TPM – New Greenhouse Gas Rule and Targets

Requested Action

Recommend that the SRTC Board adopt a resolution to plan and program in support of the state's targets

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

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Requirements for MPOs

MPOs

- Establish <u>declining</u> 4-year target for the metropolitan planning area (MPA).
- Option to commit to support the State DOT target or establish a unique quantifiable target.
- Have up to 180 days from when the State DOT established their targets.
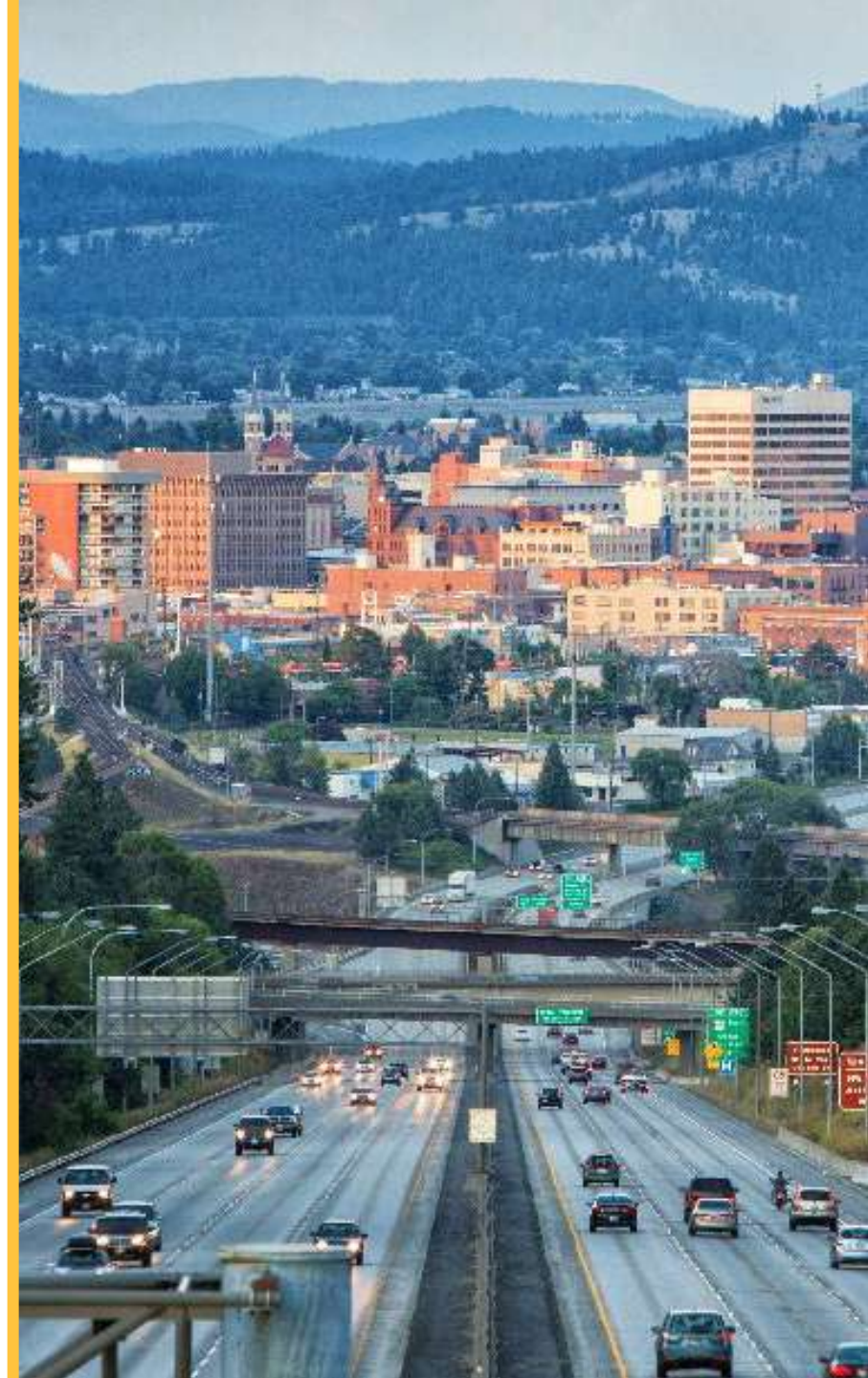
WSDOT Targets and Methodology
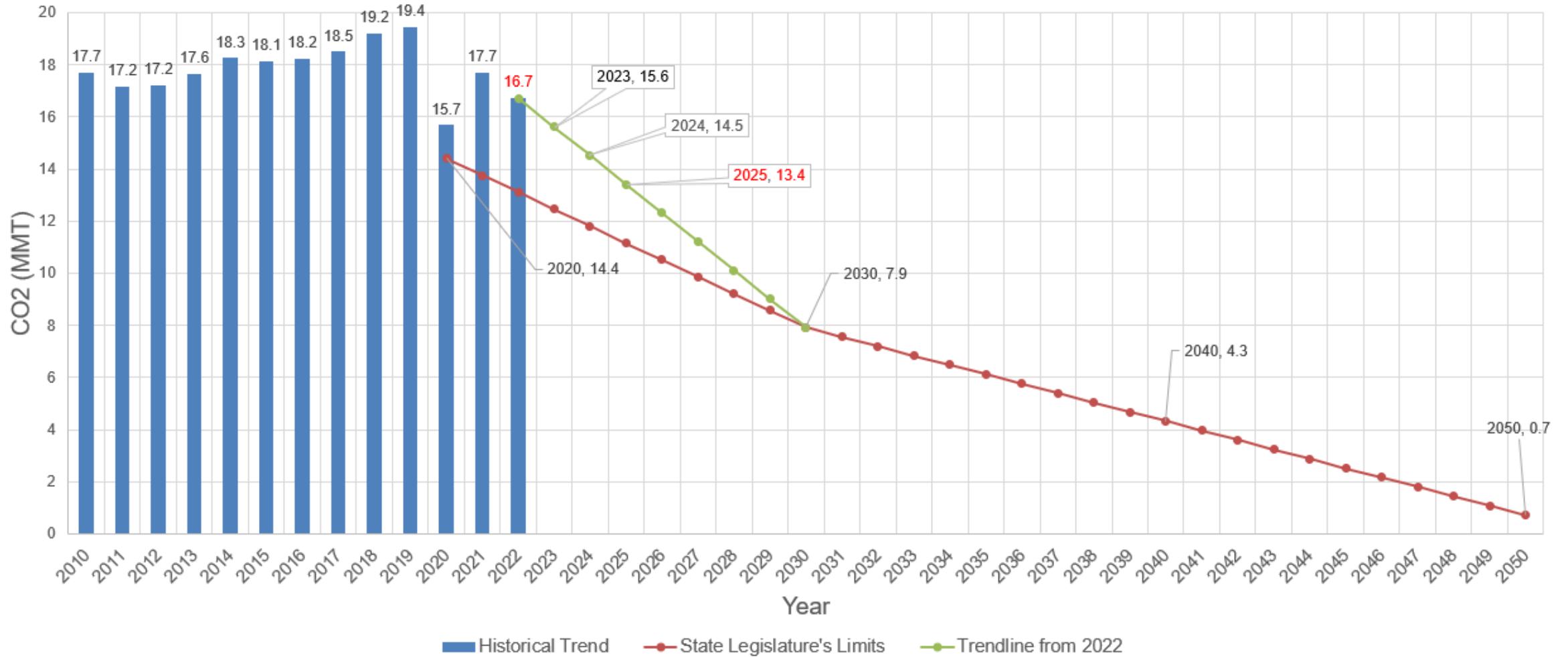
Next Steps

March 27

◦ TAC & TTC Meetings

  ◦ Requested Action:

  ◦ Recommend that the Board of Directors adopt a resolution to plan and program in support of the state's targets for tailpipe CO2 emissions on the NHS

April 11

◦ Board of Directors Meeting

  ◦ Action (Resolution)

Thank you!

Michael Redlinger
Associate Transportation Planner 2
mredlinger@srtc.org

Spokane Regional Transportation Council
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SPOKANE REGIONAL TRANSPORTATION COUNCIL

2025 Unified List Development & Project Evaluation Criteria

Transportation Advisory Committee

Agenda Item 7 | Page 10

March 27, 2024

Requested Action

Recommend SRTC Board approval of the 2025 Unified List of Regional Transportation Priorities development process and project evaluation criteria as shown in the Attachment.

Unified List Process

- **Communicates current regional transportation priorities to legislators for potential funding opportunities**
- **Updated annually**
- **State + federal versions**

2025 Unified List Development Process

Target Completion Date: Sept 2024 (state) | Nov 2024 (federal)

Project Tasks	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
	5 12 19 26	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25

Project List Development
- (t1) Develop Draft Criteria — FEB (C), MAR (B)
- (t2) Finalize Criteria — MAR (CA), APR (BA)
- (t3) Develop Project Information Form — MAR–APR
- (t4) Project Submittal Period — APR–MAY
- (t5) SRTC Project Review — MAY
- (t6) Integrate Safety Action Plan Projects — JUN
- (t7) Develop Projects List — JUN (C), JUL (B), AUG (CA), SEP (BA)

Legislative Priority Statements Development
- (t8) Collect + Review Local Legislative Agendas — MAR–APR
- (t9) Develop State Legislative Statements + Priority Areas — MAY–JUN (B), JUL (B), SEP (BA)
- (t10) Develop Federal Legislative Statements + Priority Areas — AUG–SEP (C), OCT (B, CA), NOV (BA)

Final Unified List Packets Development
- (t11) Finalize Project List + Unified List (State Version) — JUL–AUG (CA), SEP (BA)
- (t12) Finalize Unified List (Federal Version) — SEP (C), OCT (B, CA), NOV (BA)

Project Deliverables
- (d1) Project Evaluation Criteria — FEB (D), MAR (D, F), APR (F)
- (d2) Projects List — JUN (D), JUL (D), AUG (F), SEP (F)
- (d3) State Legislative Statements + Priority Areas — JUN (D), JUL (D), AUG (F), SEP (F)
- (d4) 2025 Unified List (State Version) — AUG (F), SEP (F)
- (d5) Federal Legislative Statements + Priority Areas — SEP (D), OCT (D, F), NOV (F)
- (d6) 2025 Unified List (Federal Version) — OCT (F), NOV (F)

Legend
- **C** — TAC/TTC First Touch
- **B** — Board First Touch
- **CA** — TAC/TTC Action Item
- **BA** — Board Action Item
- **D** — Draft Deliverable
- **F** — Final Deliverable

Key Dates

4 Week Project Submittal Period
- **April 22 through May 17**

3 Week SRTC Project Review
- **May 20 through June 7**

Draft List
- **June (TTC/TAC), July (SRTC Board)**

Final List
- **State Version: Aug. (TTC/TAC), Sept. (SRTC Board)**
- **Federal Version: Oct. (TTC/TAC), Nov. (SRTC Board)**

Project Evaluation Criteria

2025 Unified List of Regional Transportation Priorities

SRTC

Project Evaluation Criteria

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.

▶ Proposed revisions to criteria shown in RED.

30 POINTS — ECONOMIC VITALITY
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.*

30 POINTS — COOPERATION & LEADERSHIP
Relates to SRTC's role as a regional forum to identify regional transportation needs, establish 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?

30 POINTS — STEWARDSHIP
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?

Question 3 (10 points)
▶ Does the project reduce air quality emissions or VHT/VMT? *This question relates to the State Vehicle Miles of Travel Targets Proviso.*

2025 Unified List of Regional Transportation Priorities | Project Evaluation Criteria   1

30 POINTS — OPERATIONS, MAINTENANCE & PRESERVATION
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? *Criteria 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? *Criteria relates to federal 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?

30 POINTS — SAFETY & SECURITY
Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.

Question 1 (15 points)
▶ Is the project identified in a state or local plan, or an approved prioritized list of safety projects? Does the project address an identified safety need in the Regional Safety Action Plan?

Question 2 (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? Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?

30 POINTS — QUALITY OF LIFE
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 Burr, Fish Lake, Millwood, and Appleway*

30 POINTS — EQUITY
These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.
Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.

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 (5 points)
▶ If yes to question one, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

Question 3 (10 points)
▶ Does the project incorporate appropriate countermeasures to address safety issues on the High Injury Network, 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 4 (10 points 5 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?

2025 Unified List of Regional Transportation Priorities | Project Evaluation Criteria   2

Safety Criteria Change #1

2024 Criterion
- Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?

Proposed 2025 Criterion
- Does the project address an identified safety need in the Regional Safety Action Plan?

Impacts of Proposed Change

Projects that received safety question #1 points based on current criterion:

- **US 2 Multimodal Improvements**
- **Spotted Rd & Airport Drive Safety & Multimodal Improvements**
- **Division St Active Transportation Access Improvements**
- **Freya St/Palouse Hwy Roundabout**
- **US 195 Corridor Projects**
- **Argonne Rd Safety Improvements**
- **Centennial Trail Argonne Gap**
- **Craig Rd & I-90 Four Lakes Connection**
- **Wall St Safety & Capital Improvements**
- **Barker Rd & I-90 Interchange**
- **I-90 TSMO Improvements**

Additional projects eligible to receive points based on proposed new criterion:

- **Fish Lake Trail Connection Phases 1-3**
- **South Barker Rd Corridor**
- **Sullivan/Trent Interchange**

*All projects that received points for the current safety question #1 criterion are located on the High Injury Network (HIN).

**In addition to being located on HIN, projects would need to incorporate countermeasure(s) addressing existing safety issues at crash locations to receive points.

Safety Criteria Change #2

2024 Criterion

- What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? Or, if the project is a transit project, how does it contribute to STA safety targets?

Proposed 2025 Criterion

- Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?

Schedule Alignment
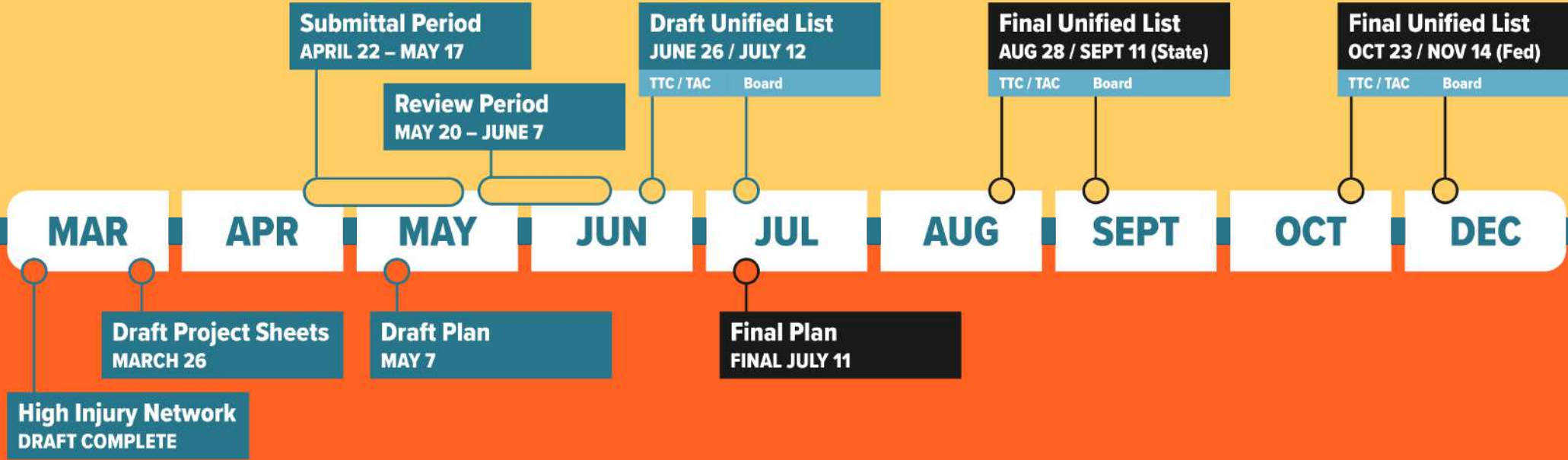
Safety Criteria Options

Option A: Use Current Safety Criteria

- Use the current safety criteria for the 2025 Unified List and plan to update next year's criteria, based on the RSAP.

Option B: Use Revised Safety Criteria

- Use draft High Injury Network and regional safety needs for the project submittal process.
- SRTC staff updates safety criteria scores, as needed based on changes between the draft and final RSAP, prior to presenting the draft 2025 Unified List at the June 26 TAC and TTC meetings.

Option C: Hybrid Approach

Equity Criteria Change #1 *(NEW)*

2024 Criterion
- Does not replace a 2024 criteria question.

Proposed 2025 Criterion
- If yes to question one*, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

Equity Question 1: Does the project directly benefit residents in an area of potential disadvantage, or an area rated 7 or higher for overall environmental health disparities?

Equity Criteria Change #2

Proposed 2025 Criterion

- **Does the project incorporate appropriate countermeasures to address safety issues <u>on the High Injury Network*,</u> or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?**

*Proposed change awards points only to projects located both in equity areas and on the High Injury Network to emphasize projects in locations with the most significant existing safety concerns, based on analysis performed as part of the Regional Safety Action Plan.

Requested Action

Recommend SRTC Board approval of the 2025 Unified List of Regional Transportation Priorities development process and project evaluation criteria as shown in the Attachment.

Presented by:
LeAnn Yamamoto
TDM Manager, Spokane County

A Regional Program in Spokane County since 1993

Making the Northwest a Better Place to Live, Play, and Commute!

Working with businesses to promote and encourage their employees to ride the bus, carpool, vanpool, walk, bicycle, telework and work a compressed work schedule.

Commute Smart Northwest, a division of Spokane County Public Works

WA State Commute Trip Reduction (CTR) Law

▶ Passed in 1991

▶ Part of WA State's Clean Air Act

▶ Updated in 2006

Who is affected by CTR Law

▶ Counties with Urban Growth Areas (UGAs)

▶ Employers with 100+ employees

  ➢ Who start their day between 6-9am

  ➢ Work at least 35 hours a week

▶ Applies to all public and private employers

▶ Applies to local jurisdictions

Spokane County Lead Agency since 1993

▶ Working collaboratively with 7 jurisdictions to implement regional program with 96 employers

▶ Airway Heights	3
▶ Cheney	3
▶ Liberty Lake	7
▶ Medical Lake	3
▶ Spokane	53
▶ Spokane Valley	18
▶ Unincorporated Spokane County	9

Requirements for Administering CTR Law

▶ Administer CTR surveys to all employers every 2 years

▶ Review employer CTR programs annually

▶ Provide required Employee Transportation Coordinator (ETC) training as per Spokane County CTR Ordinance

▶ Provide worksite support and meet with ETCs and management to ensure CTR program success

▶ Assist newly affected worksites in setting up a CTR program and ensuring minimum CTR requirements are met

▶ In 2024/2025 we will work with jurisdictions to update the CTR Plans for 2025 - 2029

Current Jurisdiction and Employer Goals

▶ 6 percentage point increase in Non-Drive Alone Rate from baseline

▶ 13% reduction in Vehicle Miles Traveled (VMT)

  ❖ Goals will change with the updated CTR Plans for 2025-2029

Regional Program Benefits!

▶ Model for public and private partnerships

▶ Low-cost congestion management tool

▶ Reduces parking constraints

▶ Adds foot traffic for businesses

▶ Reduces air pollution

Making an Impact on our Community!

Each Day

▶ Over 8,300 trips reduced

▶ Over 141,000 miles not driven

For the Year

▶ Over 2.1 million trips reduced

▶ Over 36.6 million miles not driven

2025 – 2029 CTR Plan Update

▶ Jurisdictions in affected areas are required to update their CTR Plan for 2025 – 2029

 ▶ Cities of Airway Heights, Cheney, Liberty Lake, Medical Lake, Spokane, Spokane Valley and unincorporated Spokane County.

▶ CSNW will collaborate with SRTC, STA and affected jurisdictions to develop their CTR Plans

▶ The new four-year plan will be in effect from July 1, 2025 to June 30, 2029.

2025 – 2029 CTR Plan Update

▶ The CTR plans highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

CTR Plan Update Timeline

▶ **Now until – October 1, 2024**

   ▶ Work with SRTC, Spokane Transit and 7 jurisdictions on developing Regional CTR Plan and CTR Plans for each jurisdiction

▶ **October 1 – November 15, 2024**

   ▶ SRTC Reviews jurisdictions CTR Plans for consistency

▶ **November 16, 2024**

   ▶ SRTC will submit final draft of the Regional and Jurisdiction CTR Plans to the State TDM Technical Committee for approval

▶ **February – June 1, 2025**

   ▶ Present CTR Plans to Council/Commissioner for final approval and adoption.

CommuteSmartNW.org

Next Steps for CTR Plan

▶ CSNW will work with reach out to each jurisdiction to review CTR Plan template and roles for completing.

▶ Collaboration with SRTC and STA

▶ Required to reach out to vulnerable populations in overburdened jurisdictions

▶ CSNW will work with SRTC and jurisdictions to develop CTR Performance Targets for reductions in drive alone rate and vehicle miles traveled to be included in CTR Plans

DATA Project Update

TAC Meeting

Agenda Item 9 | Page 15

March 27, 2024

Project Origin

- **SRTC Board Strategic Plan**

- **$1M in Surface Transportation Block Grant (STBG) funding to improve the agency's ability to apply data to the long-range planning process.**

Project Design

- **Phase I: Evaluation and Design**
  - **Evaluation of existing data practices**
  - **Interviews with data consumers**
  - **Prioritization workshop with stakeholders**

  Deliverable: Board Adopted Design Plan

- **Phase II: Implementation**

Member Agency / Stakeholder Input

- **Stakeholder Questionnaire**
- **Stakeholder Listening Sessions**
- **Interactive Website**
- **3-meeting series to recommend investments**

Meeting 1 (January 19)
- Input on Model Development and Traffic Count Needs

Meeting 2 February
- Scope and Budget Priorities for Phase II B

Meeting 3 March
- Input on Optional Ongoing Investments

4
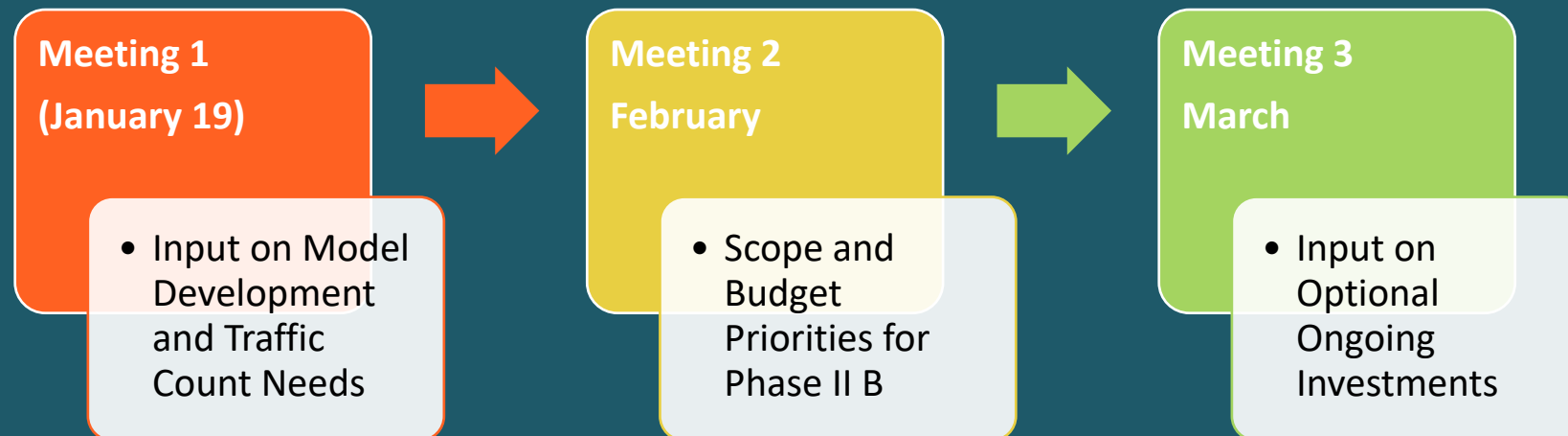
Project Implementation

+Task 1: Household Travel Survey

+Task 2: Passive Data

+Task 3: Traffic Counts

Task 4: Model Updates

+Task 5: Land Use Allocation Tool

Task 6: Online Data Hub

Household Travel Survey

- **data necessary for a credible, analytically valid travel demand model**

- **benefits beyond the travel demand model – useful for other regional and local planning applications too**

- **helps policymakers understand region-specific travel behaviors**

Deliverable: Final Report + Data Tables

Passive Data

- **cost effective data source to compliment smaller sample HHTS**
- **supports SRTC's responsibilities to monitor and report on regional system performance trends**

Deliverable: Final Report + TAZ Level OD Data

RSG
the science of insight

Spokane Regional Transportation Council

METROPOLITAN PASSENGER AND TRUCK PASSIVE DATA EXPANSION

Technical Report | February 23, 2024

PREPARED FOR:
SPOKANE REGIONAL TRANSPORTATION COUNCIL

SUBMITTED BY:
RSG

55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

Traffic Counts

- **necessary for travel demand model validation**
- **needed to address gaps in data currently available from partner agencies**

Deliverable: Traffic Count Dataset
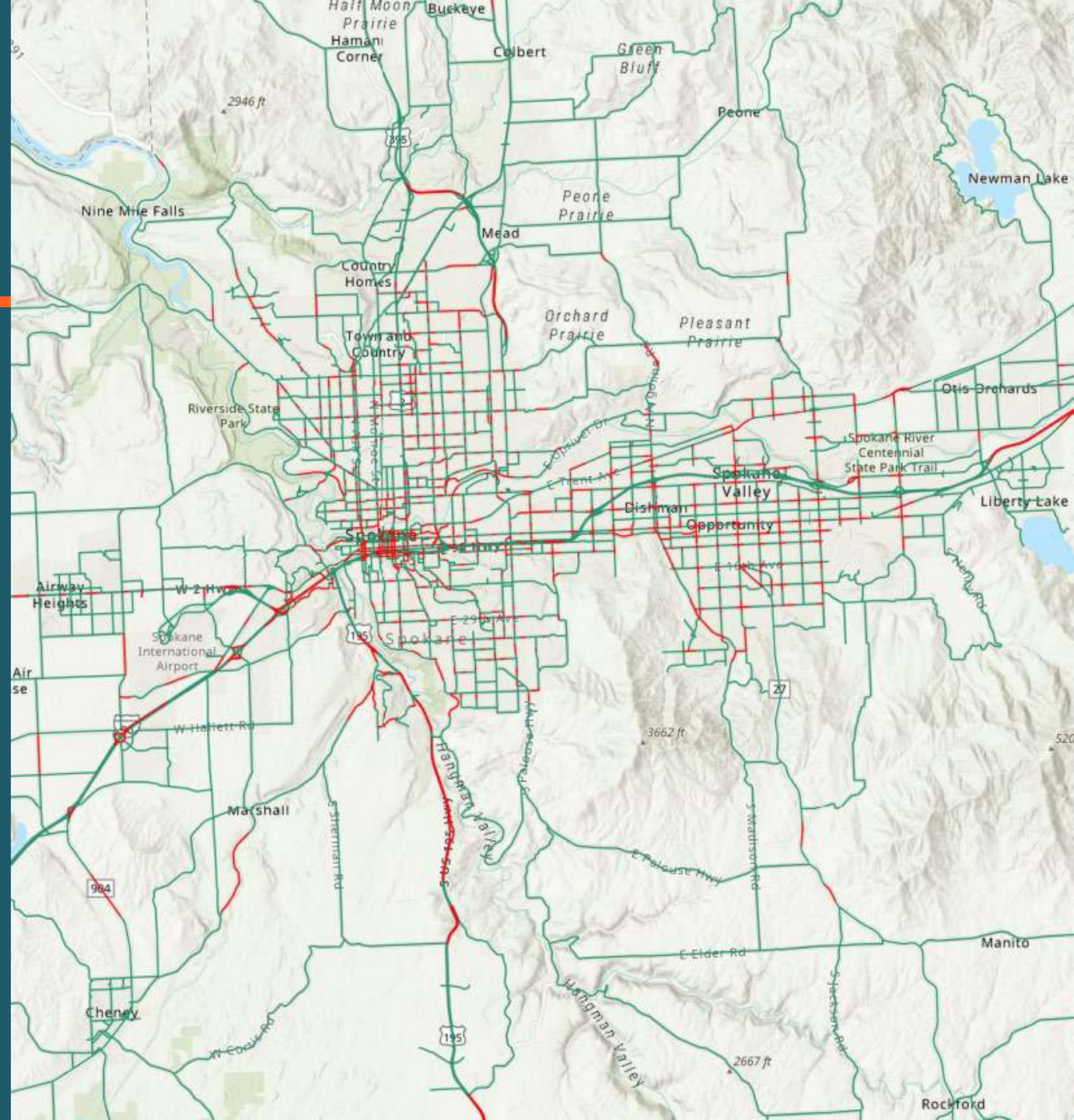
Land Use Allocation Tool

- streamlines land use data inputs to the travel demand model
- makes more frequent model updates possible
- tool to help agencies allocate their future population and employment projections to TAZs
- keeping land use information more current was a need expressed by several stakeholders

Deliverable: python scripts

Travel Demand Model Updates

- **Used to forecast future travel behavior**
- **Can be used to evaluate how investment choices will impact future conditions**
- **Central to regional long range planning efforts**
- **Can be post processed for use at different resolutions**

Deliverable: Updated travel model

Online Data Hub

- **supports SRTC's public information obligations**

- **data visualization helpful for policy makers**

- **makes extremely technical model outputs consumable by non-technical audiences**

Deliverable: Website (Data Hub + Data Visualizer)

SRTC Regional Data Hub

The SRTC Regional Data Hub provides data and information about the Spokane region. Through this site you can view available datasets, explore interactive web maps, access PDF maps, and download data.

Search datasets...

Explore Data by Category

Roadways	Active Transportation	Transit	Freight
Bridges	Safety	Congestion	System Performance
Modeling	Land Use	Demographics	Economic
Equity	Boundaries	Planning	All Data

Next Steps

- **Friday: All deliverables made available on SRTC Data Hub**
- **May TAC Meeting: Recommend resolution acknowledging project delivered according to scope**

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

SAFETY ACTION PLAN

**Spokane Regional Transportation Council
Committee Meetings**

March 27, 2024

A Coordinated Safety Action Plan

- Achieve zero fatal and serious injury crashes

- Prioritize a transportation system that is safe, accessible, and accommodates all users.

- Bring together regional partners and public stakeholders to collaborate on solutions.

- Report on data and progress to member agencies and the public.

In Person
Spoke with about <u>130</u> people
Presented to over <u>150</u>

Online
E-mail blasts – over <u>1,500</u>
<u>150</u> survey responses
<u>250</u> points on the map

- North Spokane Library

- Hillyard Library

- Spokane County Library/Podcast

- Transit Plaza

- Homeless Coalition Meeting

- On-line Open House and Interactive Map

- News Interview

- Facebook Live Presentation

Key Themes

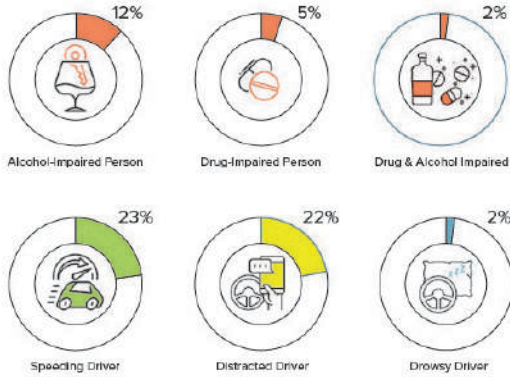- Aggressive and distracted driving
- Speeding
- Limited visibility
    - Poor lighting
    - Sightline obstructions (e.g., parked cars)
- Right-turning vehicles don't watch for pedestrians
- Long crossing distances (4+ lanes)
- Missing crosswalks near transit stops
- Lack of protected bike lanes
- Unpredictable behavior by people walking and biking
- Increasing vehicles sizes
- Missing sidewalks

What's Happening in Our County

WHO IS DYING OR GETTING SERIOUSLY INJURED?

22% of drivers are **15 TO 24**

24% of cyclists are **10 TO 19**

17% of motorcyclists are **30 TO 34**

35 TO 39 is the most common age range for pedestrians

HOW OUR DECISIONS AFFECT OTHERS

12% Alcohol-Impaired Person

5% Drug-Impaired Person

2% Drug & Alcohol Impaired

19% of fatal and serious injury crashes involved impairment.

23% Speeding Driver

22% Distracted Driver

2% Drowsy Driver

Impairment was a factor in **12%** of fatal and serious injury bicyclist crashes.

IMPAIRED DRIVERS ARE STRIKING BICYCLISTS, NOT VICE VERSA.

Impairment was a factor in **16%** of fatal and serious injury pedestrian crashes.

WHEN IMPAIRMENT WAS A FACTOR, THE DRIVER WAS IMPAIRED 58% OF THE TIME.

MOST COMMON CRASH TYPES BY MANEUVER

Run Off Road — 33% / 20%

Bicyclist Crash — 2% / 7%

Rear End — 1% / 4%

Pedestrian Crash — 23% / 20%

Head-On — 6% / 3%

Other — 1% / 2%

Motorcycle Crash — 16% / 16%

Opposite Direction Left Turn — 6% / 6%

Angle — 10% / 18%

Sideswipe — 4% / 2%

FATAL

SERIOUS
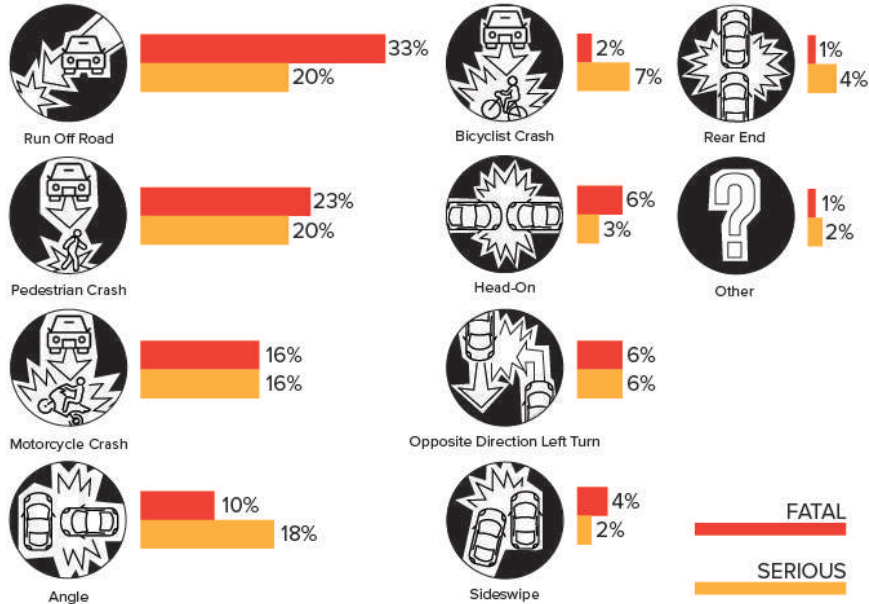
Applying Equity

Combining the High Injury Network with 6 indicators of potential disadvantage for project prioritization:

- Individuals with low incomes

- Minorities

- Limited English proficiency (LEP)

- Limited vehicle access

- Age dependency (elderly and youth)

- Disabilities

Source: ETC Explorer tool and SRTC Indicators of Potential Disadvantage

## Key Take Aways

- Airway Heights has the highest or close to the highest concentration of:

  - Low-income populations (25%)
  - Minority population (23%)
  - Limited English Proficiency (4%)
  - Population with disability (19%)

- Cheney has the largest population of low-income residents at 28 percent

- Largest proportion of households without vehicles is concentrated in downtown Spokane

Serious and Fatal Crashes In Your Community

Each member agency will have a chapter in the plan.
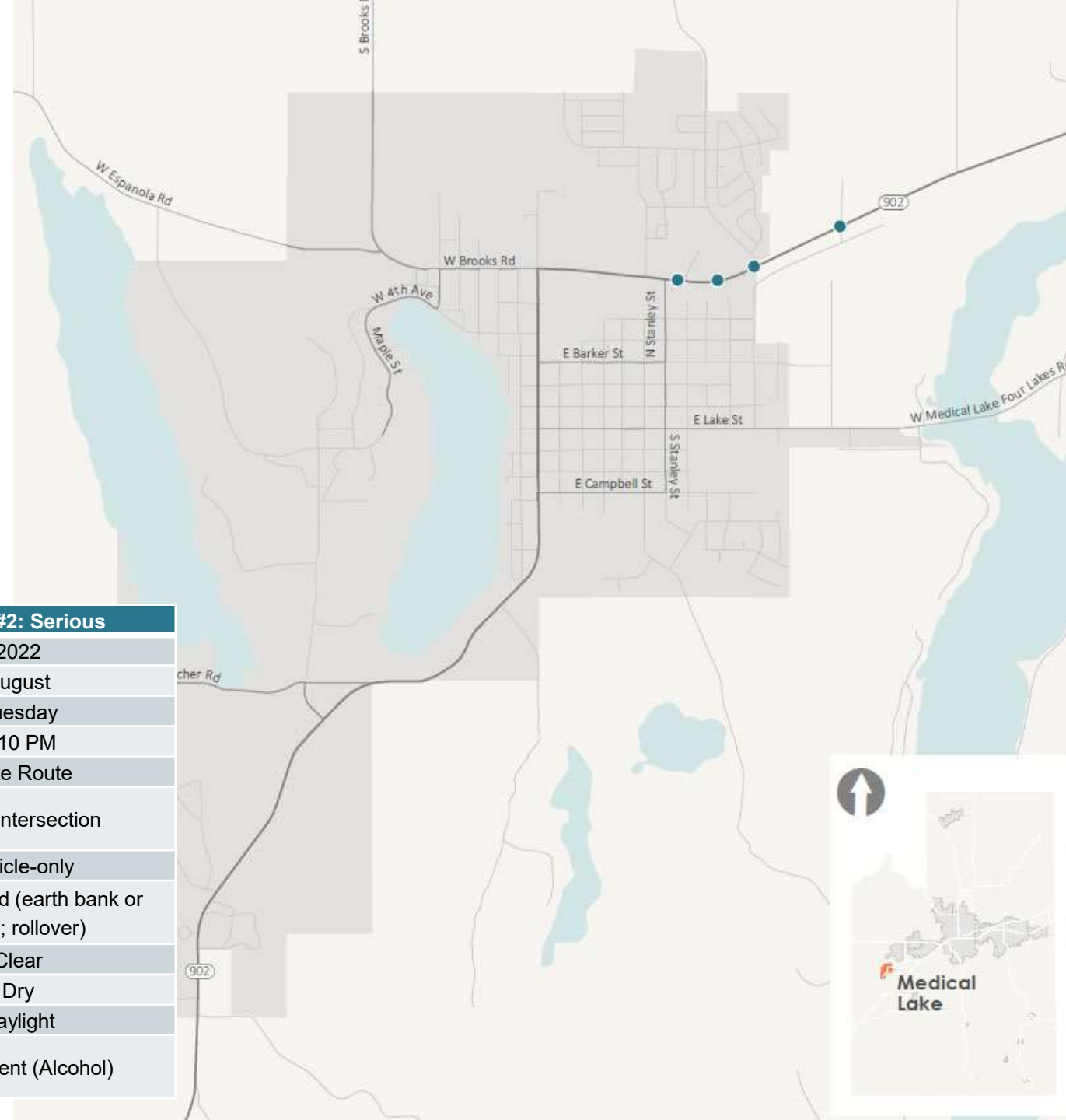
Category and Characteristic		Crash #1: Serious	Crash #2: Serious
Time of Crash	Year	2020	2022
	Month	February	August
	Day	Tuesday	Tuesday
	Time	3:20 PM	7:10 PM
Crash Location	Facility Jurisdiction	State Route	State Route
	Intersection Relationship	Not at intersection	Not at intersection
Collision Manner	Mode	Vehicle-only	Vehicle-only
	Type	Rear-end	Run-off-road (earth bank or ledge; rollover)
Environment	Weather	Clear	Clear
	Surface Condition	Dry	Dry
	Lighting	Daylight	Daylight
Human Factors	Contributing Circumstances	None	Impairment (Alcohol)

# High Injury Network- Highest Fatal and Serious Crashes

- HIN represents
  - 47% of the fatal and serious injury crashes
  - 3% of the centerline miles
  - 7% of the intersections

- HIN for motorcycles, bicycles, pedestrians are called out separately
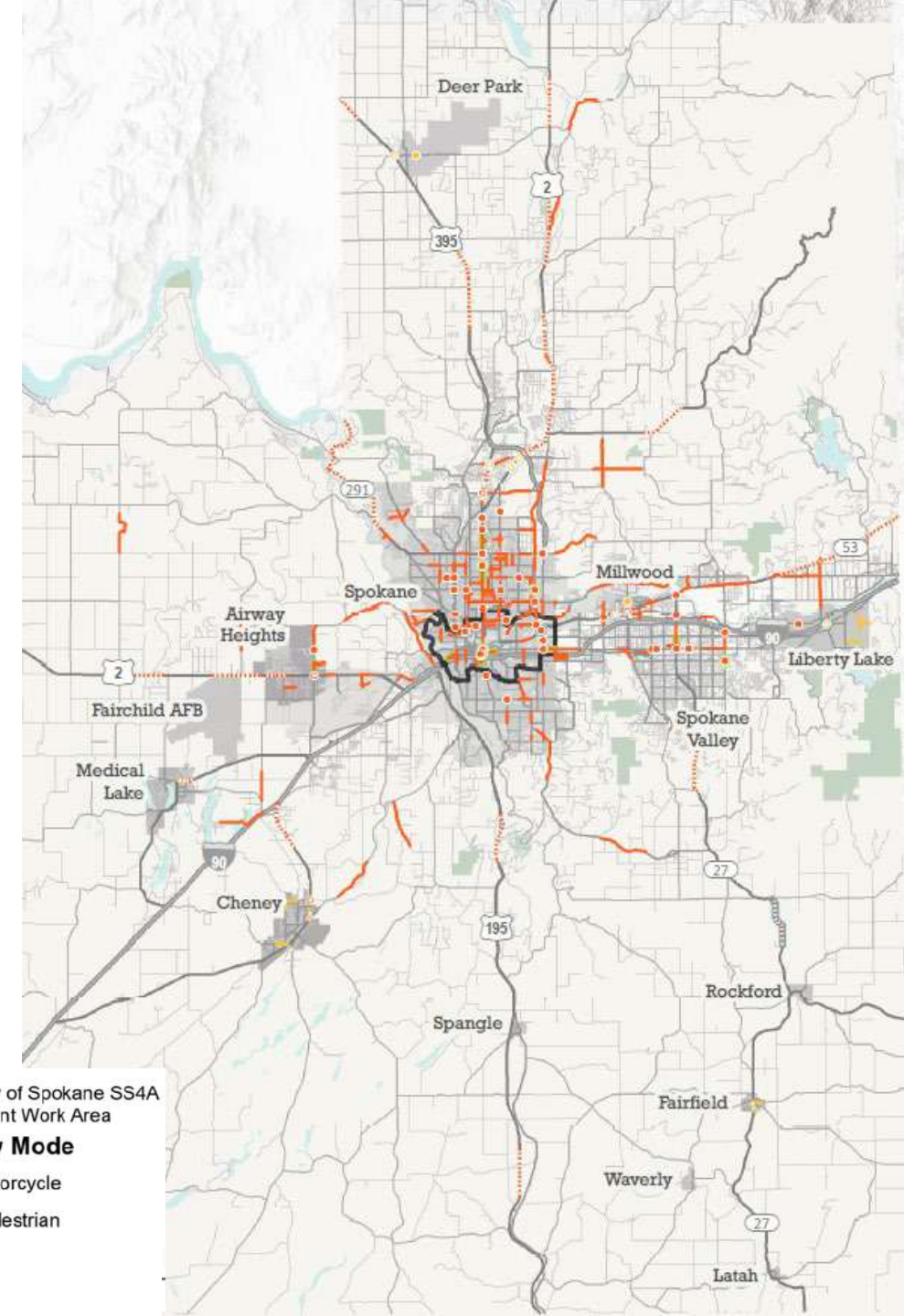
High Priority Network – Smaller communities, few crashes

Based on:

- Crash data

- Roadway and land use characteristics (risk)

- Interviews with local officials
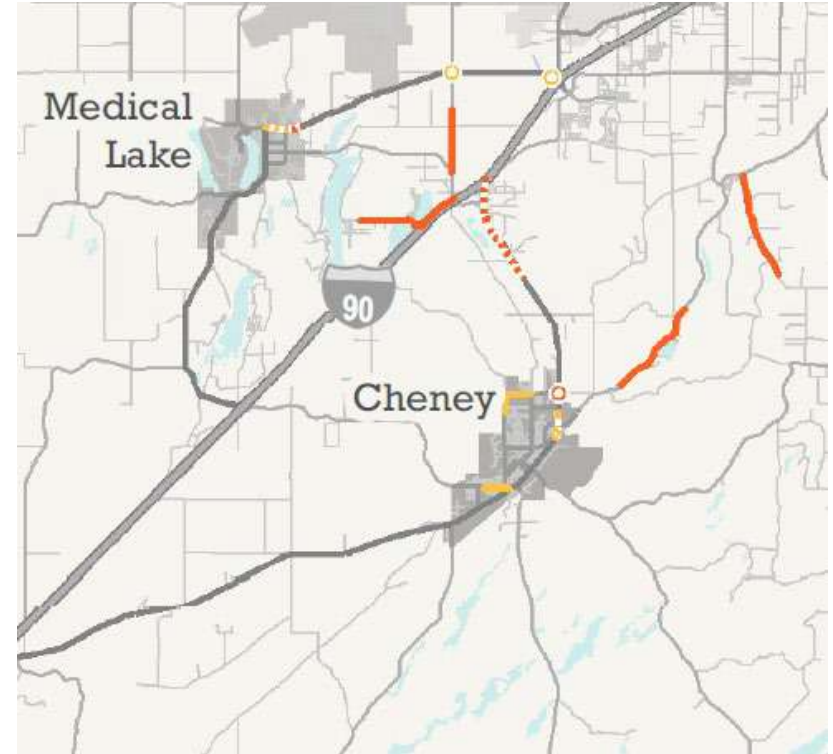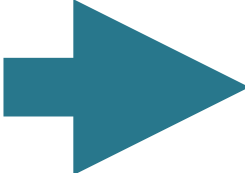
Actions – A menu of choices

Transformative

Greatest potential for reducing fatal and severe crashes

Supporting

Indirectly address factors contributing to fatalities and serious injury crashes

Emphasis area: Pedestrian Safety

Strategy
Infrastructure Countermeasures

Prioritize implementation of crossing enhancements at intersections and mid-block crossings on the High Injury Network.
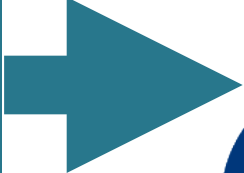
Rectangular Rapid Flashing Beacons (RRFB)

Medians and Pedestrian Refuge Islands

Strategy
Programs and Policies

Develop and implement education and outreach campaigns focused on safety.

Coordinate and support the development of safety materials and resources in communities along the High Injury Network.

Implementation Plan Example

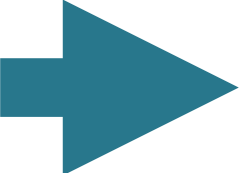| Speed Management Continue to evaluate resurfacing projects to identify opportunities to incorporate Complete Street elements and other safety countermeasures targeted towards vulnerable users.	
Key Implementer(s)	SRTC, Member jurisdictions
Safe Systems Element(s)	Safer Speeds
Emphasis Area (s)	Safety for all users
Timeframe*	Short-term – 0 to 5 years
Approximate Cost**	$$
Progress metric(s)	• Reduction of FSI crashes where speeding was a contributing factor.
Implementation Notes	• Prioritize HIN

Identifying Priority Projects to Streamline Funding Applications

Three regionally significant projects and one for each member agency with a prospectus sheet.

Selection based on:

1. High Injury Network
2. Equity analysis
3. Multi-jurisdictional Status
4. Steering Committee Input
5. Member Agency Input

Example Prospectus Sheet

Description: Install roundabout with gradually increasing curve and illumination/treatments to facilitate deceleration. An operational analysis should be performed to determine the number of lanes that will be needed at the time of design. The OR 126 Corridor Plan identified a multilane roundabout at this location. If a single lane roundabout is determined to be sufficient, features to make it easily expandable to multiple lanes should be considered. The design of this project must consider all modes including farm equipment, freight vehicles, bicyclists, and pedestrians.

Project Type: Roadway   **Priority:** Medium

Cost: $3,500,000   **Expected County Contribution:** $385,000   **Potential Funding Sources**

Project Goals: Safety, Mobility and Connectivity

Project Location/Images:
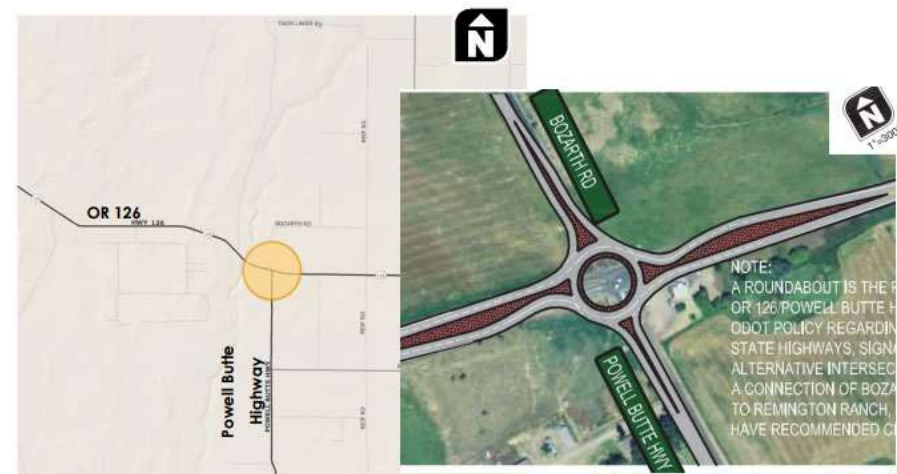
What's Next

- **April**: Individual meetings with member agencies to review priority projects
- **May 11**: Public Outreach - Asian Native Hawaiian Pacific Islander Heritage Festival

- **May 22**: Draft Plan Presentation to TAC/TTC
- **June 13**: Introduce Draft Plan to Board
- **June 26**: Final Plan Presentation to TAC/TTC
- **July 11**: Board Adoption

Transportation Improvement Program (TIP) Overview

Transportation Advisory Committee

Ryan Stewart, Principal Transportation Planner

Agenda Item 11, page 21

Information

March 27, 2024

What is the TIP?

- 4-year program of regional transportation projects

- Any project receiving federal funds or regionally significant

- Full document at SRTC.org under the Transportation Improvement Program tab

2024 - 2027
Transportation
IMPROVEMENT PROGRAM
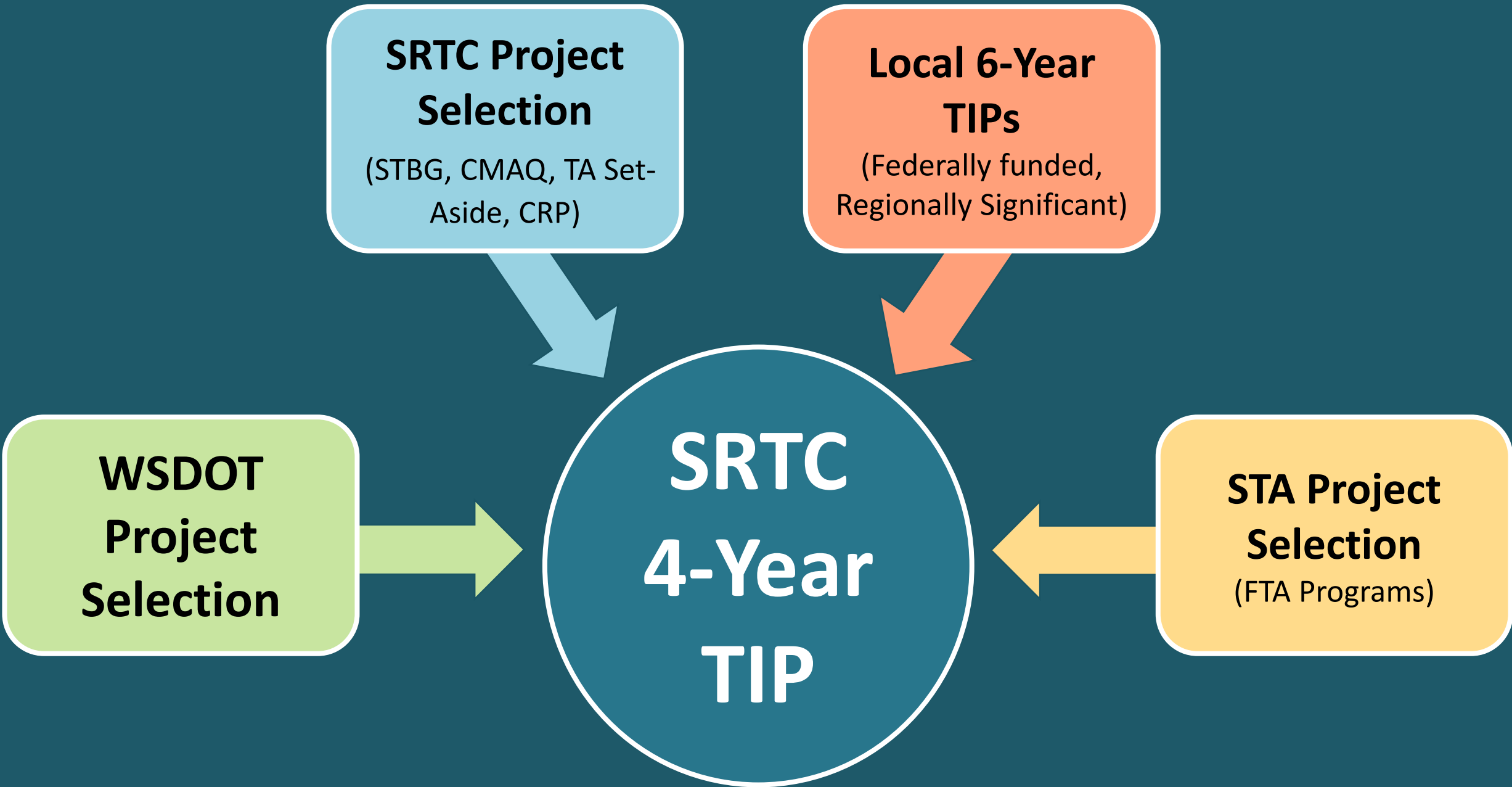
SPOKANE REGIONAL TRANSPORTATION COUNCIL
421 W RIVERSIDE AVE SUITE 500
SPOKANE WA 99201

509-343-6370
contact.srtc@srtc.org
www.srtc.org

SRTC TIP Determination Process

Consistent with SRTC's MTP-Horizon 2045

Consistent with Regional Plans
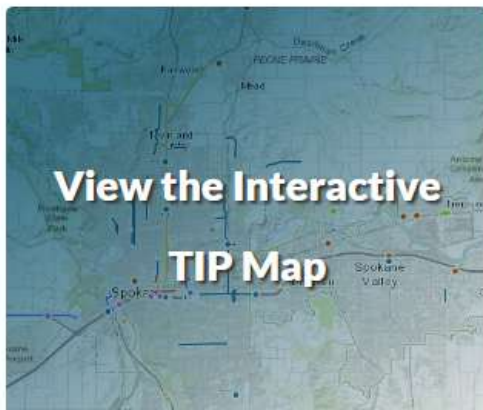
Conforms with State Air Quality Plans

Fiscally Constrained

Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	8	11%	32,044,316	4%	13%
Bridge	12	16%	34,778,477	4%	14%
High Performance Transit	1	1%	5,401,000	1%	2%
Planning	2	3%	2,678,035	0%	1%
Preservation	14	19%	30,406,137	4%	12%
Rail/Highway Crossing	2	3%	44,761,208	5%	18%
Reconstruction	4	5%	13,420,330	2%	5%
Roadway Capital	2	3%	5,718,960	1%	2%
Roadway Capital - NSC	3	4%	583,719,048	70%	
Safety & Security	8	11%	5,887,825	1%	2%
Transit	6	8%	67,871,173	8%	27%
TDM	1	1%	1,296,632	0%	1%
TSMO	12	16%	10,707,558	1%	4%
TOTAL	**75**	**100%**	**838,690,699**	**100%**	**100%**

Transportation Improvement Program (TIP)

What is a Transportation Improvement Program?

A Transportation Improvement Program (or TIP) is a comprehensive four-year program of regional transportation investments of all types: maintenance and preservation of existing roads, construction of new roads, public transit improvements, bicycle and pedestrian facilities, bridge replacement projects, etc. These projects come from cities, towns, and agencies throughout Spokane County. All transportation projects that are regionally significant or receiving federal funding are required to be included the TIP. SRTC updates the TIP annually and after it is approved it becomes part of the **Washington State Transportation Improvement Program.**

Key purposes of the TIP are to:

- Demonstrate fiscal constraint for the projects contained in the plan *(meaning there is adequate funding available for the planned projects).*
- Demonstrate that the projects meet conformity with state air quality standards *(projects aim to improve air quality or maintain it).*
- Identify other planned transportation projects adopted in local six-year TIPs *(bring together projects from the local level into one, 4-year program).*
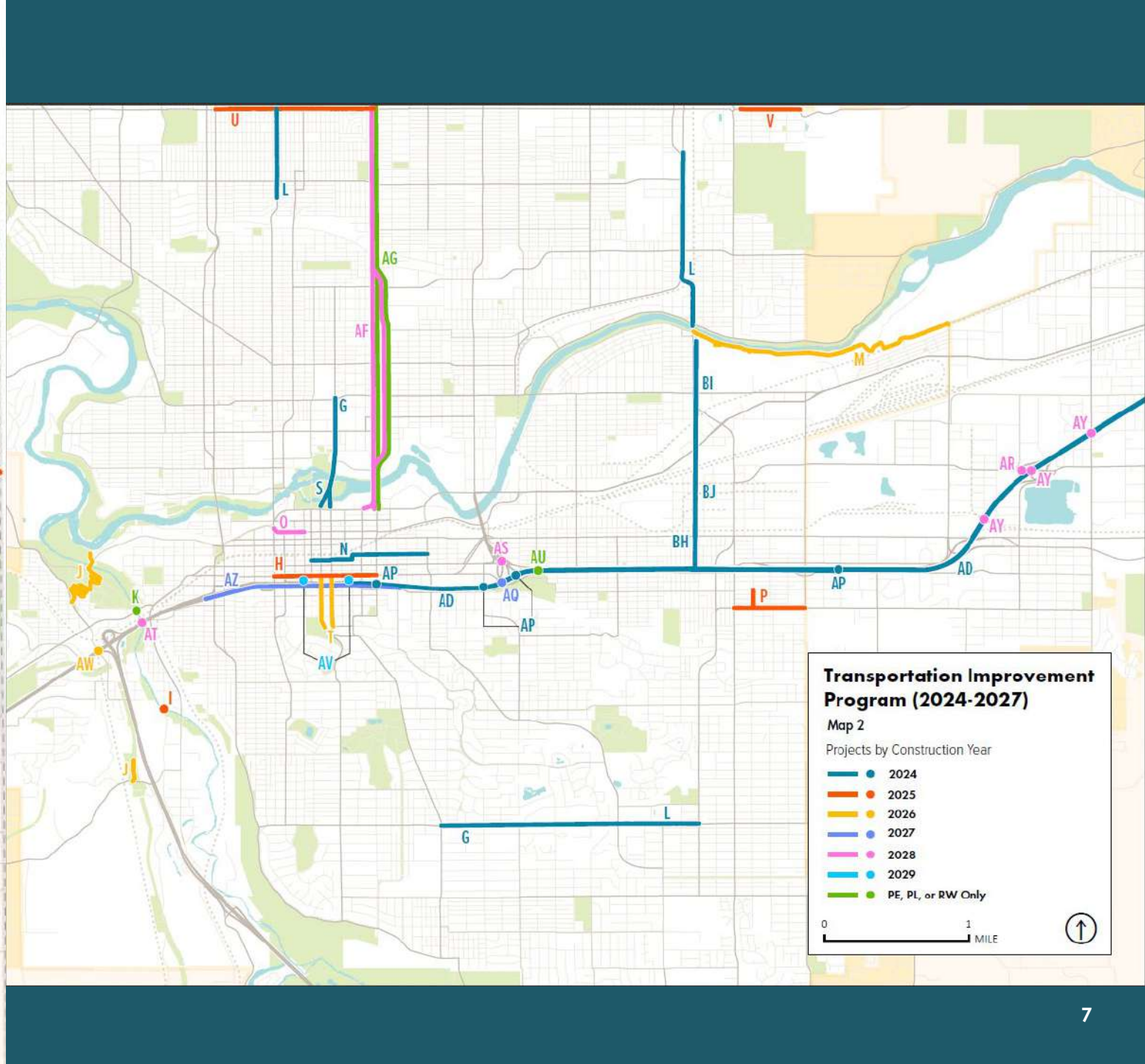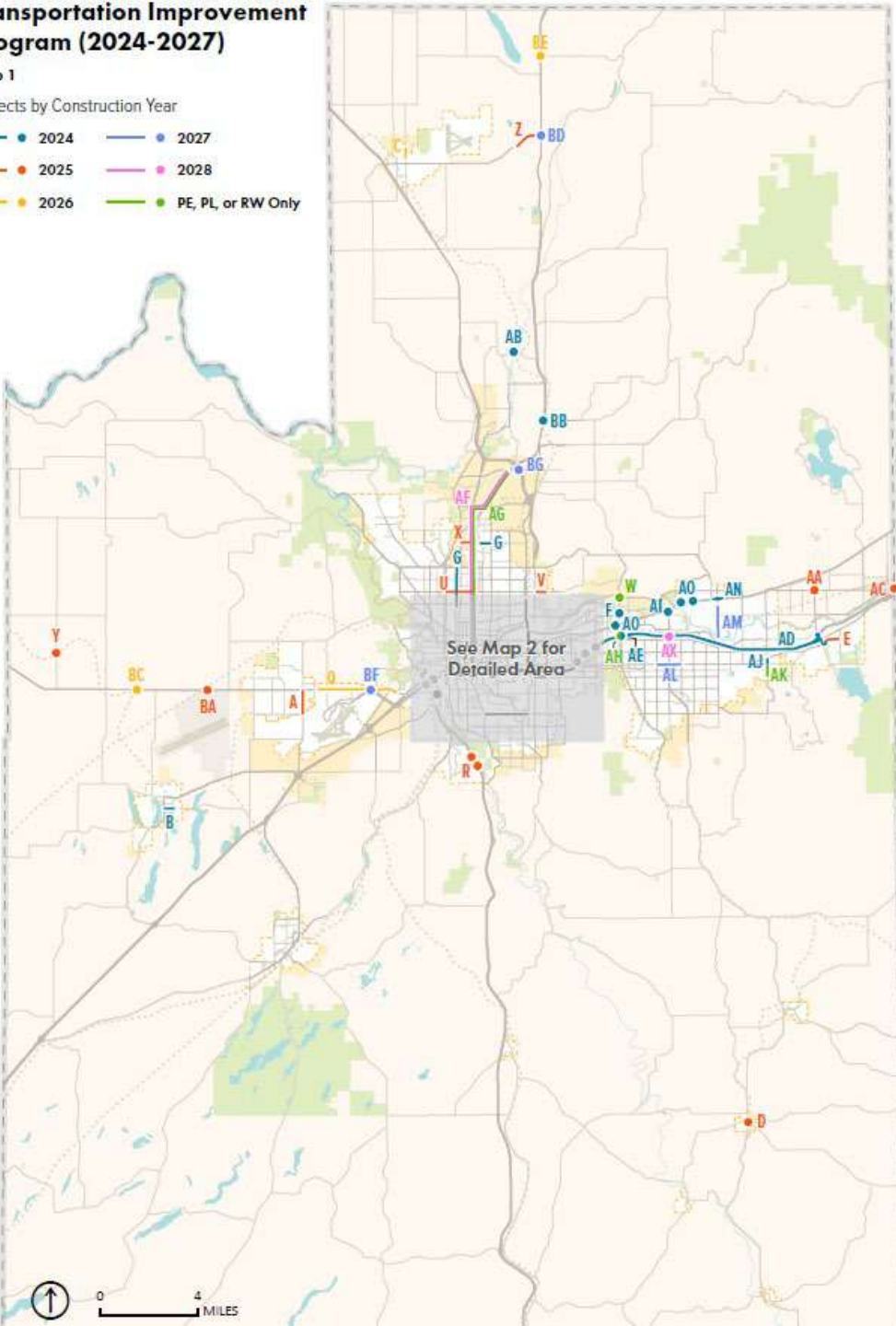

2024–2027 TIP   ⊖

The 2024–2027 TIP was approved by the SRTC Board of Directors on October 12, 2023. Click the links below to access the full TIP document and an interactive map showing the projects in the TIP

- **2024–2027 TIP Document**

- **Interactive TIP Map**

Sidebar

2024 - 2027
Transportation
IMPROVEMENT PROGRAM

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Adopted _____

View 2024–2027 TIP Document (PDF)

View the Interactive TIP Map

Transportation Improvement Program (2024-2027)

Map 1

Projects by Construction Year

- 2024
- 2025
- 2026
- 2027
- 2028
- PE, PL, or RW Only

See Map 2 for Detailed Area

Transportation Improvement Program (2024-2027)

Map 2

Projects by Construction Year

- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- PE, PL, or RW Only
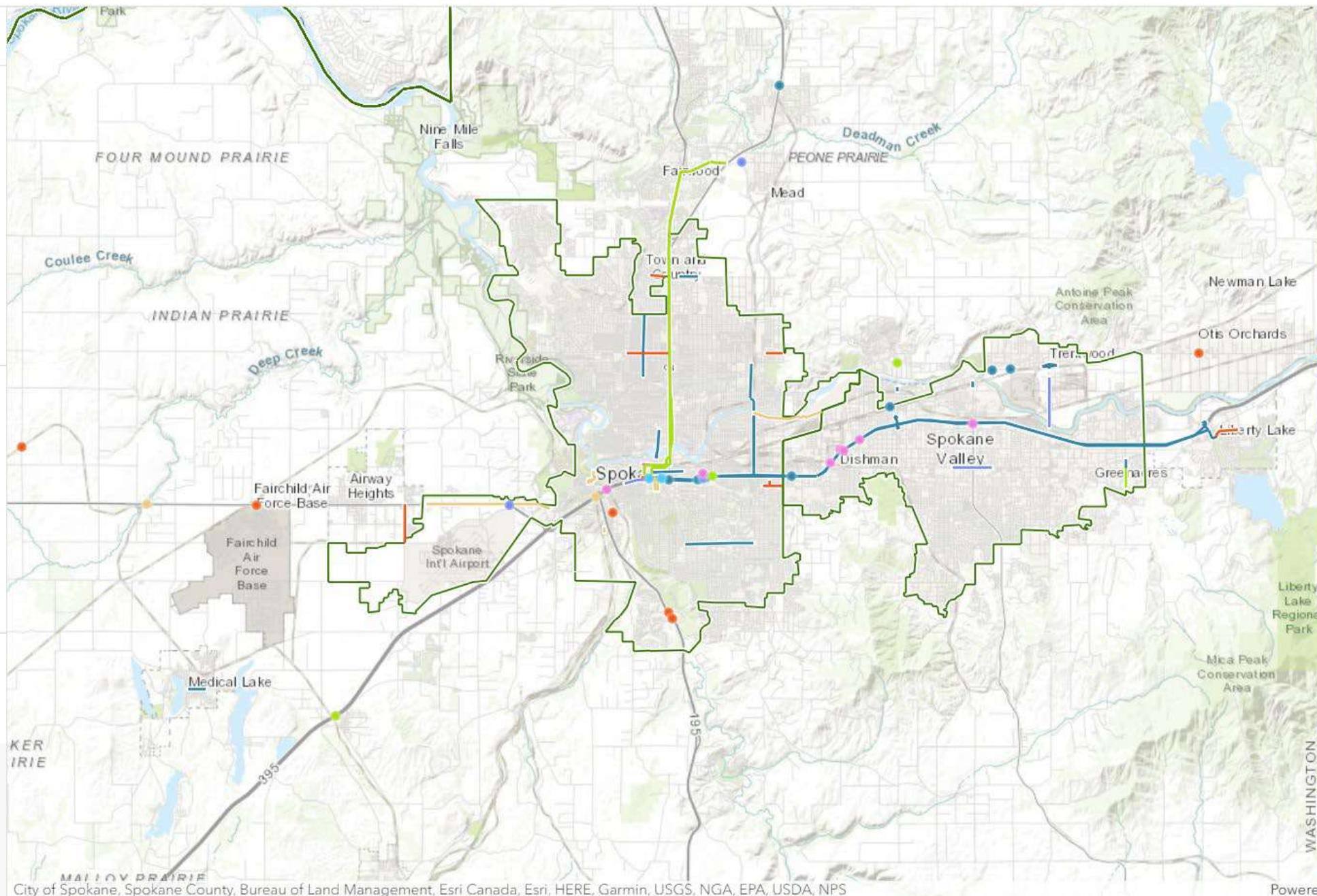
Legend

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TIP (2024-2027) Project Points

- ● 2024
- ● 2025
- ● 2026
- ● 2027
- ● 2028
- ● 2029
- ● PE, PL, or RW Only

TIP (2024-2027) Project Lines

- ——— 2024
- ——— 2025
- ——— 2026
- ——— 2027
- ——— 2028
- ——— PE, PL, or RW Only

TIP (2024-2027) Regionwide/Area Projects

- ———

Thank you!

Ryan Stewart

Principal Transportation Planner

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Special Transportation Planning Agreement: VMT Reduction Targets

Transportation Advisory Committee

Ryan Stewart, Principal Transportation Planner

Agenda Item 12, page 22

Information

March 27, 2024

VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023

Plan Review and Certification Process
INSTRUCTION MANUAL

**Approved by the SRTC Board
on September 10, 2015**

*This instruction manual provides guidance to the County and
to local jurisdictions on how to meet Horizon 2040 and RCW,*

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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