or support Alternate 3 as a design alternative for the connection between the North Spokane Corridor and Interstate 90.

Additionally, FHWA supports WSDOT's decision to eliminate Alternate 3 from consideration and move forward with either Alternate 1 or Alternate 2, pending public feedback.

Trade-Offs Discussion

Alternate 1

- Adds connection to NSC from 2nd Ave. as requested
- Adds roundabouts at Altamont as requested
- Leaves Hamilton onramp directly connected to I-90 EB as-is
- Leaves offramp to Altamont from EB I-90 as-is
- Leaves offramp to Freya from EB I-90 as-is
- Has one less access point to EB I-90
- Reduces infrastructure
- Less costly (- ~\$27M)
- Takes ~ 2 minutes longer to get to EB 90 from Altamont area
- Slightly less motorists through East Central neighborhood south of I-90 west of Thor/Freya
- More opportunity for locating pedestrian bridges over I-90
- More opportunity for place-making and surplus land redevelopment



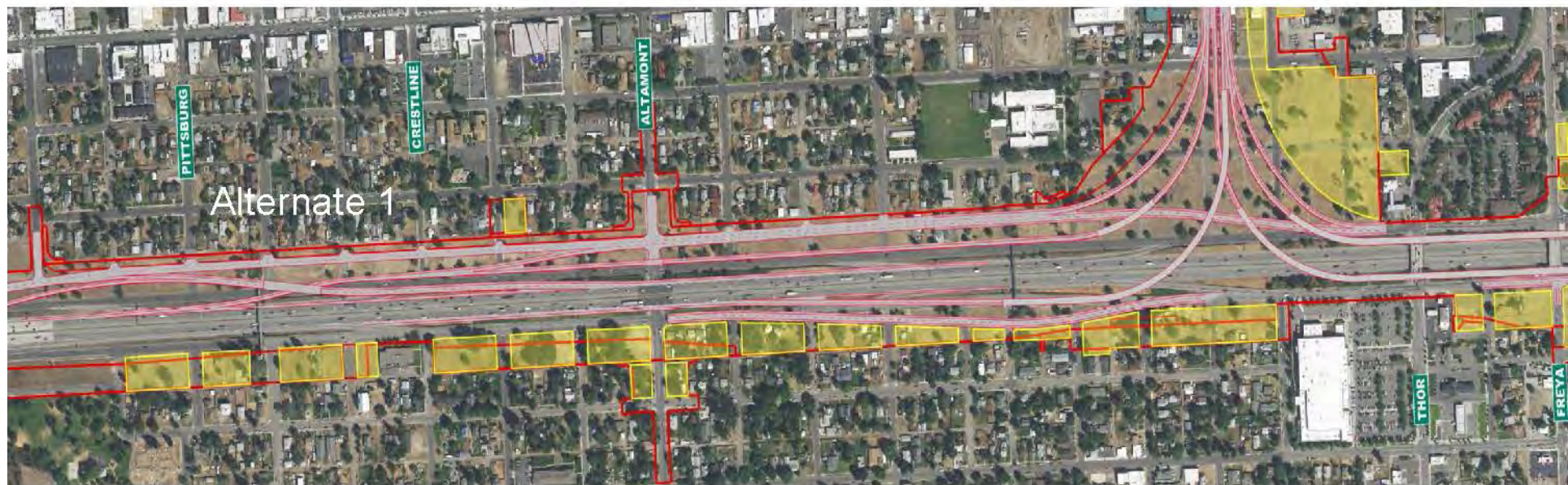
Trade-Offs Discussion

Alternate 2

- Adds connection to NSC from 2nd Ave. as requested
- Adds roundabouts at Altamont as requested
- Provides one more access point (Altamont on-ramp to EB I-90)
- Routes Hamilton traffic to 3rd Ave and through roundabout to I-90
- Requires metering SB Altamont
- More infrastructure
- More expensive (+ ~\$27M)
- Takes ~ 2 minutes less to get to EB I-90 from Altamont area
- Slightly more motorists through East Central neighborhood south of I-90 west of Thor/Freya
- Less opportunity for locating pedestrian bridges over I-90
- Less opportunity for place-making and surplus land redevelopment



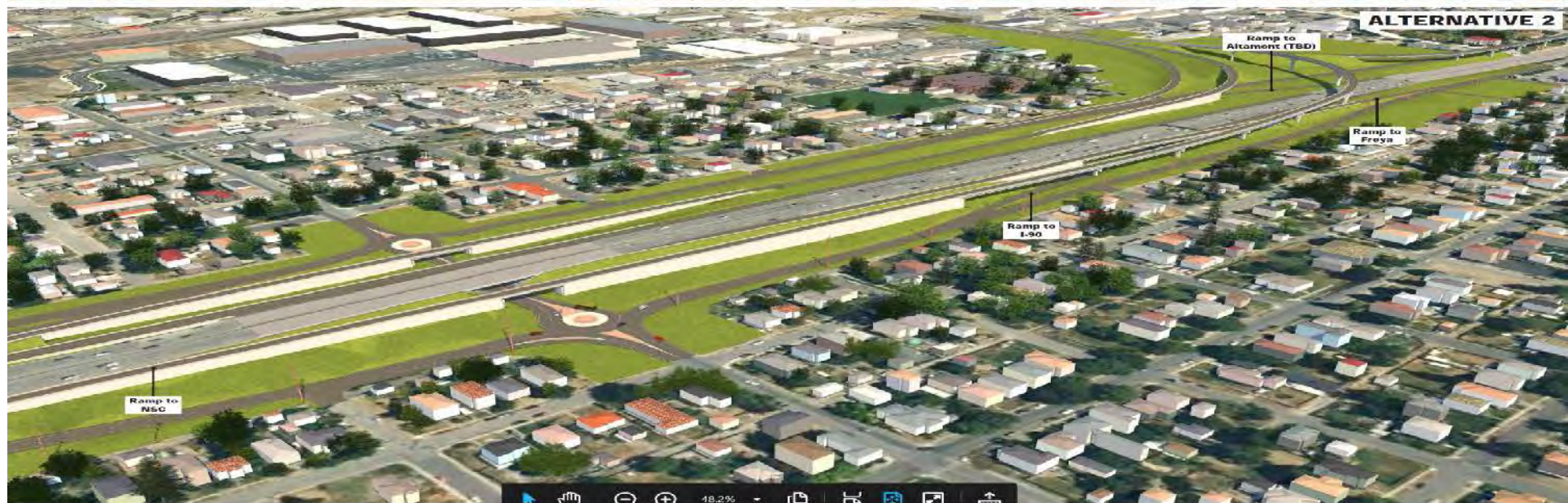
Potential Surplus Land Comparison



Potential Off-ramp to 2nd Ave/Altamont



3D Visuals



Avista Power Lines Relocation

- NSC connection to I-90 forces relocation to south side of I-90
- Likely remain on WSDOT right-of-way
- Preferred route has been proposed
- Relocation will result in less infrastructure and expanded capacity
- Avista looks forward to collaborating with the neighborhood and WSDOT to envision new amenities

Public Engagement Timeline

NORTH SPOKANE CORRIDOR AND I-90 CONNECTION

Community Engagement Timeline



<https://t.co/u8prud2UYX>



Public Engagement Next Steps



Questions/Comments?





Next Agenda Item

2024-2025 UPWP Draft

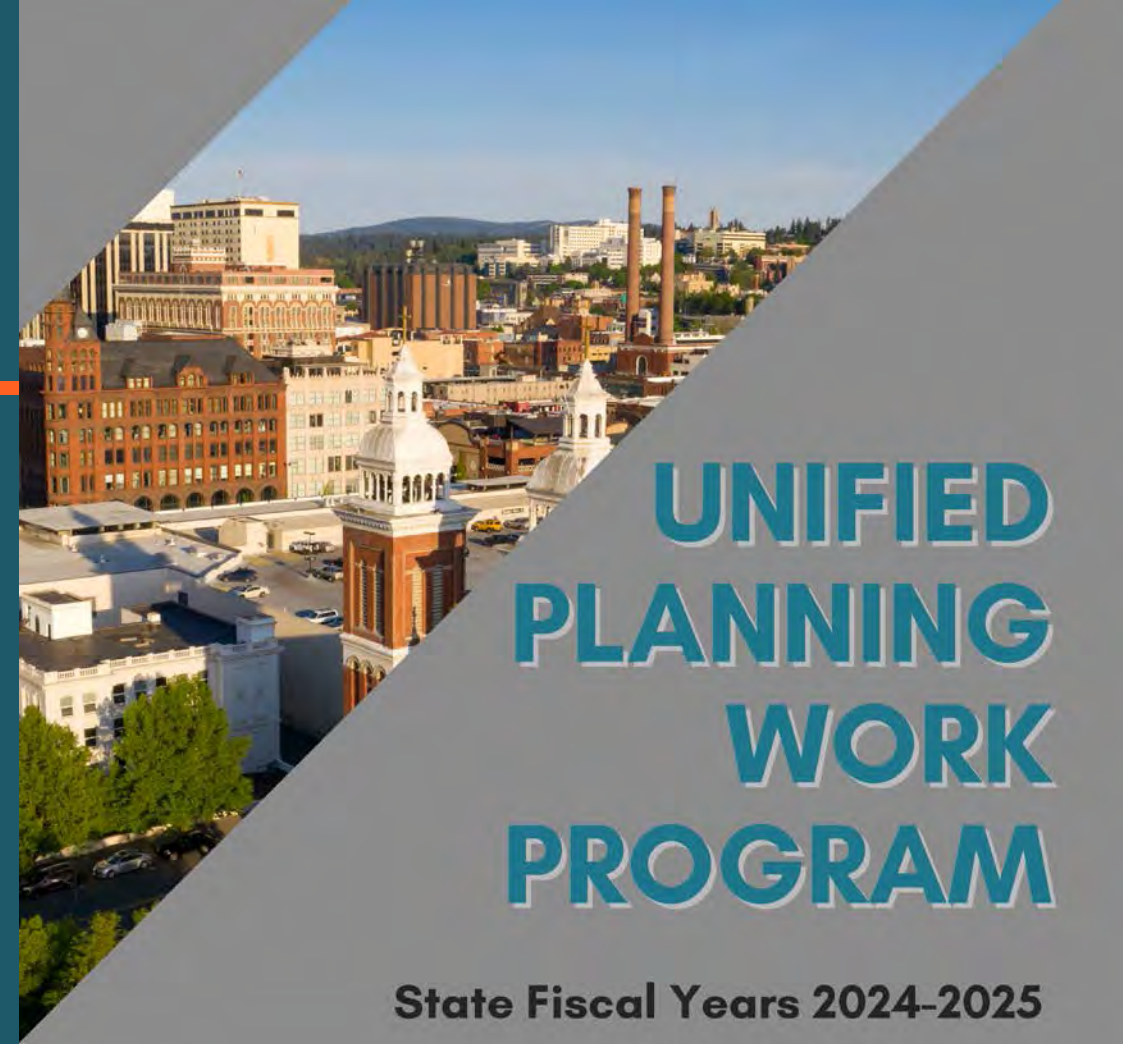
Board Meeting

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May 11, 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

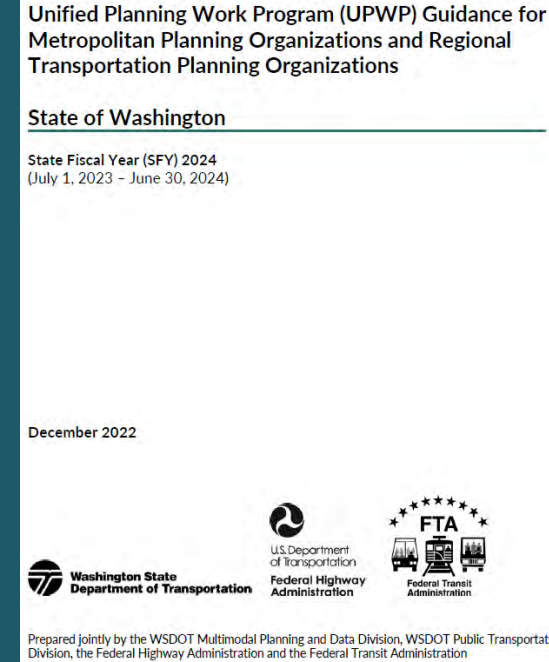
07.01.2023 - 06.30.2025

SRTC SPOKANE REGIONAL
TRANSPORTATION
COUNCIL

421 W RIVERSIDE AVE, SUITE 500 • SPOKANE, WA 99201 • 509.343.6370 • WWW.SRTC.ORG

UPWP Requirements

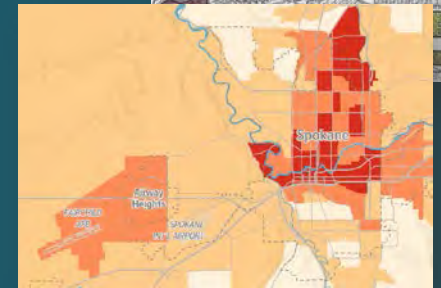
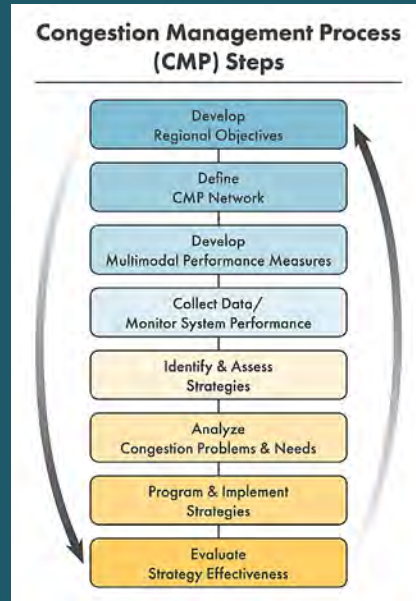
- Meet federal UPWP requirements in 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C
- Federal Planning Factors
- State Policy Goals
- Federal Emphasis Areas
- State Emphasis Areas



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
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

Highlights



SFY 24-25 Financial Resources

FEDERAL		LOCAL	
FHWA-PL (\$223,633 carryover)	1,868,609	Member Contributions	552,868
FTA-5303 (\$76,487 carryover)	635,261	SS4A – Member match	45,000
FHWA-STBG Metro Planning	1,000,000		597,868
FHWA-STBG-D.A.T.A.	80,000		
FHWA Safety-SS4A	400,000		
	3,983,870		
STATE			
WA Dept of Commerce ETS	2,500,000		
RTPO	289,302		
WSDOT East. Reg. (carryover)	32,466		
	2,821,768		
TOTAL REVENUES 7,403,506			

Review Meeting



Questions?

Ryan Stewart, AICP

Principal Transportation Planner

rstewart@srtc.org | 509.343.6370



Next Agenda Item

Federal Funding for Call for Projects Update

SRTC Board

For Information

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05.11.23

History of SRTC Allocations from WSDOT

Fund Type	2018	2019	2020	2021	2022	2023
	FAST ACT				BIL/IIJA	
Congestion Mitigation Air Quality (CMAQ)	\$3,058,018	\$3,395,679	\$3,287,230	\$3,266,796	\$3,593,475	\$2,743,108
Surface Transportation Block Grants (STBG)	\$6,947,347	\$7,808,927	\$8,031,194	\$7,947,498	\$8,742,247	\$7,147,988
Transportation Alternatives	\$532,308	\$625,320	\$577,620	\$624,219	\$1,052,992	\$959,960
Carbon Reduction Program (CRP)					\$980,000	\$853,175
Total	\$10,539,691	\$11,891,945	\$11,898,064	\$11,840,534	\$14,370,736	\$11,706,254

How does this impact our current Preservation Call for Projects?



- **Funding Situation**
 - Federal –Obligation Authority (OA) reduced 12%
 - State-Move Ahead WA commitments
 - More OA available – must meet annual targets
- **Coordinating with Federal and State partners**
- **Strategies Forthcoming**
 - Working with local agencies