

Spokane Regional Transportation Council: January Board Meeting



Happy New year!!

We are looking forward to an amazing year together

2024 SRTC Board Chair Al French



THANK YOU!!



Please take a moment to complete
the emailed:
SRTC 2024 Year in Review Survey



SRTC END OF YEAR HOLIDAY EVENT



Join our staff at the Lunar New Year Celebration



新年快樂

HAPPY NEW YEAR
2025
YEAR OF THE SNAKE

Saturday, February 1, 2025
Spokane Convention Center

Charity@SpokaneUnitedWeStand.org | 509.928.9664

FamilyGuide
www.thefamilyguide.org



**20,000K attendance. 100+ Vendors. Interactive & Kid Friendly Activities.
Lucky Red Envelopes with 20K in prizes. Asian Food Samples. Live Performances.
Swag Bags & Giveaways. Fireworks start at 7 pm**

Transportation Performance Management: Bridge Update

Board of Directors

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January 2025

Transportation Performance Management (TPM)

TPM:

A strategic approach that uses system information to make investment and policy decisions to achieve national performance goals

Systematically applied, ongoing process

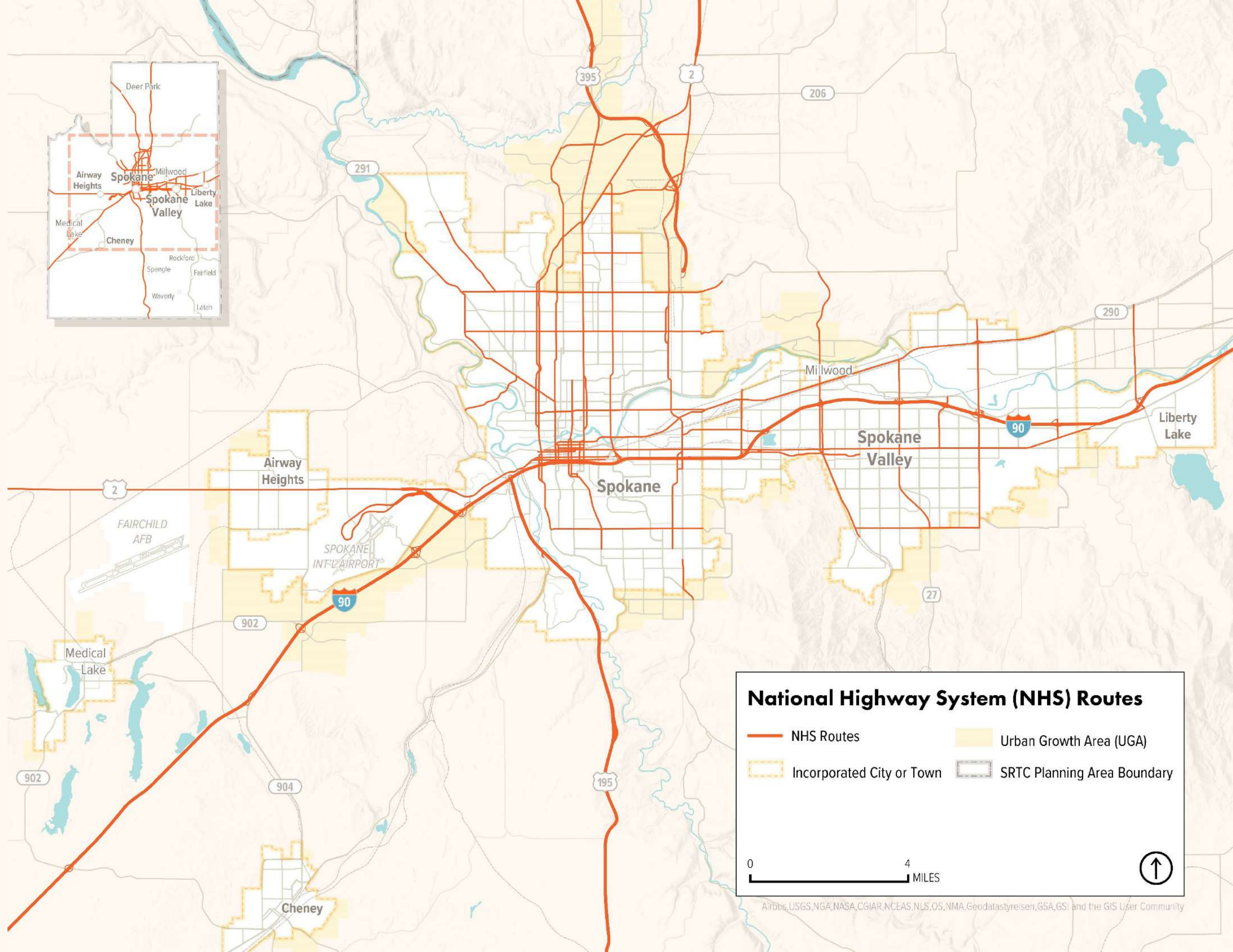
Current 4-year performance period: 2022-2025

National Highway Performance Program (NHPP)

Infrastructure Investment and Jobs Act (IIJA)

Bridge

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



National Highway System (NHS) Routes

- NHS Routes
- Urban Growth Area (UGA)
- Incorporated City or Town
- SRTC Planning Area Boundary

0 4 MILES

↑

AirBis, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatasyreisen, GSA, GSI and the GIS User Community

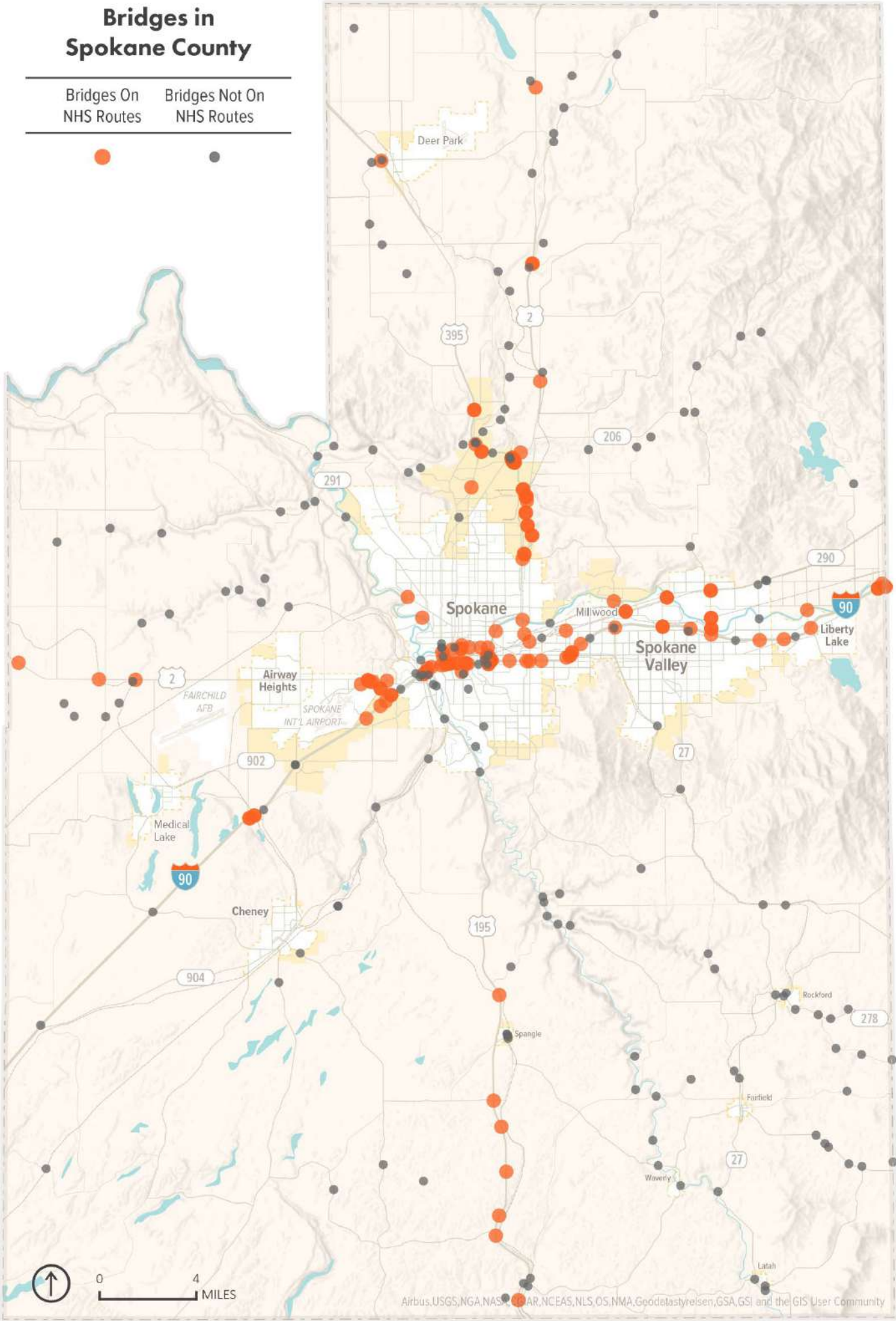
WSDOT Targets

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 condition³		<10%	8.8%	↓	<10%	<10%
Percent of NHS bridges classified in good condition³		>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	21
Fair	129
Good	157
TOTAL	307



Bridges in Poor Condition

• WSDOT

- SR 27 at Rock Creek
- Lindeke St at I-90
- SR 902 at I-90 (near Aero Rd.)
- SR 902 at I-90 (near Salnave Rd.)
- **I-90 E Ramp at 3rd Ave and I-90**
- **SR 290 at 2nd Ave**
- SR 904 at I-90
- **I-90 at Medical Lake Rd**
- **US 195 at NPRY**
- Arthur St. at I-90

• Spokane County

- Cheney-Spokane Rd. at RR and Marshall Creek
- Little Spokane Dr. at Little Spokane River
- Colbert Rd. at Little Spokane River
- Old State Route 195 at N Pine Creek and RR
- Chattaroy Rd. at Little Spokane River
- Deer Park-Milan Rd at Little Spokane River
- Starr Rd. at South Fork Rock Creek

• City of Spokane

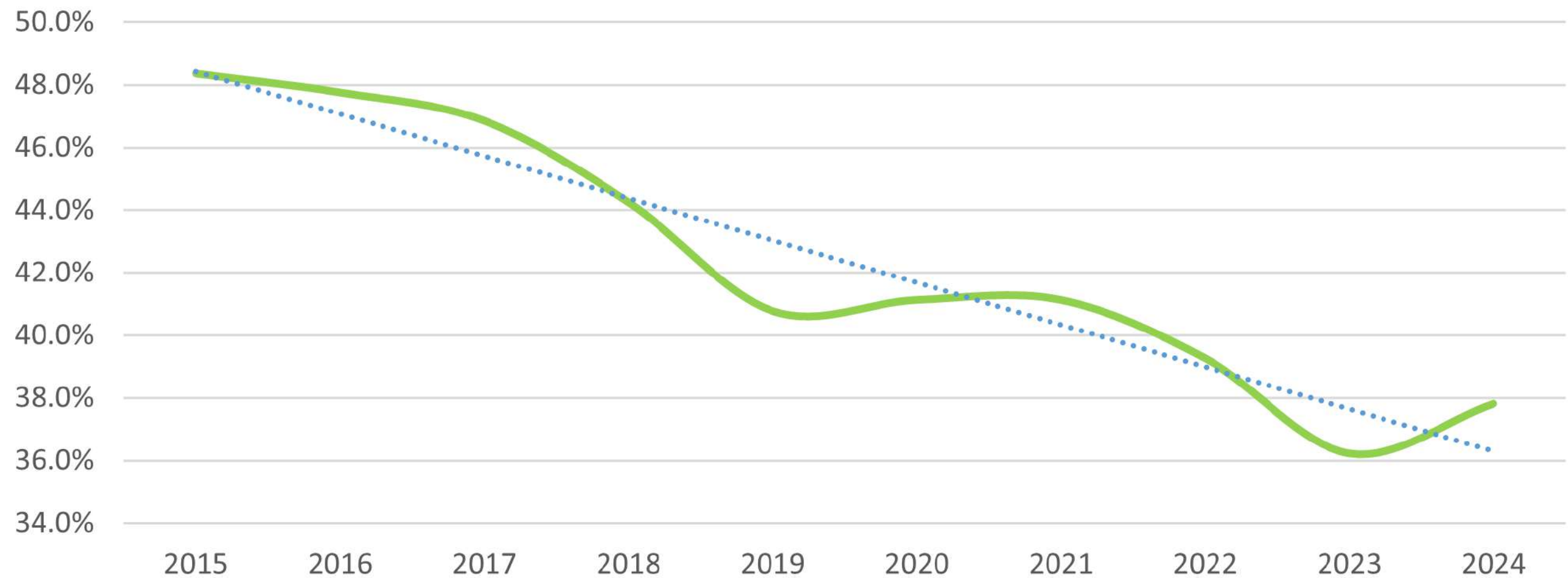
- Post St. at Spokane River
- **Maple St. at Spokane River**
- **Sunset Blvd. at Latah Creek**

• City of Spokane Valley

- **Sullivan Rd. at SR 290**

SRTC Planning Area

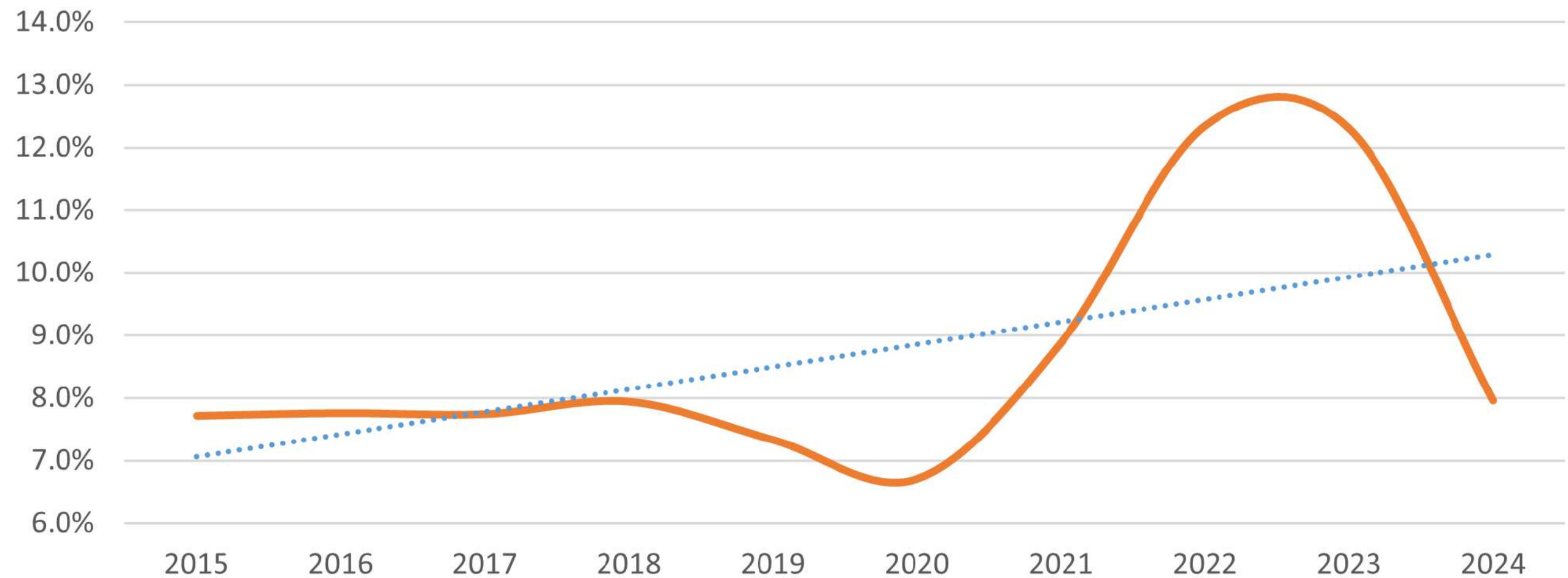
Share of NHS Bridges in Good Condition
In Spokane County, WA



Note:
Share of bridges is expressed in terms of bridge deck area rather than discrete facilities

SRTC Planning Area

Share of Bridges in Poor Condition
In Spokane County, WA



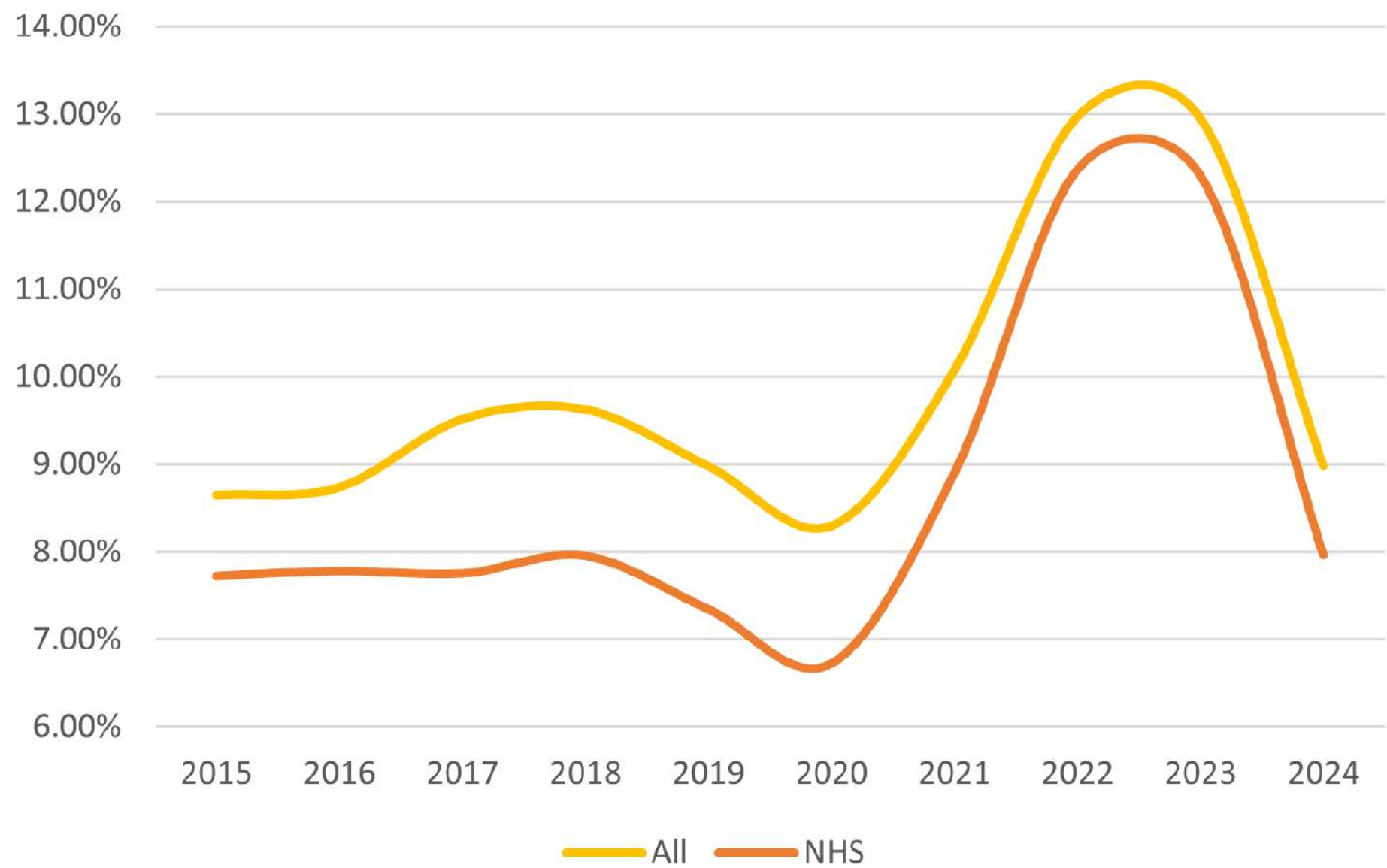
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SRTC Planning Area



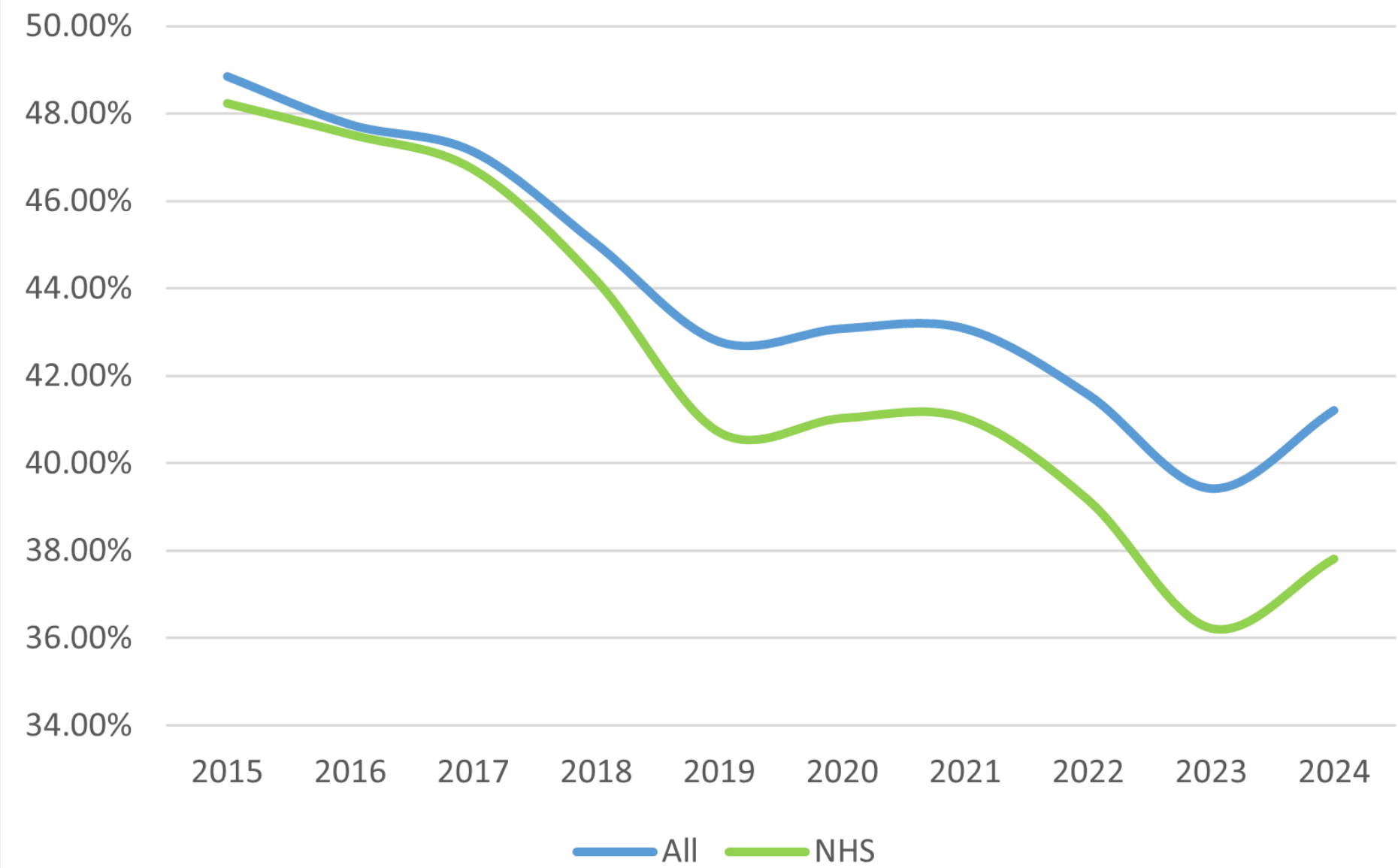
Share of Bridges in Poor Condition

In Spokane County, WA



Share of Bridges in Good Condition

In Spokane County, WA

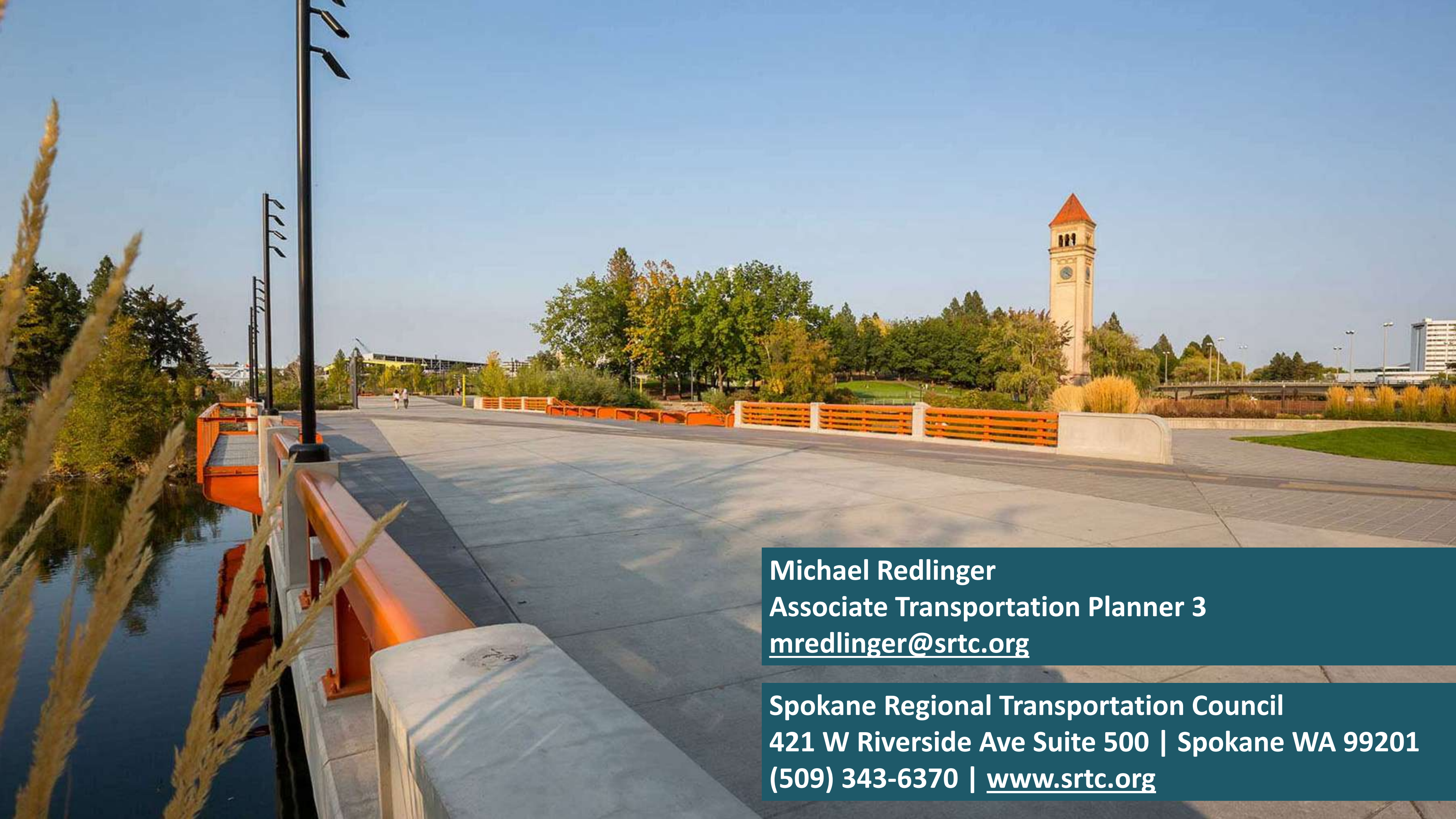


Observations

- **Short term:**
 - Fewer “Poor” facilities than the past couple years
- **Longer term:**
 - Increase in “Fair” bridges including those on the low end of “Fair”
 - Uncertain statewide outlook and funding situation at WSDOT

What we're currently doing...

- Dedicated bridge funding goes through local jurisdictions
- Presenting information to the SRTC Board and Committees to try to understand obstacles and opportunities
- Reporting to member agencies on National Bridge Inventory values as new data is made available
- PM 2 target setting for 2026-2030 performance period will take place in early 2026



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Transportation Performance Management: PM1 - Safety

Board of Directors

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01.09.2025

Highway Safety Improvement Program (HSIP)

Funding Nexus

- **Highway Safety Improvement Program**
 - ~\$3B / year nationally for investments in safety projects.
 - WA State : approximately \$30M / year.
 - Historically, 2-3 projects get funded with total annual award of about \$2.5M to region.

1. Fatalities

2. Fatalities per 100M vehicle miles traveled

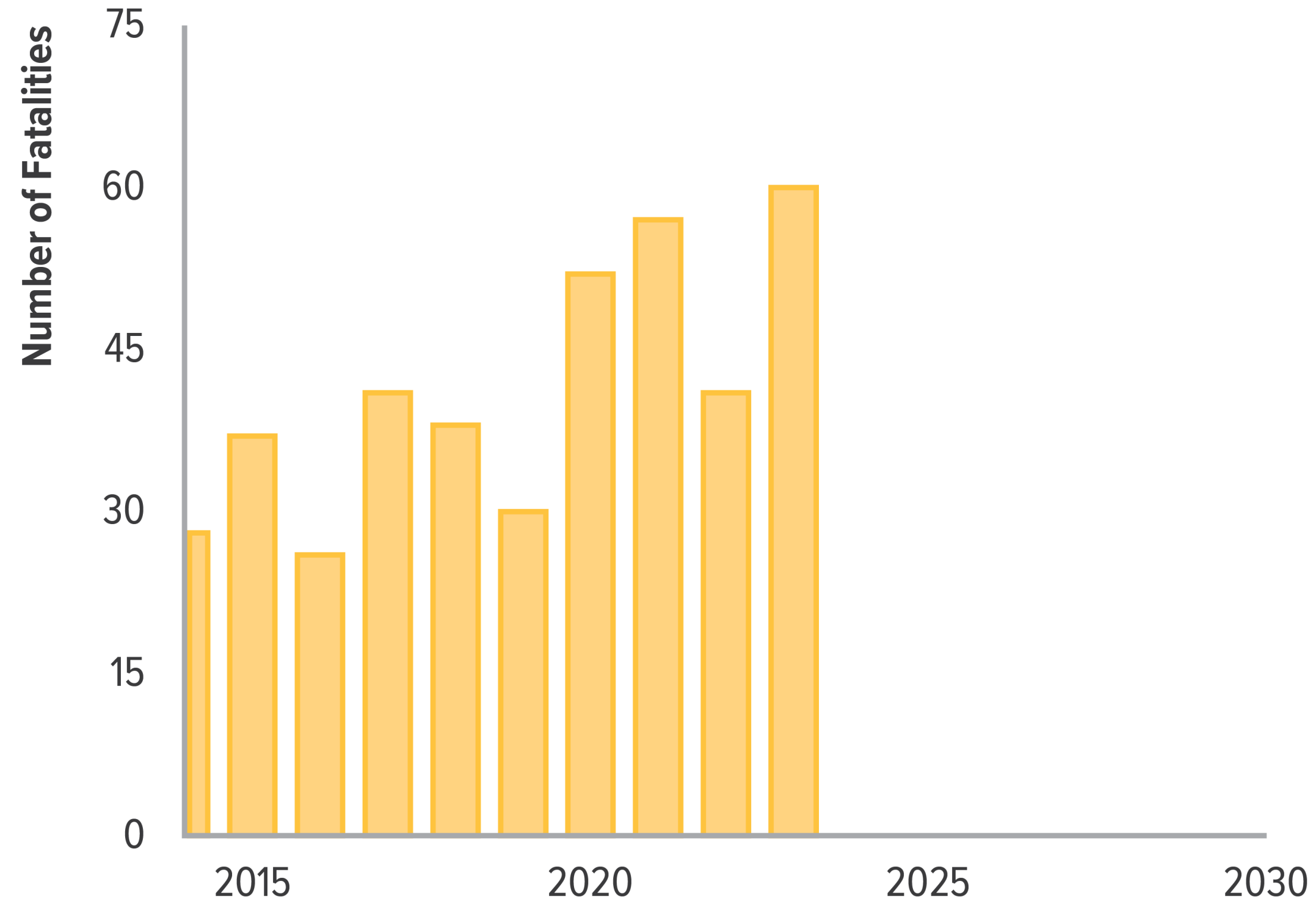
3. Serious injuries

4. Serious injuries per 100M vehicle miles traveled

5. Non-motorist fatalities and serious injuries

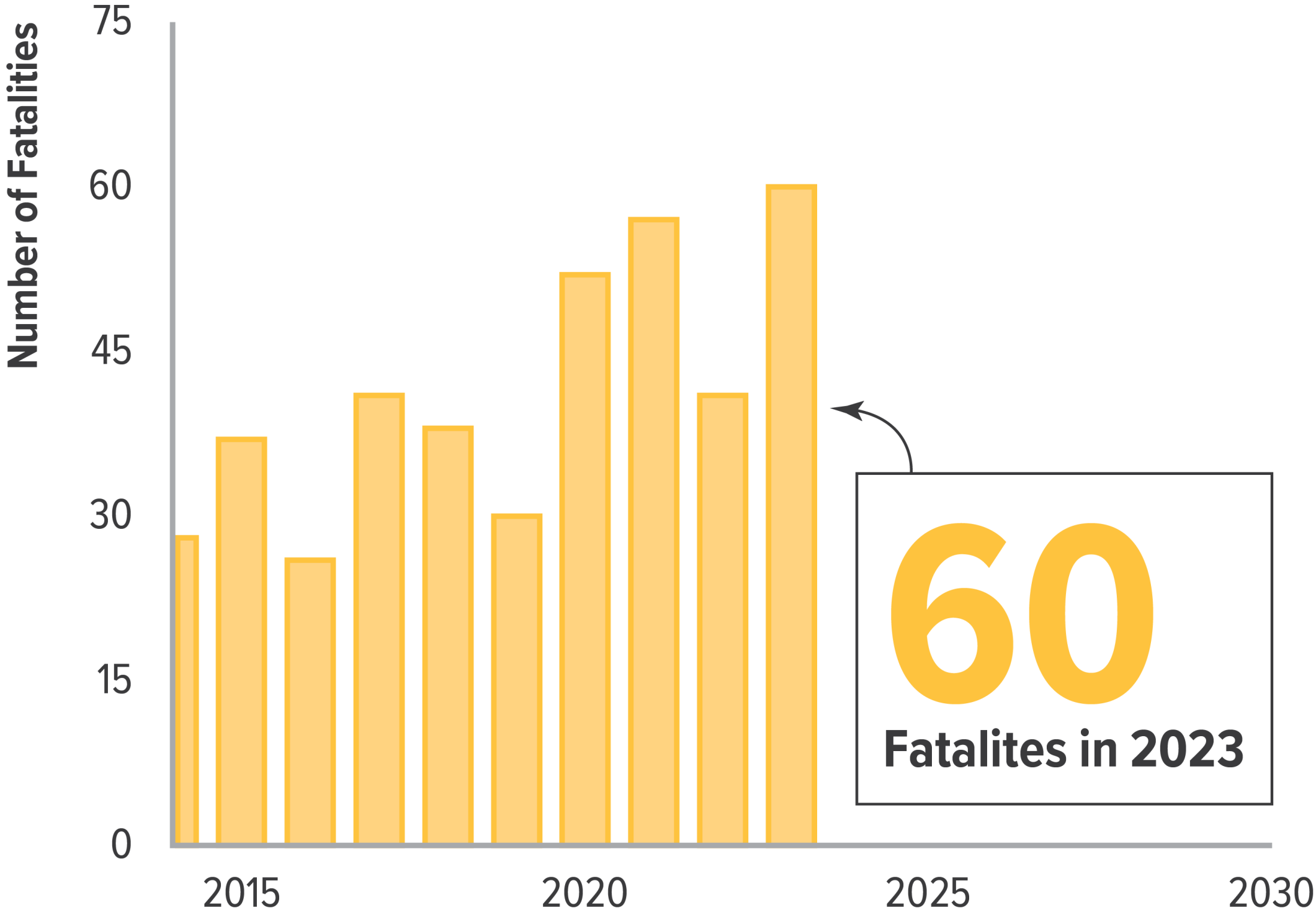
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



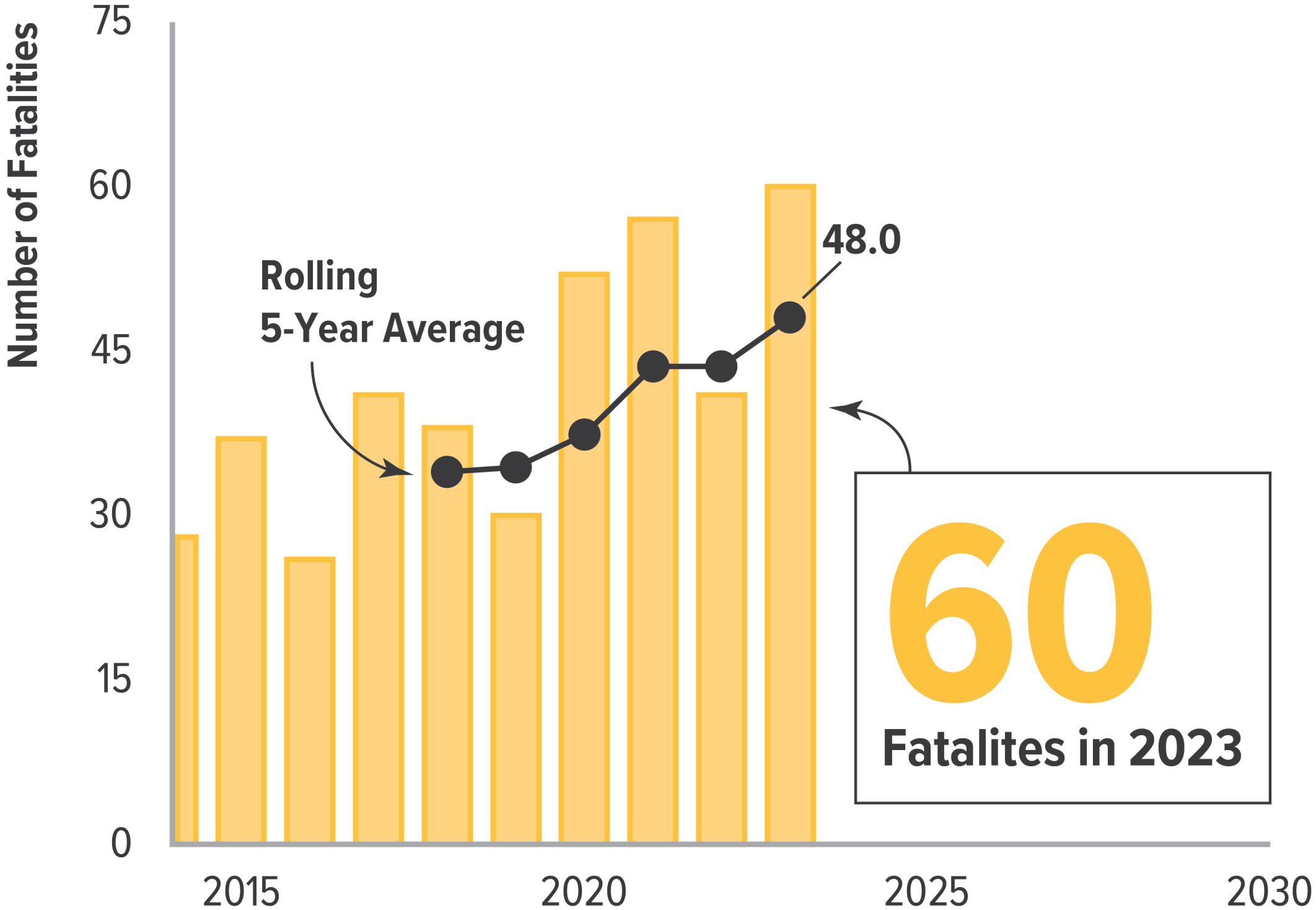
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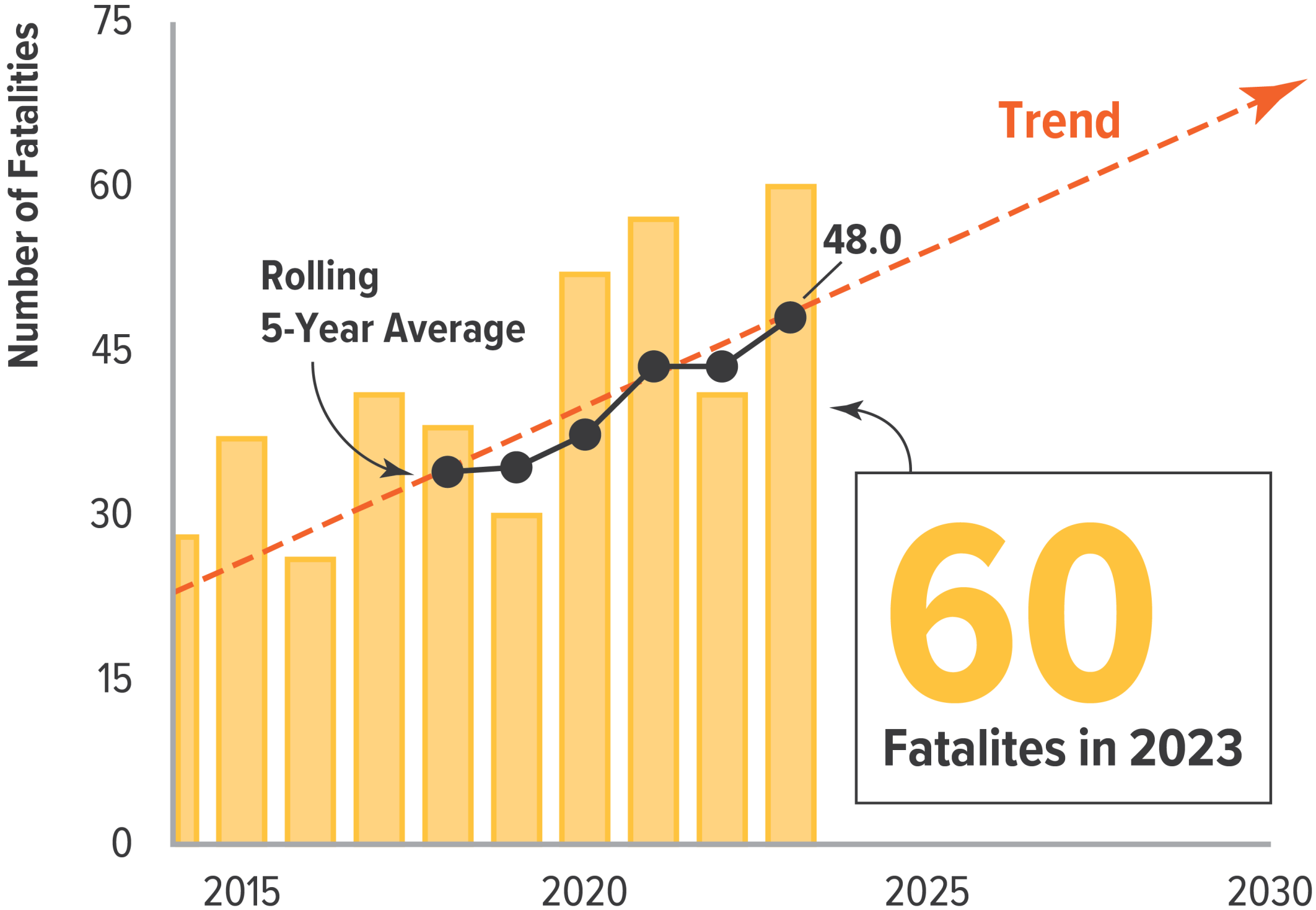
SRTC Metropolitan Planning Area (Spokane County)

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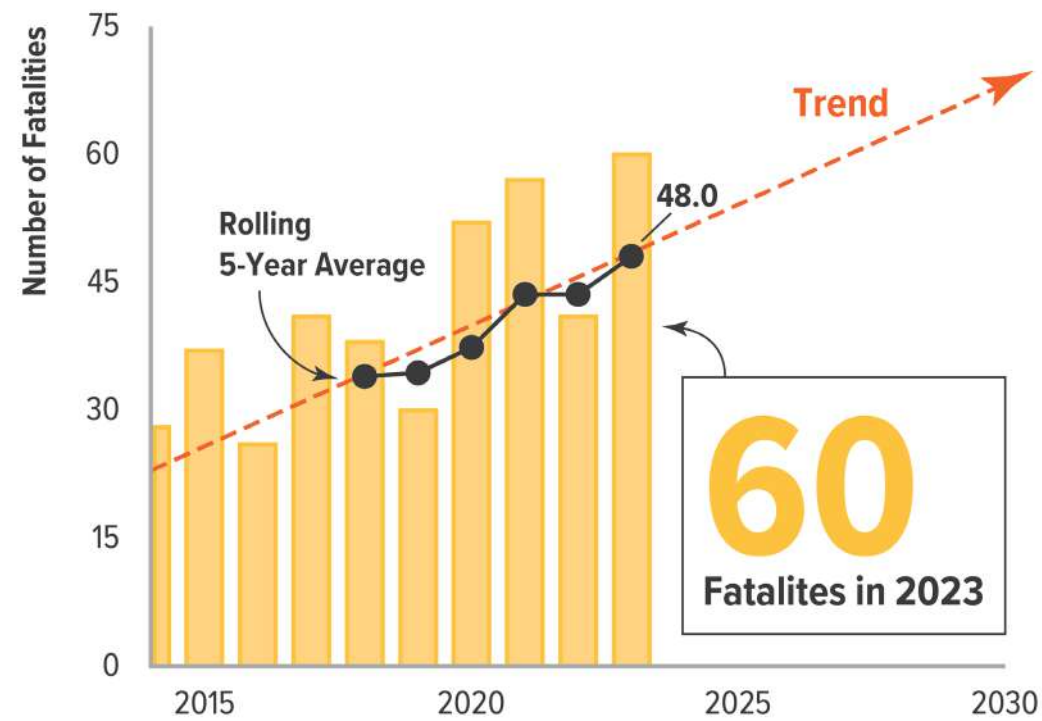
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

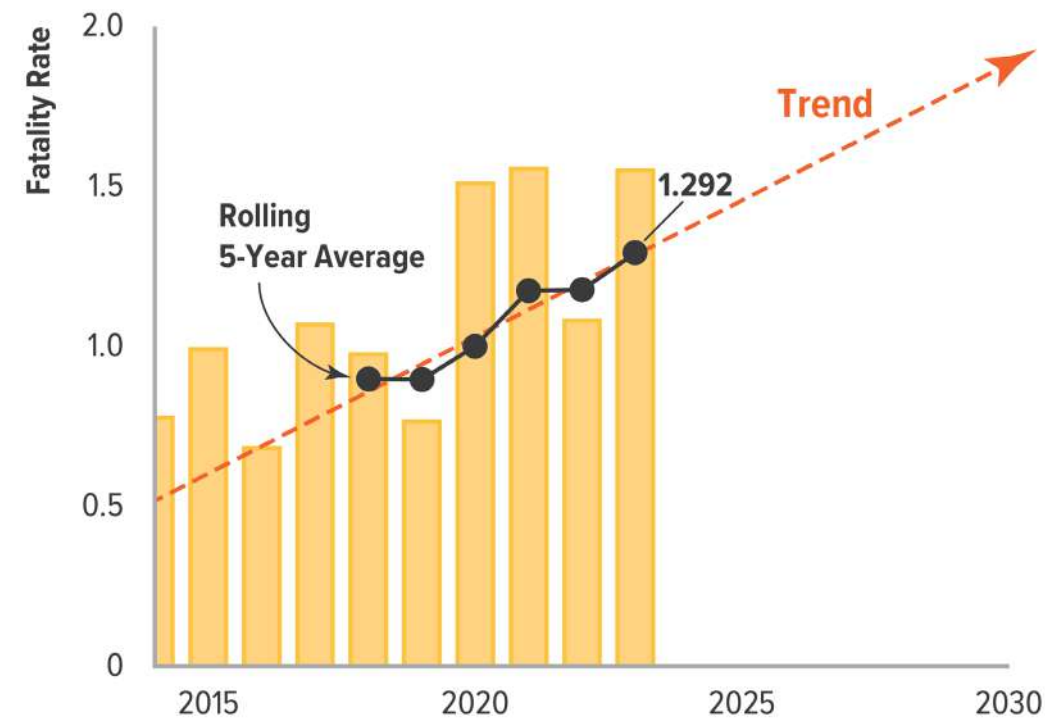


SRTC Metropolitan Planning Area (Spokane County)

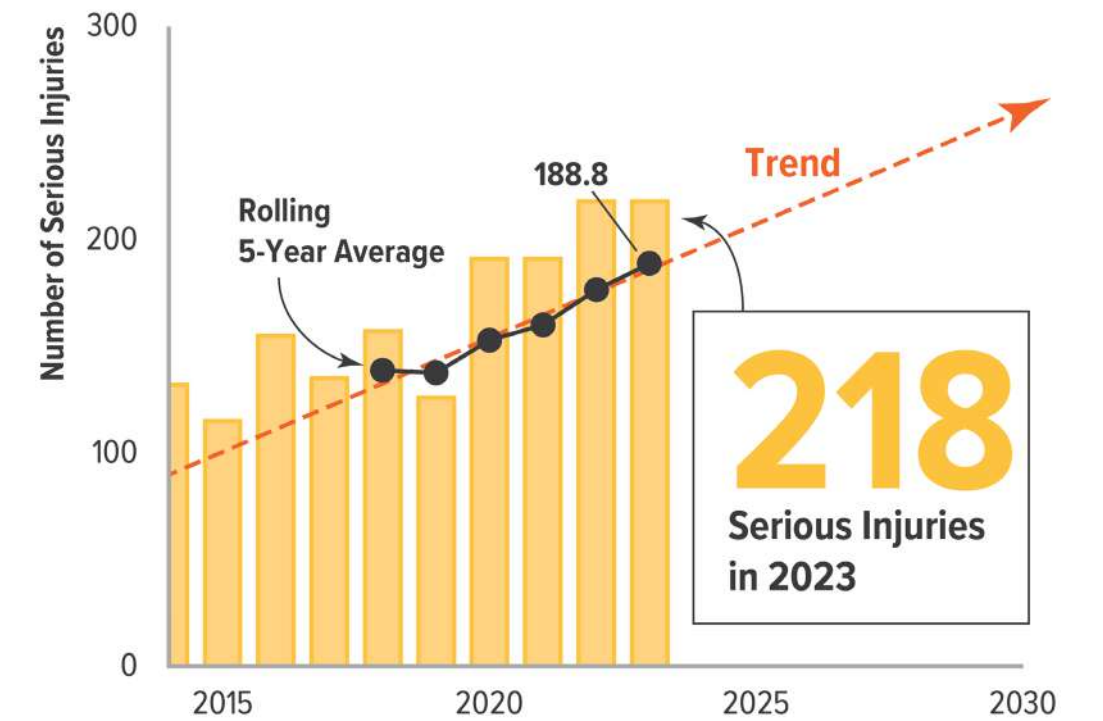
Measure #1: Fatalities



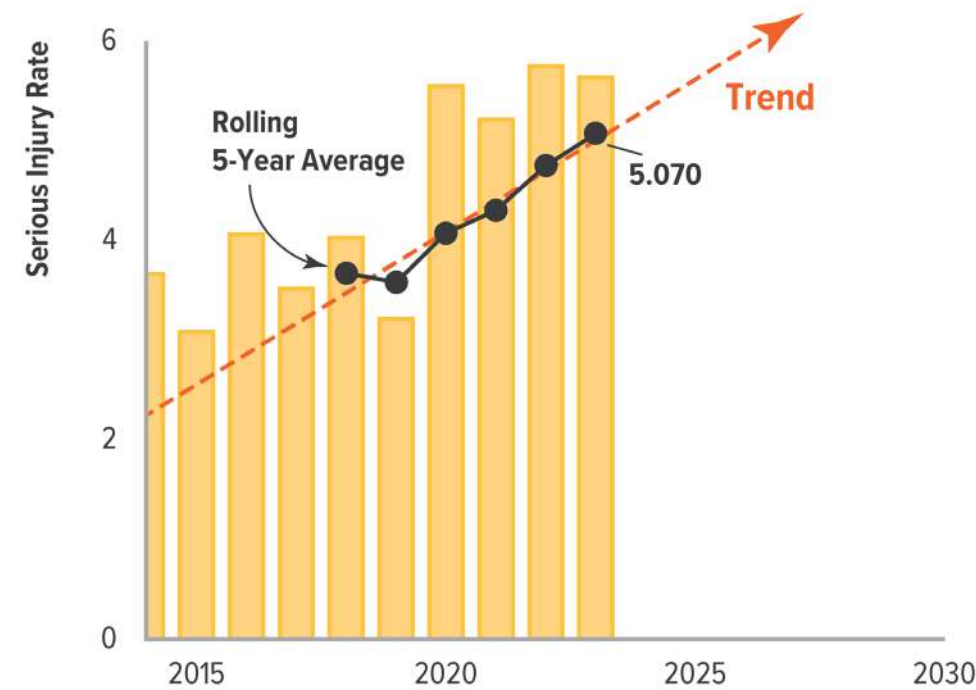
Measure #2: Fatality Rate per 100 million VMT



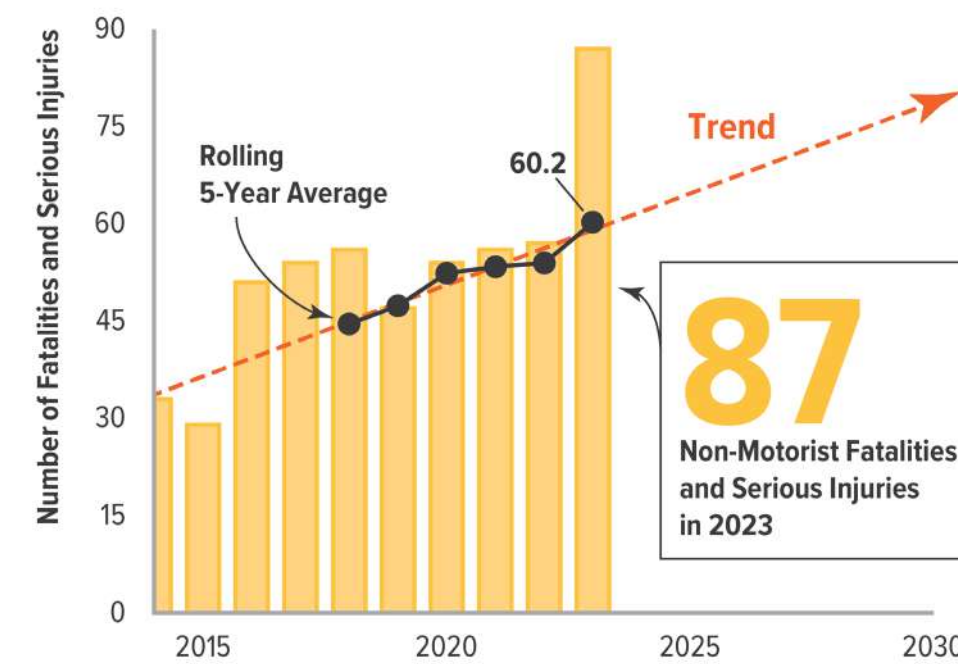
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT



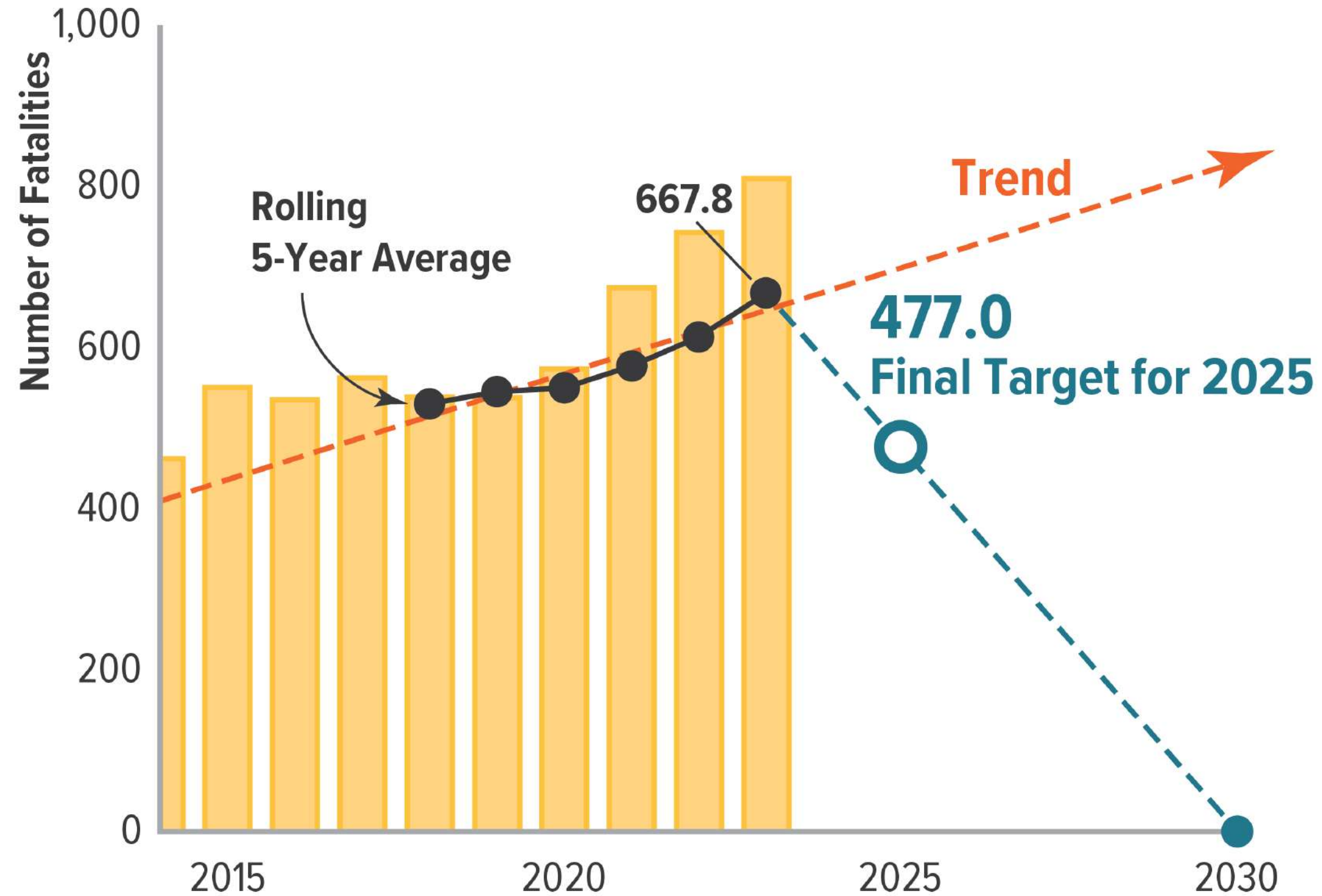
Measure #5: Non-Motorist Fatalities and Serious Injuries



WSDOT Target Zero

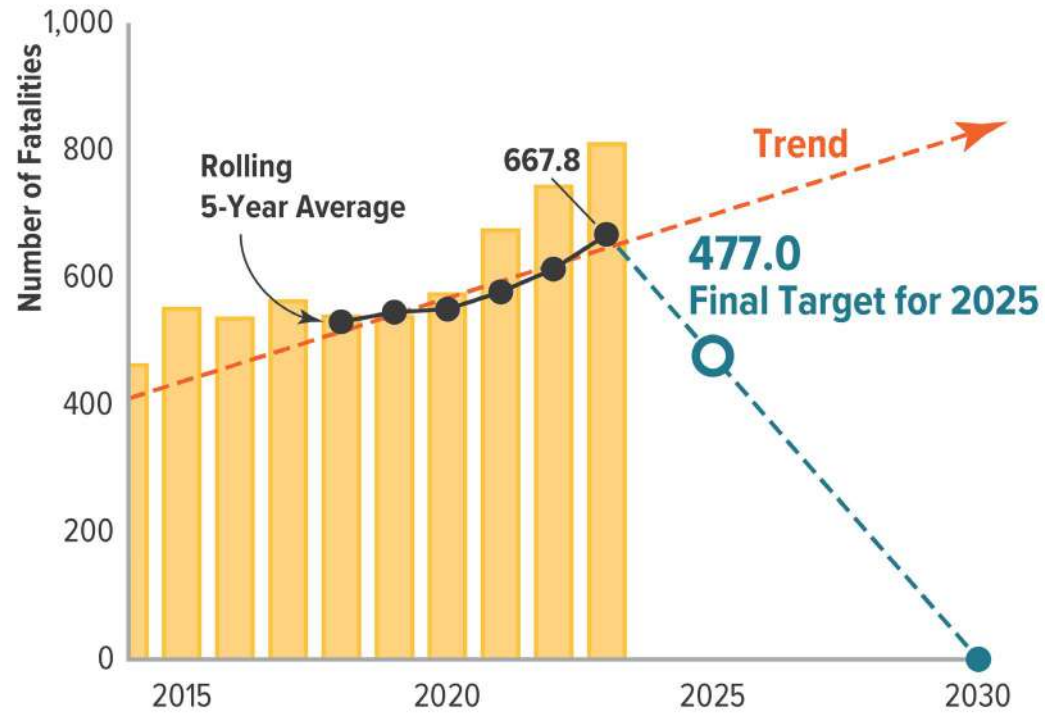
Washington - Statewide

Measure #1: Fatalities

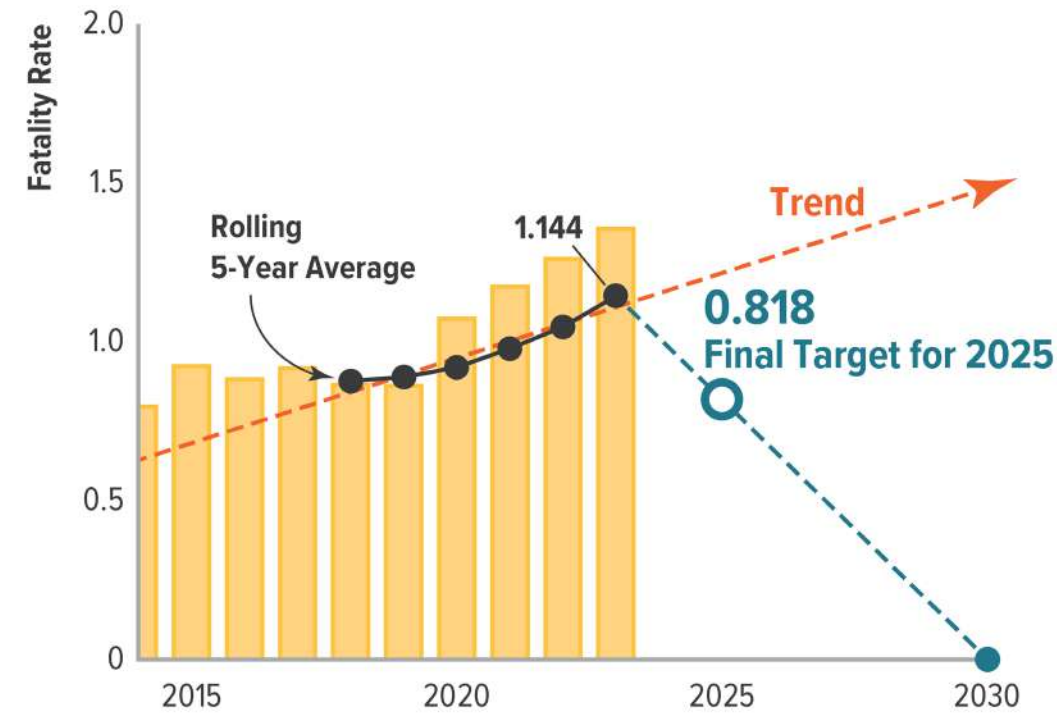


Washington - Statewide

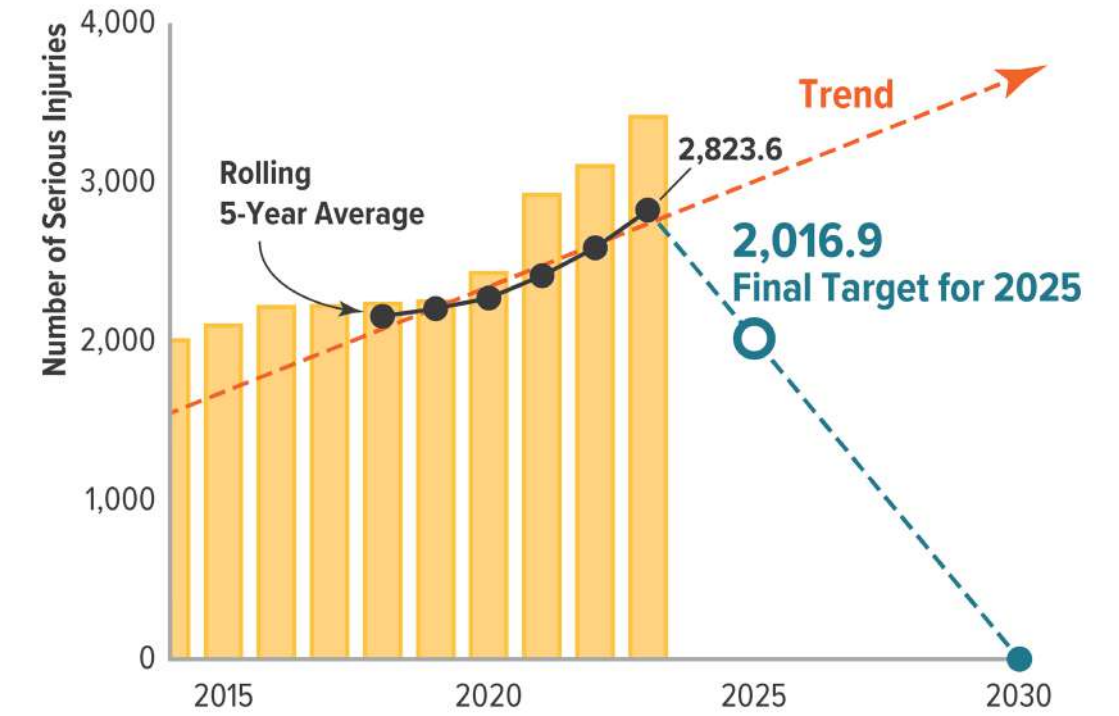
Measure #1: Fatalities



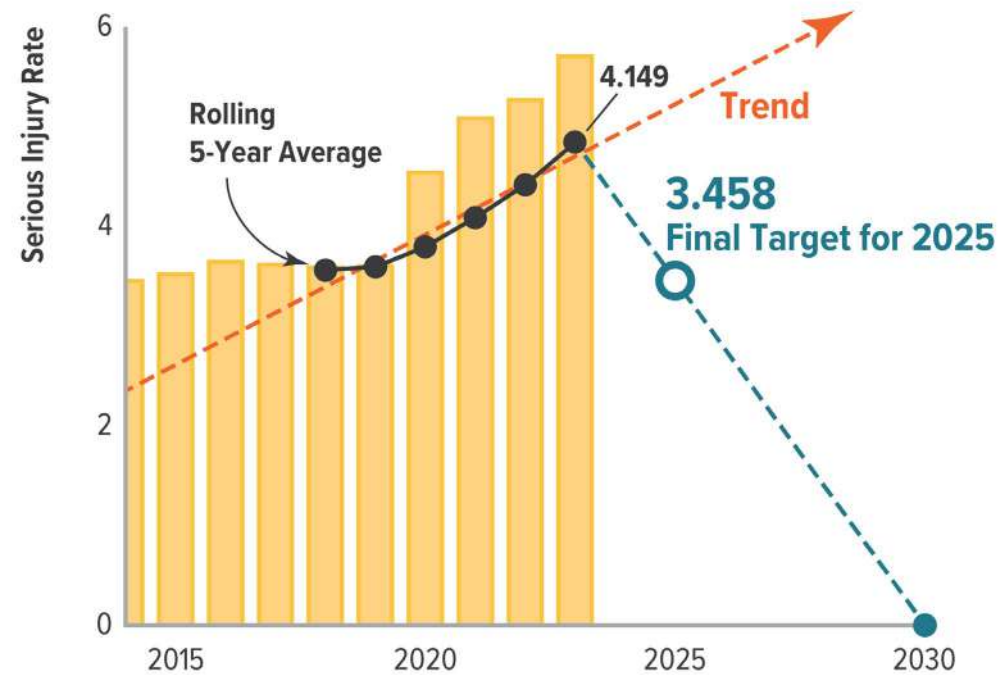
Measure #2: Fatality Rate per 100 million VMT



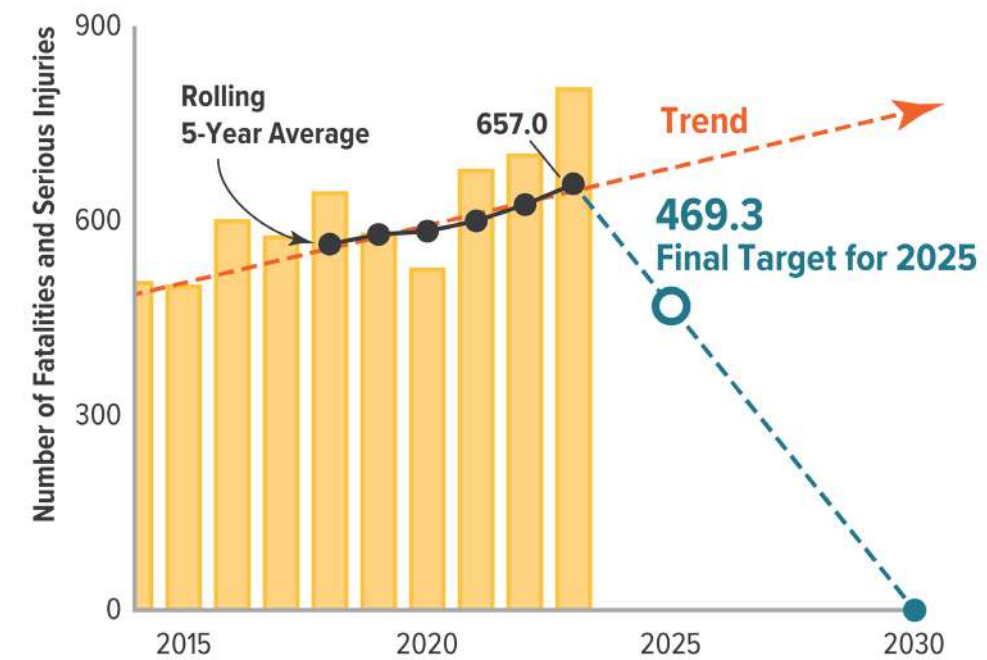
Measure #3: Serious Injuries



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

Improving Performance

- Target setting is a federal requirement that is focused on statewide performance
- SRTC's planning area has experienced decreasing safety performance
- The Board has recognized that and directed staff to pursue funding

Safe Streets and Roads for All (SS4A)

Regional Safety Action Plan (RSAP)

Supplemental Planning and Demonstration Grant

Deadline + Committee Feedback

SRTC Board must establish PM1 targets by February 27th, 2025.

Both committees will make recommendation at January meeting.

2025 Call for Projects Criteria and Principles of Investment

SRTC Board – Information & Discussion

Ryan Stewart, Principal Transportation Planner

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01/09/25

2025 Call for Projects

Approx. \$36 million available for 2027-2029

Funding:

- **Surface Transportation Block Grant (STBG) program**
- **STBG – Set Aside program**
- **Congestion Mitigation Air Quality (CMAQ) program**
- **Carbon Reduction Program (CRP)**

Criteria

2027-2029 SRTC Call for Projects Application



PROJECT TITLE: _____

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): _____

REQUESTED SRTC REGIONAL FUNDS: \$ _____

GENERAL PROJECT INFORMATION

Agency or Organization _____ Phone Number _____
Contact Person _____ Email Address _____

Project Information

Project Location

Urbanized Area Urban Small Rural

Federal Functional Classification

Project Description

SRTC 2027-2029 Call for Projects - Preservation Application



PROJECT TITLE: _____

AGENCY RANKING (1 = highest priority 4 = lowest): _____

REQUESTED SRTC REGIONAL FUNDS (STBG)- REQUEST LIMITED TO \$1.5 Million OR LESS: \$ _____

GENERAL PROJECT INFORMATION

Agency or Organization _____ Phone Number _____
Contact Person _____ Email Address _____

Project Information

Project Location

Urbanized Area Urban Small Rural

Federal Functional Classification

Project Description

Principles of Investment

- **Discussion Points**
 - Allocation for preservation projects
 - Allocation for small towns/small cities (<5,000 population)
 - Allocation for planning and operations
 - SRTC planning
 - SRTMC
 - I-90 Study
 - Application limits per agency

Principles of Investment (cont.)

Allocation for preservation projects

- Set-aside of 23% of the anticipated total funding, approx. \$8.3M
- Limit of \$1.35M award per application, \$2.7M total per agency
- Limit applications to grind and overlays, chip seals and other sealant projects

Principles of Investment (cont.)

Allocation for small towns/small cities (<5,000 population)

- 3.75% set-aside of the anticipated funding, approx.
\$1.35M

Principles of Investment (cont.)

Allocation for planning and operations

- SRTC planning \$1.5M
- SRTMC approx. \$2.7-2.8M
- I-90 Study (TBD)

Call for Projects

2025	Schedule
February	Call for projects release
March	Project Eligibility Worksheet and Complete Streets Checklist due
April	Deadline for submitting Application Package(s)
May	TAC & TTC review preliminary results
June	Board review preliminary results
June	TAC & TTC recommend to Board prioritized list of projects for award and contingency list
July	Board approve list of projects for awards and contingency list

Next Steps

- **Jan 9 – SRTC Board Call for Projects application criteria and Principles of Investment discussion**
- **Jan 14 – TIP Working Group**
- **Jan 22 – TAC/TTC recommendation**
- **Feb 13 – Board approve criteria, Principles of Investment**
- **Feb 14 – Call for projects released**



Questions?

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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Congestion Management Process: Strategies Toolkit & Matrix

SRTC Board of Directors
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January 9, 2025

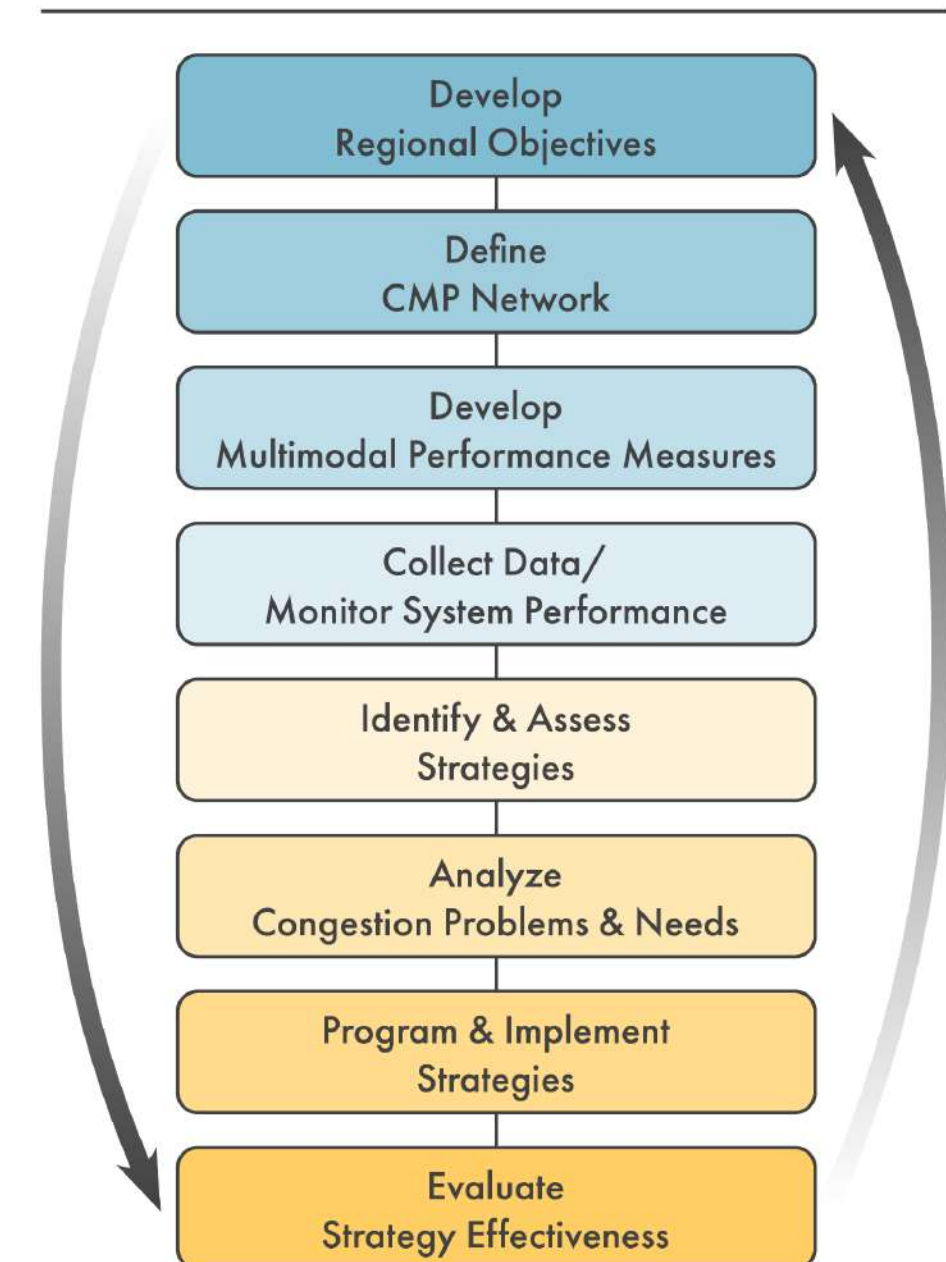
Congestion Management Process (CMP)

Systematic regional approach to managing congestion:

- Data collection & analysis
- Identifying problems & needs
- **Developing & implementing strategies**
- Ongoing monitoring & evaluation

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

Congestion Management Process (CMP) Steps



CMP Strategies

The CMP's strategies are identified in two documents:

- 1) The Toolkit of Strategies
- 2) The Strategies Matrix

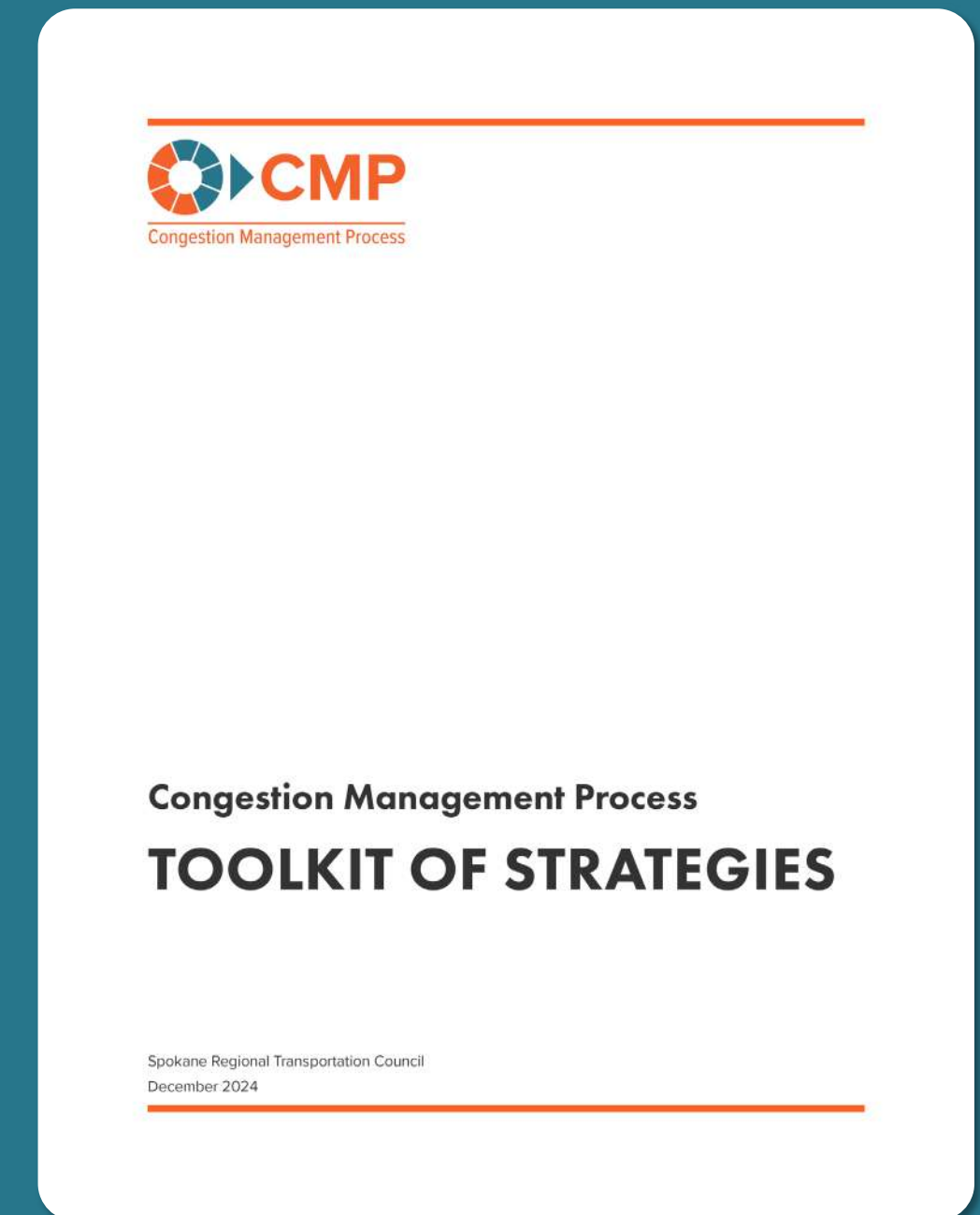
SRTC held a workshop this fall to update the Toolkit and Matrix with the input of staff from local agencies

Toolkit of Strategies

A compilation of strategies to address congestion that could realistically be applied in the Spokane region

Strategies are organized into five categories:

1. Travel Demand Management (TDM)
2. Operational Improvements
3. Transit Operational Improvements
4. Freight & Goods Movement
5. Roadway Capacity Improvements



Toolkit of Strategies

- Each individual strategy contains the following information:
 - Generalized cost range
 - Description
 - Applicable Locations
 - Examples

2.9 RAMP METERING

Cost: Low–Moderate

Description

Active traffic management strategy that uses traffic signals at freeway on-ramps to control the number of vehicles entering the freeway to keep vehicles moving more efficiently.

Applicable Locations & Situations

- Existing high volume freeway and expressway facilities
- On-ramps with heavy platoons of vehicles released from arterial/ramp intersections

Examples

- Traffic signal controlling stream of merging traffic
- Bus or HOV vehicle bypass

Strategies Matrix

Identifies specific strategies from the toolkit that are applicable for each Tier 1 CMP Corridor

Ensures a least cost planning approach



Congestion Management Process **STRATEGIES MATRIX**

Spokane Regional Transportation Council
December 2024

Strategies Matrix

Congestion Management Process STRATEGIES MATRIX		CMP Tier 1 Corridors																		Comments	
		I-90 US 2 to Hamilton	I-90 Hamilton to Broadway	I-90 Broadway to Pines	I-90 Pines to Harvard	I-90 Harvard to State Line	US 2 Craig to I-90	DIVISION I-90 to Francis	DIVISION Francis to NSC	US 2 Division to NSC	MAPLE / ASH I-90 to Francis	HAMILTON / NEVADA I-90 to Francis	FRANCIS Assembly to Division	FRANCIS Division to Bigelow Gulch	MARKET / HAVEN Euclid to Francis	FREYA / GREENE I-90 to Euclid	SPRAGUE Hamilton to Argonne	SPRAGUE Argonne to I-90	ARGONNE Sprague to Upriver		PINES Sprague to Trent
*Regional CMP strategies that can be applied to benefit all corridors are show in bold text.																					
1. TRAVEL DEMAND MANAGEMENT (TDM)																					
1.1	Alternative Travel Mode Outreach Programs (Group)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.2	Alternative Travel Mode Outreach Programs (Individualized)																				
1.3	Alternative Work Hours*	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.4	Bicycle Improvements	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	I-90: Bicycles prohibited, improvements to adjacent facilities
1.5	Local Delivery Service						○	○													
1.6	Parking Facility Management Informational Signs	○	○	○	○	○												○	○	I-90: At parking garages, park & rides Pines & Sullivan: park & rides	
1.7	Parking Management	○	○	○	○	○									○			○	○	I-90: Downtown Spokane, park & rides Freya: SCC Pines & Sullivan: park & rides	
1.8	Pedestrian Improvements	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	I-90: Pedestrians prohibited, improvements to adjacent facilities
1.9	Regional Commuter Benefit Program*	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.10	Public Education Campaigns*	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.11	Ridesharing Services & Ride Matching	○	○	○	○	○	○								○				○		
1.12	Telecommuting*	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	
1.13	Universal Access Transit Pass Program*	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	

Strategies Matrix

Congestion Management Process STRATEGIES MATRIX		CMP Tier 1 Corridors														Comments						
		I-90 US 2 to Hamilton	I-90 Hamilton to Broadway	I-90 Broadway to Pines	I-90 Pines to Harvard	I-90 Harvard to State Line	US 2 Craig to I-90	DIVISION I-90 to Francis	DIVISION Francis to NSC	US 2 Division to NSC	MAPLE / ASH I-90 to Francis	HAMILTON / NEVADA I-90 to Francis	FRANCIS Assembly to Division	FRANCIS Division to Bigelow Gulch	MARKET / HAVEN Euclid to Francis		FREYA / GREENE I-90 to Euclid	SPRAGUE Hamilton to Argonne	SPRAGUE Argonne to I-90	ARGONNE Sprague to Upriver	PINES Sprague to Trent	SULLIVAN Sprague to Trent
*Regional CMP strategies that can be applied to benefit all corridors are show in bold text.																						
4. FREIGHT AND GOODS MOVEMENT																						
4.1	Freight Capacity Investments																					
4.2	Freight Operations Improvements																					
5. ROADWAY CAPACITY IMPROVEMENTS																						
5.1	Adding Capacity/Widening																					
5.2	Grade-Separated Intersections																					
5.3	Grade-Separated Railroad Crossings																					
5.4	Hill-Climbing Lanes																					
5.5	Major Intersection Improvements																					
5.6	Minor Road Expansions																					
5.7	New or Extended Roadways																					

Questions?

David Fletcher

Principal Transportation Planner

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Metropolitan Transportation Plan – Needs Assessment

Board of Directors

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Jason Lien

January 9, 2025

Metropolitan Transportation Plan (MTP)

- **Blueprint of projects, programs, strategies for the regional transportation system**
- **Consistent with:**
 - **Guiding Principles & associated policies**
 - **Federal and State requirements**



Needs Assessment

- Develop understanding of the many transportation needs & investment options
- How do they align with regional goals / performance objectives?

Needs Assessment

- **Compile projects and programs for further analysis**
- **Will utilize:**
 - **Agency studies and plans**
 - **Local Capital Improvement Programs**
 - **Unified List**
 - **Board and Committee input**
 - **Public outreach**

Project Evaluation

- **Criteria evaluation based on SRTC Guiding Principles**
 - **Unified List criteria with additional screening from RSAP, Smart Mobility / Resiliency Plans**



Outcome

- **Master Project List by type, timeline, and estimated cost**
- **Evaluated for consistency with the Guiding Principles**
- **Used for further prioritization and to inform investment choices in Horizon 2050**

Timeline

	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec
Draft Project Matrix	Light Orange	Light Orange	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Public Outreach	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Light Gray	Light Gray
Master Project List	Light Gray	Light Orange	Light Orange	Light Orange	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Draft MTP	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Yellow	Yellow	Yellow	Yellow with Green Star	Yellow	Light Gray	Light Gray
Adopt MTP	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Green	Light Gray

Comments / Questions

Jason Lien

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Thank You