

2024-2025 UPWP

Board Meeting – For Action

Agenda Item 4 | Page 12

June 8, 2023

Requested Action

Approve Resolution R-23-16 authorizing the Executive Director to execute the Metropolitan/Regional Transportation Planning Organization Agreement and adopting the State Fiscal Years 2024-2025 Unified Planning Work Program.

UPWP

- Purpose
- Requirements
- Sections
- Tasks/Subtasks
- Budget



UNIFIED PLANNING WORK PROGRAM

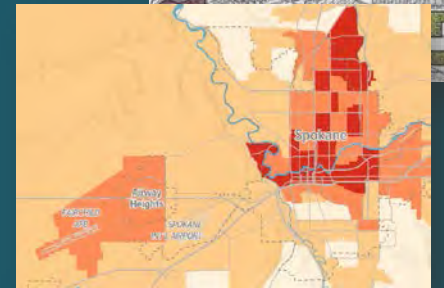
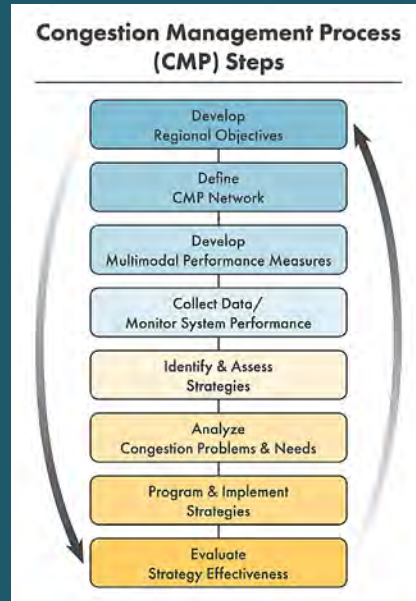
State Fiscal Years 2024-2025

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

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			

Requested Action

Approve Resolution R-23-16 authorizing the Executive Director to execute the Metropolitan/Regional Transportation Planning Organization Agreement and adopting the State Fiscal Years 2024-2025 Unified Planning Work Program.

Questions?

Ryan Stewart, AICP

Principal Transportation Planner

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NEXT AGENDA ITEM

SRTC/WSDOT-EASTERN REGION SAFETY COLLABORATION PILOT PROJECT

Board Meeting – For Action

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June 8, 2023

Requested Action

**Approve the approach for screening safety projects for SRTC / WSDOT
- Eastern Region Safety Collaboration Pilot Project.**

Statewide Investment Strategies Group

Problem Statement:

...the processes used by WSDOT and the RTPOs does not provide a clear, regular, and agreed-upon collaborative method to reach consensus on prioritization of strategic state investments...

Statewide Investment Strategies Group

Vision:

WSDOT and the MPOs and RTPOs will collaboratively identify, vet, and prioritize transportation investments on a regional and statewide level and provide the legislature with critical information needed to make funding decisions that maximize benefits to the overall system.

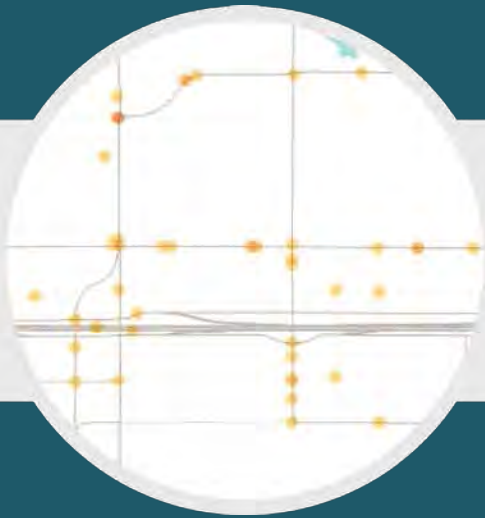
WSDOT ER / SRTC Pilot Project

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.

Objectives

- Develop collaboration framework
- Agree upon an approach 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

Screening Approach



Step 1

Map serious and fatal injury crash location (2018–2022).

Screening Approach (cont.)

Step 2

Snap crash data to the road network with key attributes—crash type, time of day, road conditions, etc.



Screening Approach (cont.)



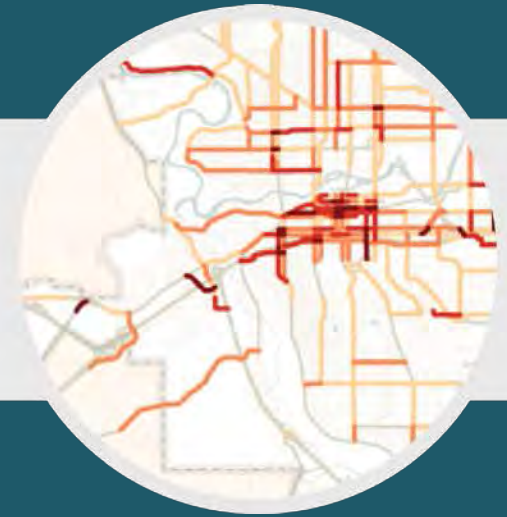
Step 3

Assign volumes to the arterial road network.

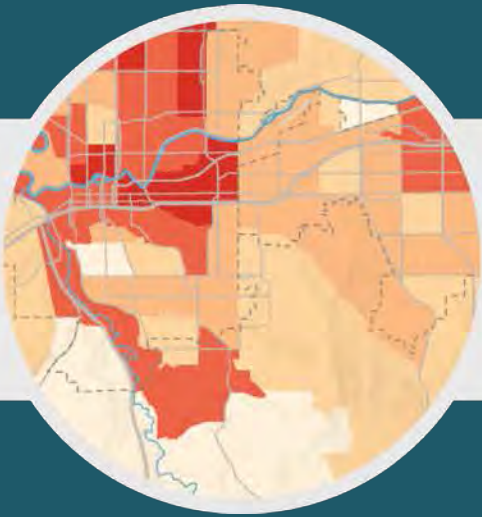
Screening Approach (cont.)

Step 4

Calculate severity index and identify high injury network.



Screening Approach (cont.)



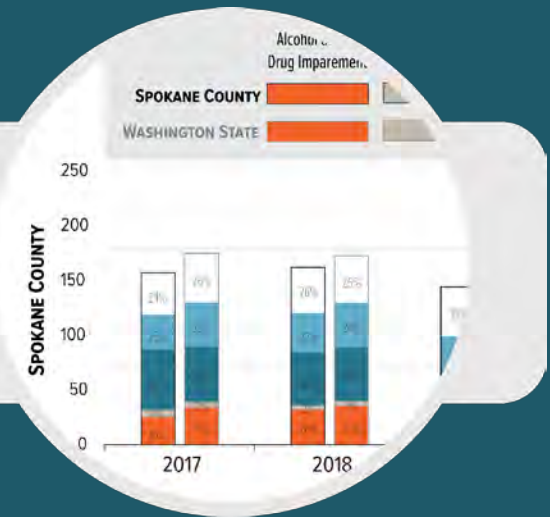
Step 5

Analyze vulnerability of road users and potential disadvantage—income level, proximity to transit, etc.

Screening Approach (cont.)

Step 6

Analyze causal factors on regional scale.



Next Steps

June
14th

Meeting #4 with Pilot Team

July
Board Meeting

Consider draft list of projects and associated screening criteria (information item)

August
No Board Meeting

Tentative

September
Board Meeting

Take action on recommendation to adopt list from Pilot Team and Committees

Requested Action

**Approve the approach for screening safety projects for SRTC / WSDOT
- Eastern Region Safety Collaboration Pilot Project.**

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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Requested Action

**Approve the approach for screening safety projects for SRTC / WSDOT
- Eastern Region Safety Collaboration Pilot Project.**



NEXT AGENDA ITEM

PRESERVATION CALL FOR PROJECTS: PRELIMINARY RESULTS & STRATEGIES TO ADDRESS REDUCTION IN OBLIGATION AUTHORITY

Board Meeting – For Information & Discussion

Kylee Jones, Associate Transportation Planner III

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June 8, 2023

Preservation Call - Background

- In 2022, the Board set aside \$9.2M for preservation projects.
- Board established “Principles of Investment” for preservation call
 1. Limit project applications to include grind and overlays, chip seals and other sealant projects;
 2. Limit individual project awards not to exceed \$1.5 million
 3. Limit any one jurisdiction total awards not to exceed \$3 million

CPP Funding Suballocation Splits

Funding splits

Urban (73%)	6,716,000
Urban Small (Cheney) (2%)	184,000
Rural/Small Towns (12%)	1,104,000
Flexible (13%)	1,196,000
Total	9,200,000

Call for Preservation Projects 2024-2026 Overview

- Received 18 project applications
- 8 agencies applied
- Applications scored by 3 TTC, 3 TAC, 1 SRTC staff
- \$19M in project requests

Draft Awards & Ranking

2023 Call for Preservation Projects - Draft Awards & Ranking

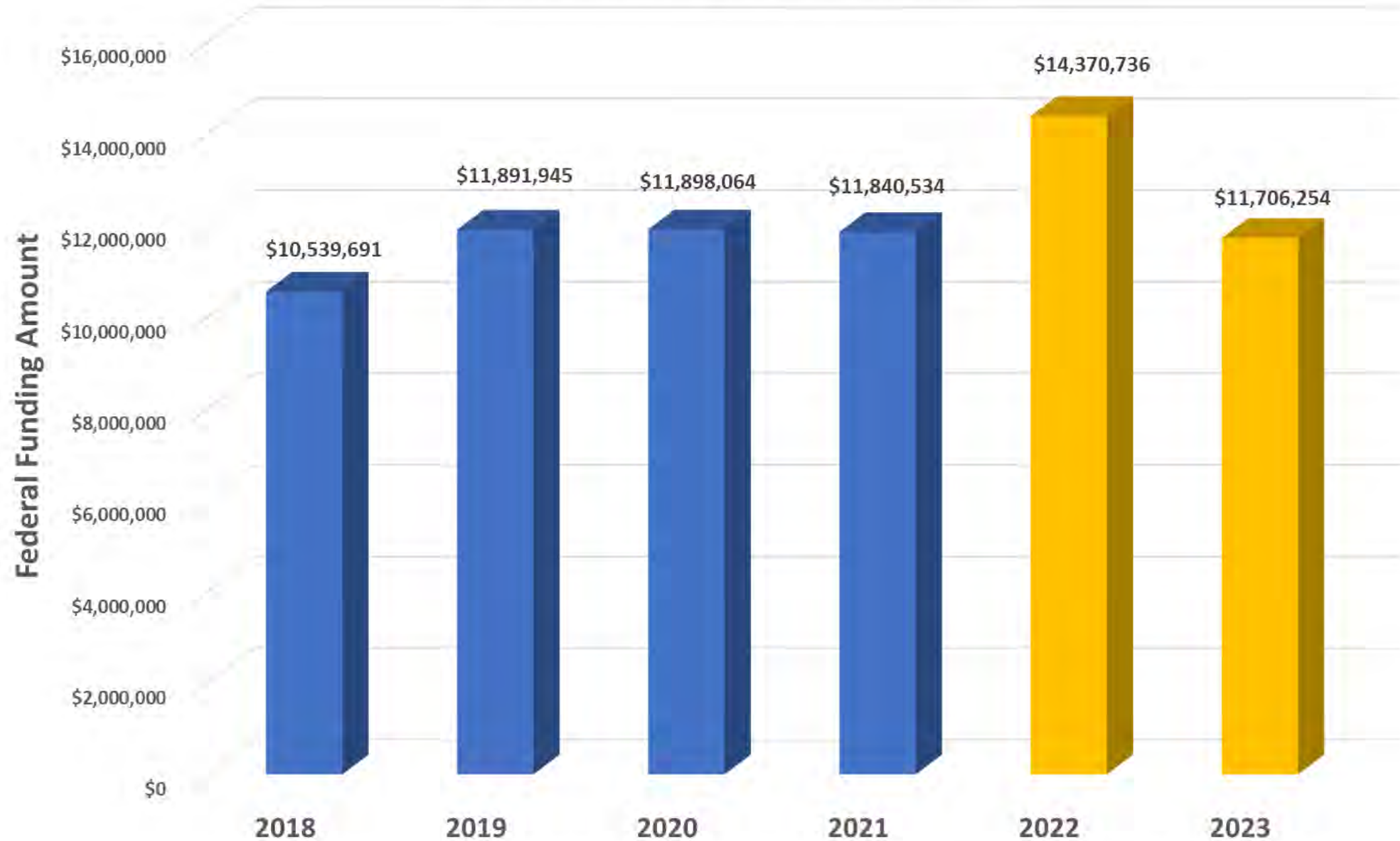
Awarded Projects to be Programmed in 2024-2026

Rank	Agency	Project Name	Score	Splits	Total Project Cost	Amount Requested	Funding Recommendation
1	City of Spokane	Washington/Stevens - 3rd Ave to 8th/9th Ave Grind & Overlay	92.3	Urban	\$ 1,970,000	\$ 1,477,500	\$ 1,477,500
2	Spokane Valley	Sprague Preservation at SR 27 - Bowdish to McDonald	90.7	Urban	\$ 3,081,342	\$ 1,500,000	\$ 1,500,000
3	Spokane Valley	Sullivan Rd Preservation - Spokane River to Kiernan	89.0	Urban	\$ 3,175,744	\$ 1,500,000	\$ 1,500,000
4	City of Spokane	Wellesley Ave - Maple to Division Chip Seal	85.7	Urban	\$ 577,000	\$ 432,750	\$ 432,750
5	City of Spokane	3rd Ave - Monroe to Division Grind & Overlay	84.4	Urban	\$ 1,650,000	\$ 1,237,500	\$ 1,089,750
6	City of Spokane	Monroe St - Boone to Northwest Blvd Grind & Overlay	83.6	Urban	\$ 1,586,000	\$ 1,189,500	*Reached Cap
7	City of Spokane	Spokane Falls Blvd - Sherman to Hamilton Grind & Overlay	83.0	Urban	\$ 755,000	\$ 566,250	*Reached Cap
8	Spokane Valley	Fancher Rd Preservation - Broadway to Trent	82.4	Urban	\$ 2,098,779	\$ 1,500,000	*Reached Cap
9	City of Spokane	Sprague Ave - Freya to Havana Grind & Overlay	82.0	Urban	\$ 1,519,000	\$ 1,139,250	*Reached Cap
10	Spokane Valley	Fancher Rd Preservation - Sprague to Broadway	80.4	Urban	\$ 2,020,546	\$ 1,500,000	*Reached Cap
11	Liberty Lake	E Mission Ave Overlay	78.9	Urban	\$ 1,415,400	\$ 1,061,550	\$ 716,000
							\$ 345,550
12	Spokane County	Deer Park-Milan Rd Preservation	76.0	Rural	\$ 1,078,000	\$ 808,500	\$ 808,500
13	Airway Heights	S Hayford Rd Preservation	74.4	Urban	\$ 1,271,700	\$ 1,017,360	\$ 850,450
14	Spokane County	Day Mt Spokane Rd Preservation	71.7	Urban	\$ 1,944,000	\$ 1,458,000	\$ -
15	Deer Park	Crawford Ave Preservation	65.9	Rural	\$ 1,214,028	\$ 971,221	\$ 295,500
16	Fairfield	Railroad Ave Rehabilitation	59.4	Rural	\$ 372,978	\$ 372,978	\$ 295,500
17	Spokane County	Mill Road Preservation	58.6	Urban	\$ 1,128,000	\$ 846,000	\$ -
18	Cheney	Elm St - Washington to N 9th	51.9	Urban Small	\$ 544,995	\$ 471,420	\$ 184,000
Total						\$ 19,049,779	\$ 9,016,000

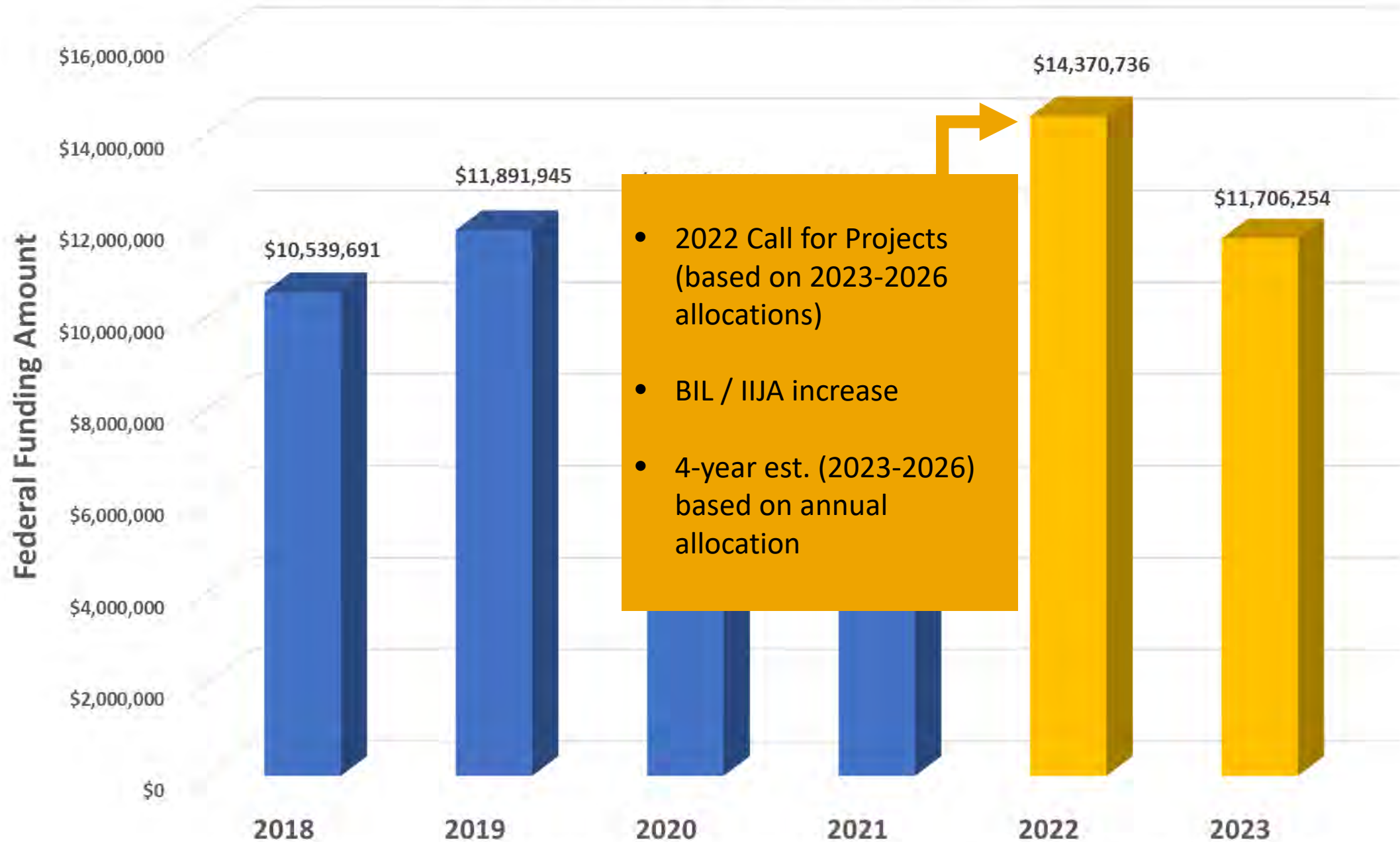
Draft Funding – Overview

- Reached \$3M cap per “Principles of Investment”:
 - City of Spokane (Urban)
 - City of Spokane Valley (Urban)
- Fully funded:
 - Liberty Lake (Urban + Flex)
 - Spokane County (Rural)
- Turned down partial awards
 - Deer Park (Rural)
 - Cheney (Urban Small)
- Partial Funding:
 - Airway Heights (Flex)
 - Fairfield (Rural)
- Unable to assign Urban Small funds:
 - Cheney has Carbon Reduction Program (CRP) Urban Small funds
 - Combine \$184,000 STBG with \$221,416
 - Fund CRP project = \$405,416
- Able to award \$9M of \$9.2M for preservation projects

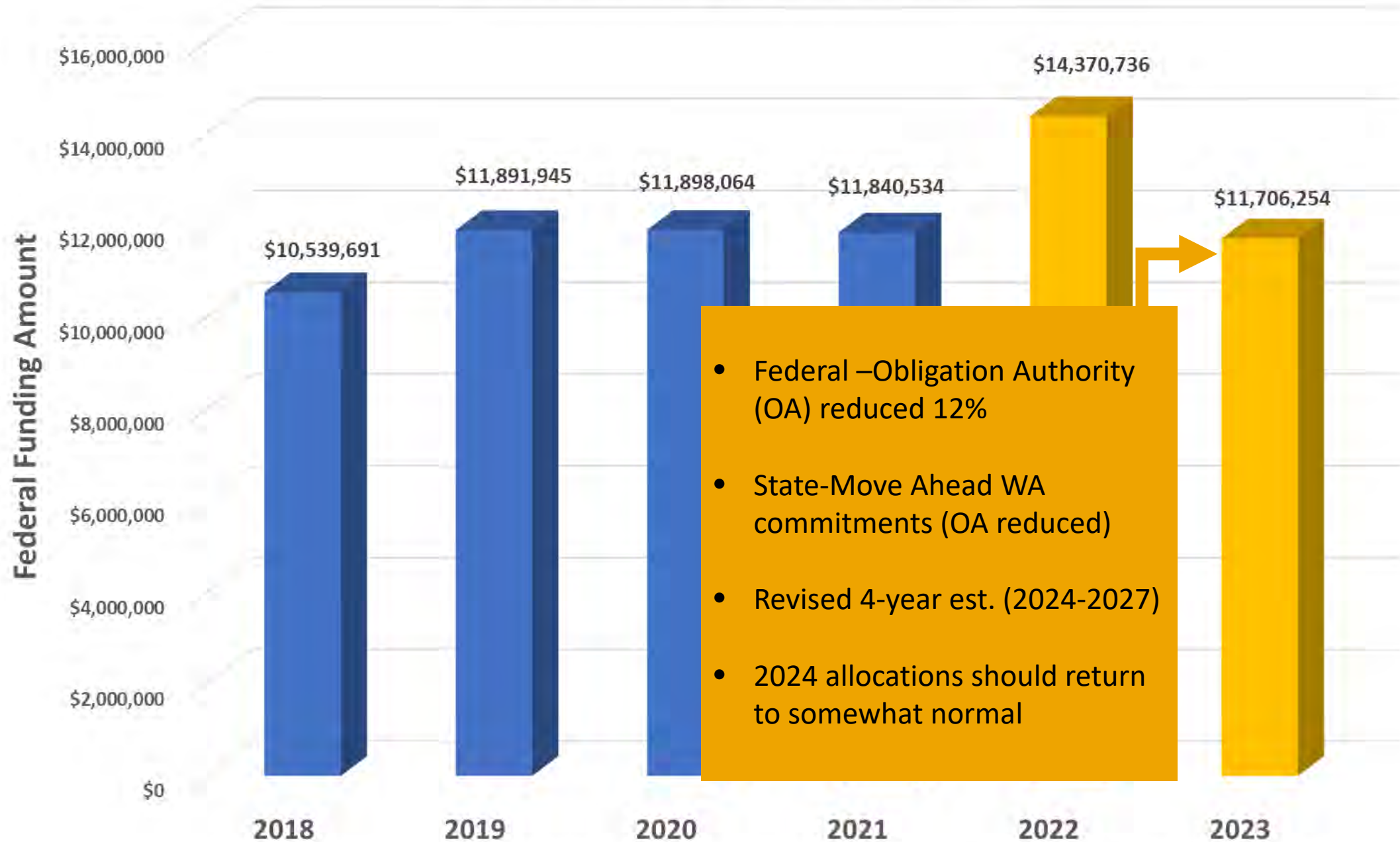
SRTC Annual Allocations



SRTC Annual Allocations



SRTC Annual Allocations



2023 Reduction in Obligation Authority (OA)

Call for Preservation Projects (2024-2026) – STBG programming available in 2024-2026 is **\$1.3M**

Strategy to address reduction in funding estimates:

1. Request to utilize \$7.9M in STBG allocation from 2027 to fill the gap on an interim basis. If annual allocations return to normal levels, the 2027 allocation will be returned for programming.
2. The Board will approve a list of projects to receive the ~\$9.2M of awards through this current process.

Draft Awards & Ranking

2023 Call for Preservation Projects - Draft Awards & Ranking

Awarded Projects to be Programmed in 2024-2026

Rank	Agency	Project Name	Score	Splits	Total Project Cost	Amount Requested	Funding Recommendation
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Total						\$ 19,049,779	\$ 9,016,000

Next Steps

- June - TTC/TAC – Recommendation for approval
- July – Board – Approval
- July – Award letters

A nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow lights. In the foreground, there are long, vibrant red and orange light trails from cars moving through a busy intersection. The background features a dark, silhouetted mountain range under a twilight sky. The overall scene is a mix of urban development and natural beauty.

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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NEXT AGENDA ITEM

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES: 2024 LEGISLATIVE PRIORITY STATEMENTS

Board Meeting – For Information & Discussion

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June 8, 2023

2023 LEGISLATIVE PRIORITY STATEMENT

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

Priority A
Expand resources to improve transportation safety in support of TARGET ZERO



- » Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
- » Promote increased coordination and integration between WSDOT, MPOs, and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.

Since 2014 roadway fatalities and serious injuries in Washington have been on the rise. Even more troubling, in 2021 the Washington State Department of Transportation (WSDOT) reports another notable increase in fatalities and serious injuries in Washington from 2020.

The Federal Highway Administration (FHWA) policy of Vision Zero indicates that the loss of life on our roads is both unacceptable and preventable and zero is the only acceptable number of deaths on our roads. WSDOT and SRTC have committed to this goal and support the State Target Zero policy. SRTC firmly believes that getting to zero will require new strategies, additional financial resources, and sustained commitments of collaboration between our transportation partners.

Priority B
Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

- » Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. To respond to this need, SRTC increased the set-aside for preservation projects in 2022 by close to 50%. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion however the timeframe to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming year. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.



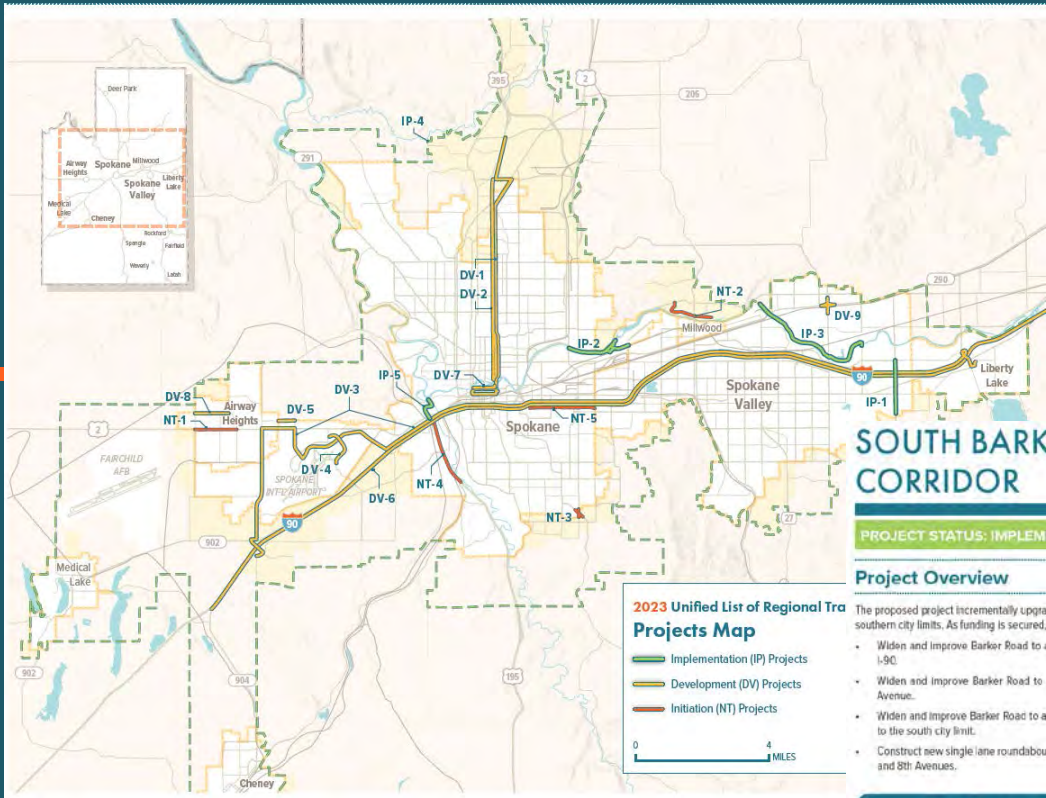
In 2021, WSDOT identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. SRTC identified an additional \$65 million per biennium for local jurisdictions in Spokane County to cover a portion of unfunded local need.

Priority C
Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- » Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPO's have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Duties outlined in RCW 47.80 include developing Long-Range Transportation Plans, creating Transportation Improvement Plans, coordinating with local planning agencies, and conducting public outreach to name a few. Since the inception of RTPOs duties have been expanded to include additional initiatives and RTPOs are struggling to keep up with requirements at the current funding levels. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPO's. An initial request provided through the WSDOT budgeting process is appreciated but, if approved, is not expected to fully address the funding gap. SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.



SOUTH BARKER ROAD CORRIDOR

PROJECT STATUS: IMPLEMENTATION

Project Overview

The proposed project incrementally upgrade Barker Road from Mission Avenue to the southern city limits. As funding is secured, the following elements will be constructed:

- Widen and improve Barker Road to a five-lane urban roadway from Mission Avenue to I-90
- Widen and improve Barker Road to a five-lane urban roadway from I-90 to Appleway Avenue.
- Widen and improve Barker Road to a three-lane urban roadway from Appleway Avenue to the south city limit.
- Construct new single lane roundabouts at the Barker Road intersections of Sprague, 4th, and 8th Avenues.

Project Location



About the Area

The Barker Road corridor parallels the east boundary of Spokane Valley. The road intersects with I-90, providing access to more than 800 acres of industrial property and 220 acres of homes. The area is experiencing rapid industrial growth north of the interstate, in unincorporated Spokane County and the City of Liberty Lake. Barker Road is a key arterial for vehicles accessing I-90 or the east-west Sprague Avenue corridor.



Feedback

- External partners find this helpful
- Develop separate products for state and federal use
- Narrow priorities
- Prepare Unified List earlier

Coordination

SRTC Members

State & Federal Legislators

MPOs & RTPOs

Local Chambers & Transportation Stakeholders

Washington State Transportation Commission

Washington Association of Counties

Association of Washington Cities

2023 Legislative Priority Statements

A: Expand resources to improve transportation safety in support of TARGET ZERO

- Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
- Promote increased coordination and integration between WSDOT, MPOs, and local partners to improve safety funding opportunities that reduce fatal and serious injury crashes.
- (Fund high priority safety projects as identified in a collaborative effort with WSDOT-Eastern Region and SRTC.)

2023 LEGISLATIVE PRIORITY STATEMENT

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

Priority A

Expand resources to improve transportation safety in support of TARGET ZERO



- » Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
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Priority B

Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

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Priority C

Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- » Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

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2023 Legislative Priority Statements

B: Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

- Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

C: Support increased funding for Regional Transportation Planning Organizations (RTPOs)

- Increase the RTPO program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80 (and HB 1181).

2023 LEGISLATIVE PRIORITY STATEMENT

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

Priority A

Expand resources to improve transportation safety in support of **TARGET ZERO**



- » Increase funding to the Highway Safety Improvement Program (HSIP) that will support the recommendations identified in local and regional safety plans.
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Priority B

Pursue strategies to effectively address **MAINTENANCE & PRESERVATION** needs

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Priority C

Support increased funding for **REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS**



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Additional: Legislative Statements

D: Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

- Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

E: Fund regionally critical projects on the SRTC UNIFIED LIST

- Invest in projects collaboratively by the SRTC Board of Directors in the Unified List.
- (Maintain funding for projects and programs as identified in the State Transportation Budget.)

Additional: Legislative Statements

F: Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

- Assess the need for and continue to develop electric charging infrastructure capacity.
- Support the emergence of alternative fuels in support of low or no-emission transportation across the spectrum of vehicle types through pilot projects or other means.

G: Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

- Create a strategy to address the loss of gas tax revenue including the public's awareness and understanding of the issue.
- Support pilot projects that will assist in identifying transportation revenue strategies.

Discussion- 2024 Priority Statements

- 1) Are we missing any priorities?
- 2) Should any priorities be removed?
- 3) Other thoughts?



NEXT AGENDA ITEM



Congestion Management Process



2023 CMP Update

Regional Objectives + CMP Network

Board Meeting – For Information & Discussion

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June 8, 2023

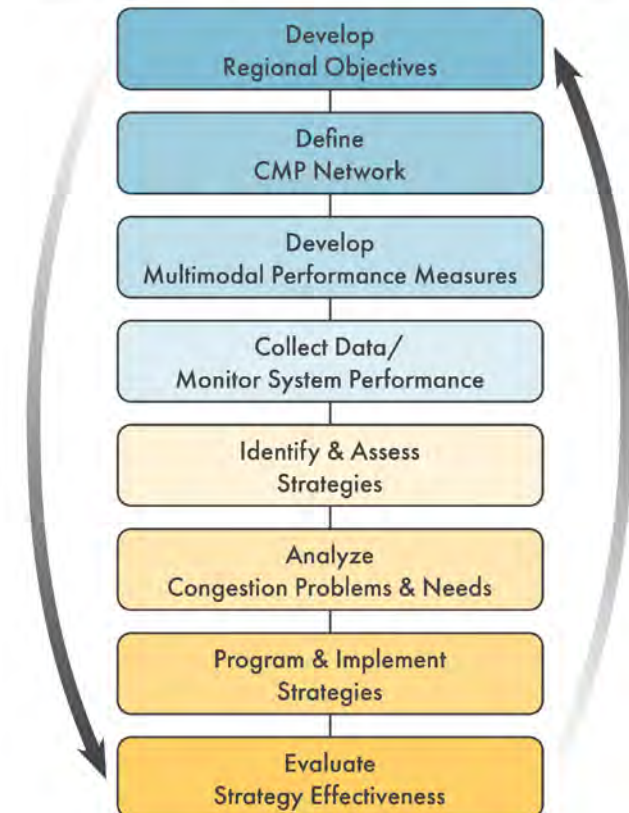
What is the CMP

- **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**
 - One of five federally mandated MPO planning documents (MTP, TIP, UPWP, Public Participation Plan, CMP)
 - Last SRTC update in 2014

CMP Working Group

- **Met in April & May to work on CMP steps 1 & 2**
 - Develop Regional Objectives
 - Define CMP Network
- **Representation**
 - WSDOT
 - STA
 - Spokane County
 - City of Spokane
 - City of Spokane Valley
 - SRTMC
 - TAC Representative

Congestion Management Process (CMP) Steps



Draft Regional Objectives

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

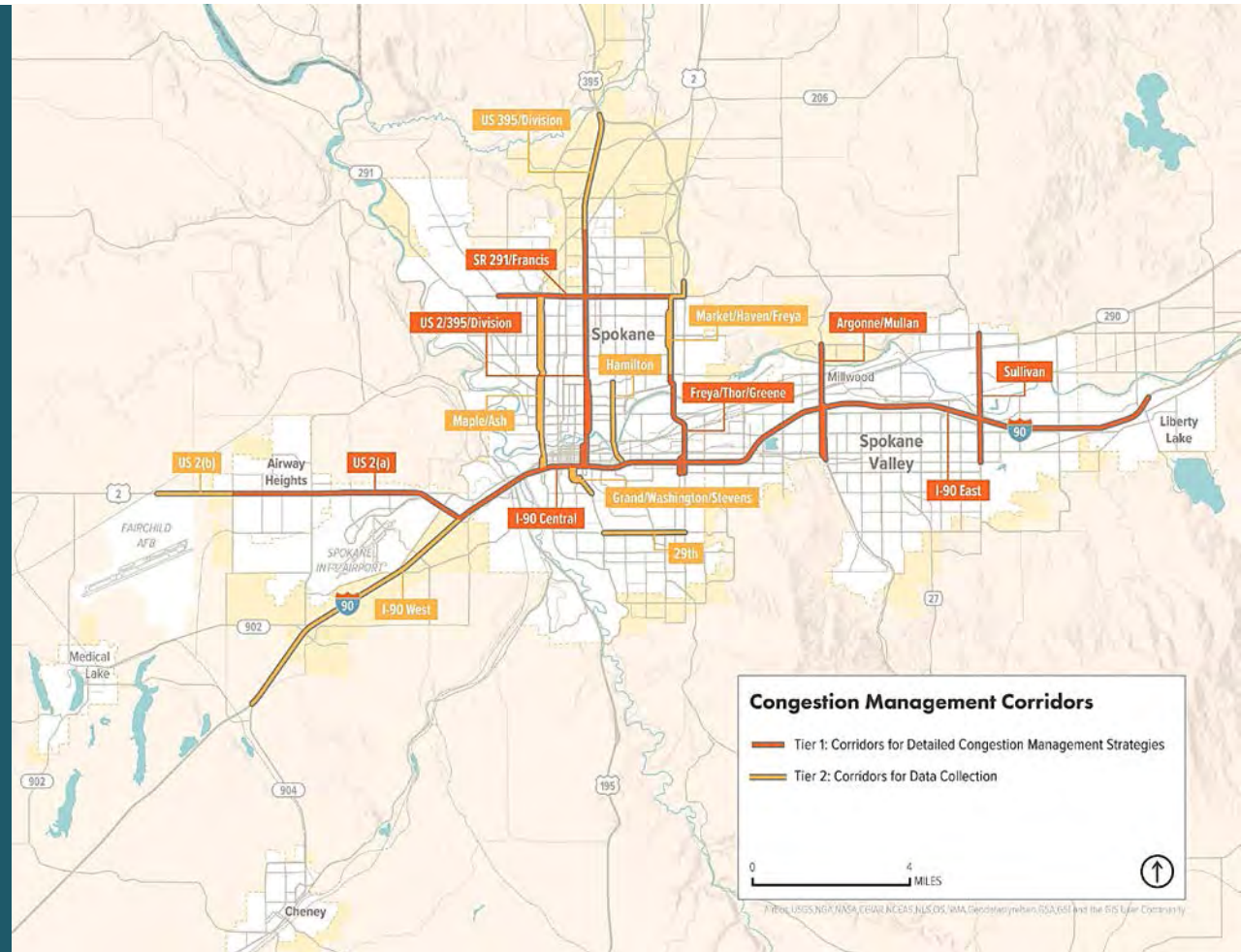
Current CMP Network

Tier 1 Corridors

- Corridors selected for detailed congestion management strategies

Tier 2 Corridors

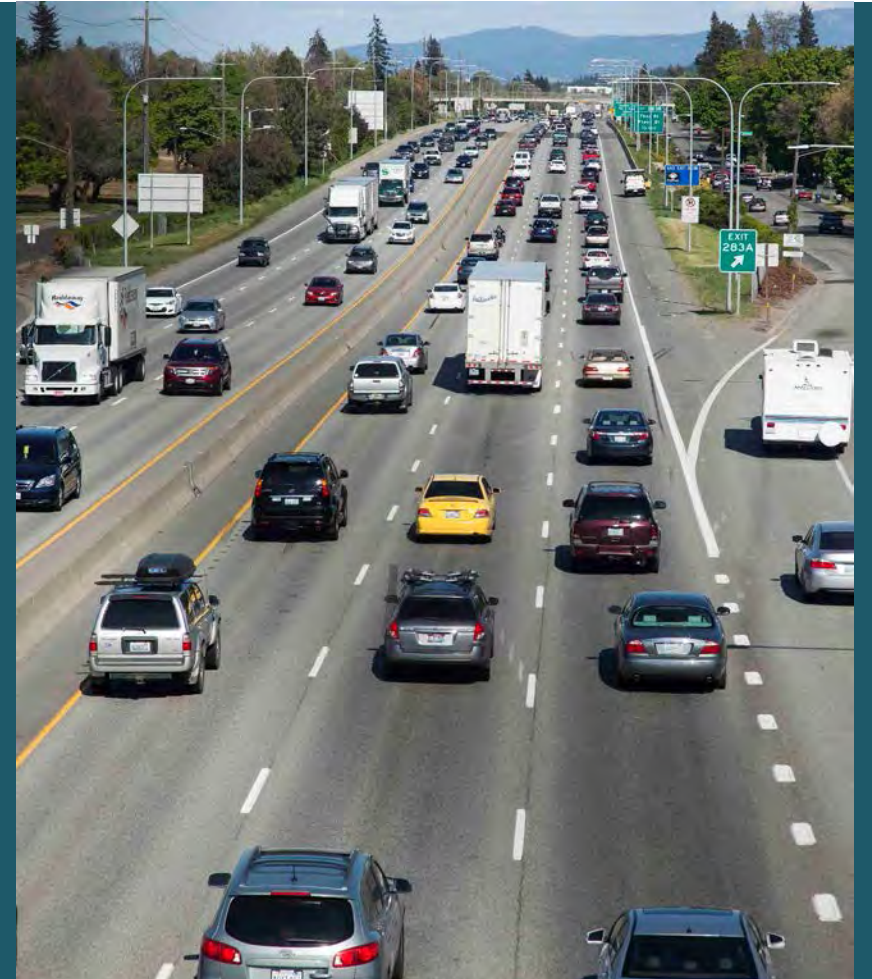
- “Watch list” where data is collected & conditions monitored
- Strategies not assigned until conditions worsen



CMP Network Review Process

Evaluation Factors

- Congestion Data
- Travel Demand Data
- Regional Connectivity
- Best Practices Review



Example 1 | RTC VANCOUVER, WA

Professional Judgement-Based Approach

- All NHS routes included as candidate corridors
- Professional judgement used to identify corridors with existing or anticipated congestion

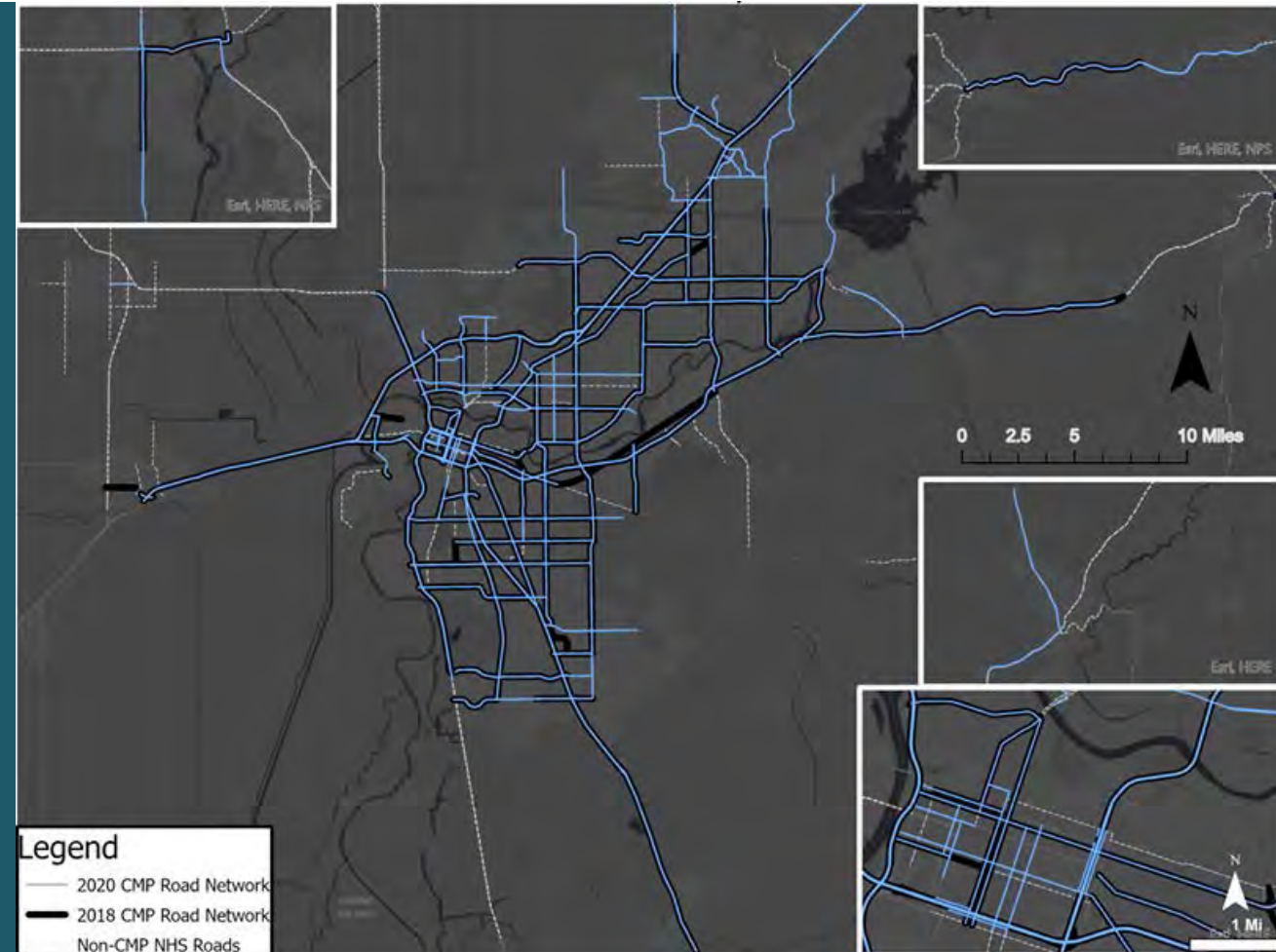


Example 2 | SACOG *SACRAMENTO, CA*

Data-Based Approach

CMP network criteria:

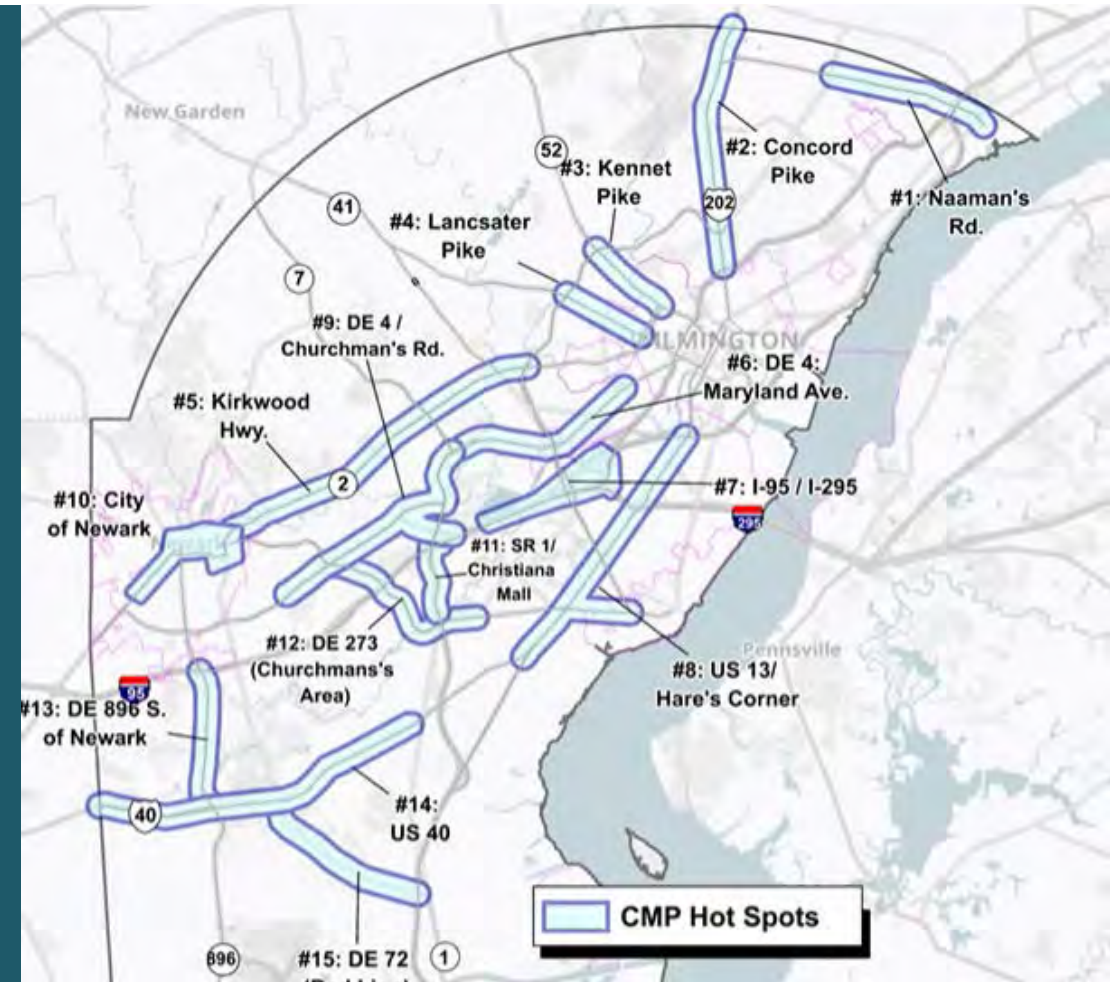
- Part of the NHS
- Average Annual Daily Traffic:
 - Interstate $\geq 85,000$
 - Other Freeway/Expressway $\geq 60,000$
 - Principal Arterials $\geq 20,000$



Example 3 | WILMAPCO *WILMINGTON, DE*

Data Constraints-Based Approach

- Network includes all Arterial roads where reliable congestion data is available
- CMP network used to identify congestion hot spots throughout the network using established performance measures



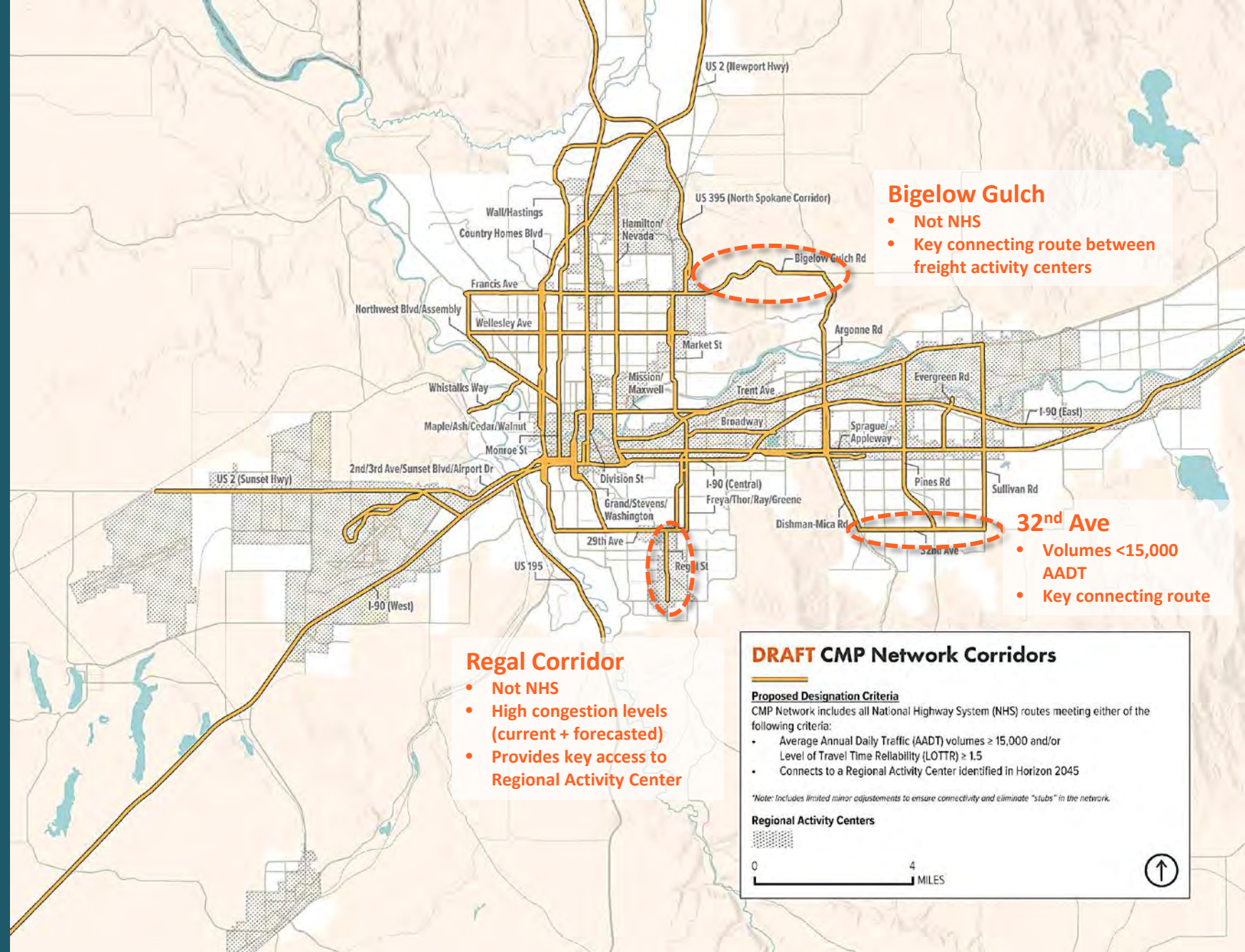
Draft

CMP Network

Designation Criteria:

NHS routes with any of the following attributes:

- 15,000+ AADT
- 1.5+ Level of Travel Time Reliability (LOTR)
- Connects to a regional activity center identified in the MTP



Next Steps

- **Return to the SRTC Board in July to request approval of the draft regional objectives for congestion management and CMP network**

Questions?

SRTC Board of Directors
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June 8, 2023



NEXT AGENDA ITEM

HIGHWAY SYSTEM PLAN

Spokane Regional Transportation Council

Jeremy Jewkes

Statewide Planning Office

Multimodal Planning and Data Division

6/8/2023

“Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system.”

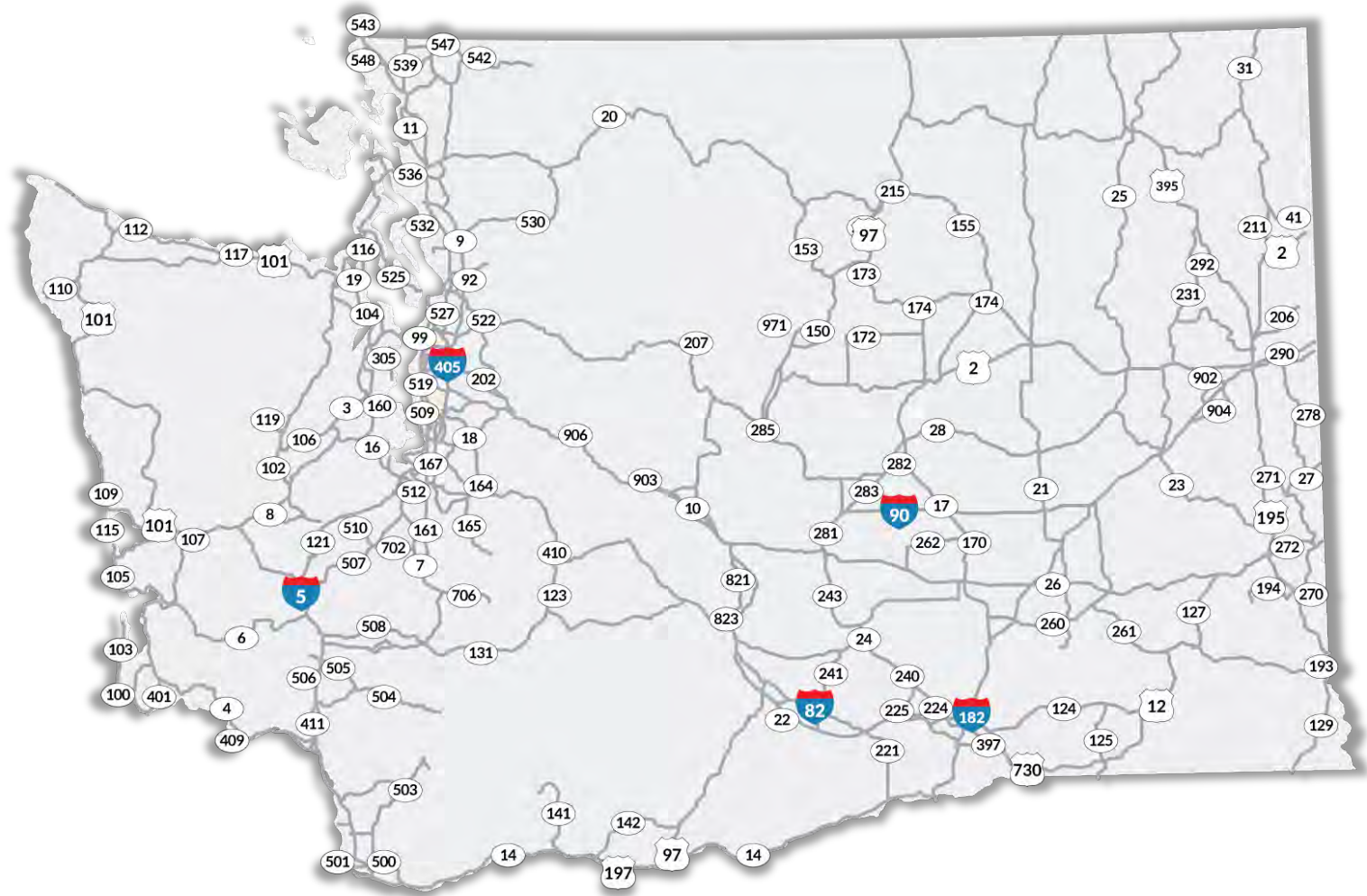


Presentation Purpose

1. Provide an overview of the Highway System Plan.
2. **Review** scenarios that were considered and feedback received from stakeholders.
3. Share the draft 20-year funding recommendation.
4. Discussion on the draft recommendation.
5. Next steps.



1 Highway System Plan Overview



What is the HSP?

Statute

- Identify program needs
 - Identify financing needs
- 

To accomplish these 3 things

- Preserve the structural integrity of the state highway system
- Ensure acceptable operating conditions
- Provide for enhanced access to scenic, recreational and cultural resources

Our Approach

Vision

Financially Sustainable. Assets are maintained in a state of good repair and operation.

Safe. There will be zero fatal and serious injury highway crashes.

Equitable. Policies and investments are responsive to the needs of underserved communities, result in equitable improvements, and reduce environmental health disparities.

Integrated. Investments are informed by public engagement, consultation with local governments and tribes, regional planning priorities, and coordination with transportation service providers.

Multimodal. Users of all types, ages and abilities will have improved access.

Environmentally Sustainable. Lower per capita vehicle miles traveled, reduced emissions, improved health, long-term resilience, and increased fish habitat.

Our Approach

Process Steps to Date

1. Assess Needs (2020)
2. Identify Range of Scenarios (2021)
3. Narrow Scenarios for Analysis and Feedback (2022)
4. Construct Draft 20-year Funding Recommendation for the Public Plan Draft (2022-23)
(We are here)
5. Incorporate Input and Adopt Plan (2023)



Scenarios Considered






Expected Revenues

Funding	20-year revenue	20-year debt service	20-year net revenue	20-year funding above baseline
Current law funding	\$48.9 billion	\$11.1 billion	\$37.8 billion	Baseline
New funding #1: <i>Future increases mirror past increases</i>	\$69.3 billion	\$11.1 billion	\$58.2 billion	\$20.4 billion
New funding #2: <i>Ambitious-but-reasonable</i>	\$91.0 billion	\$11.1 billion	\$79.9 billion	\$42.1 billion

(Differences of +/- \$0.1B may appear due to rounding.)

Scenarios Considered

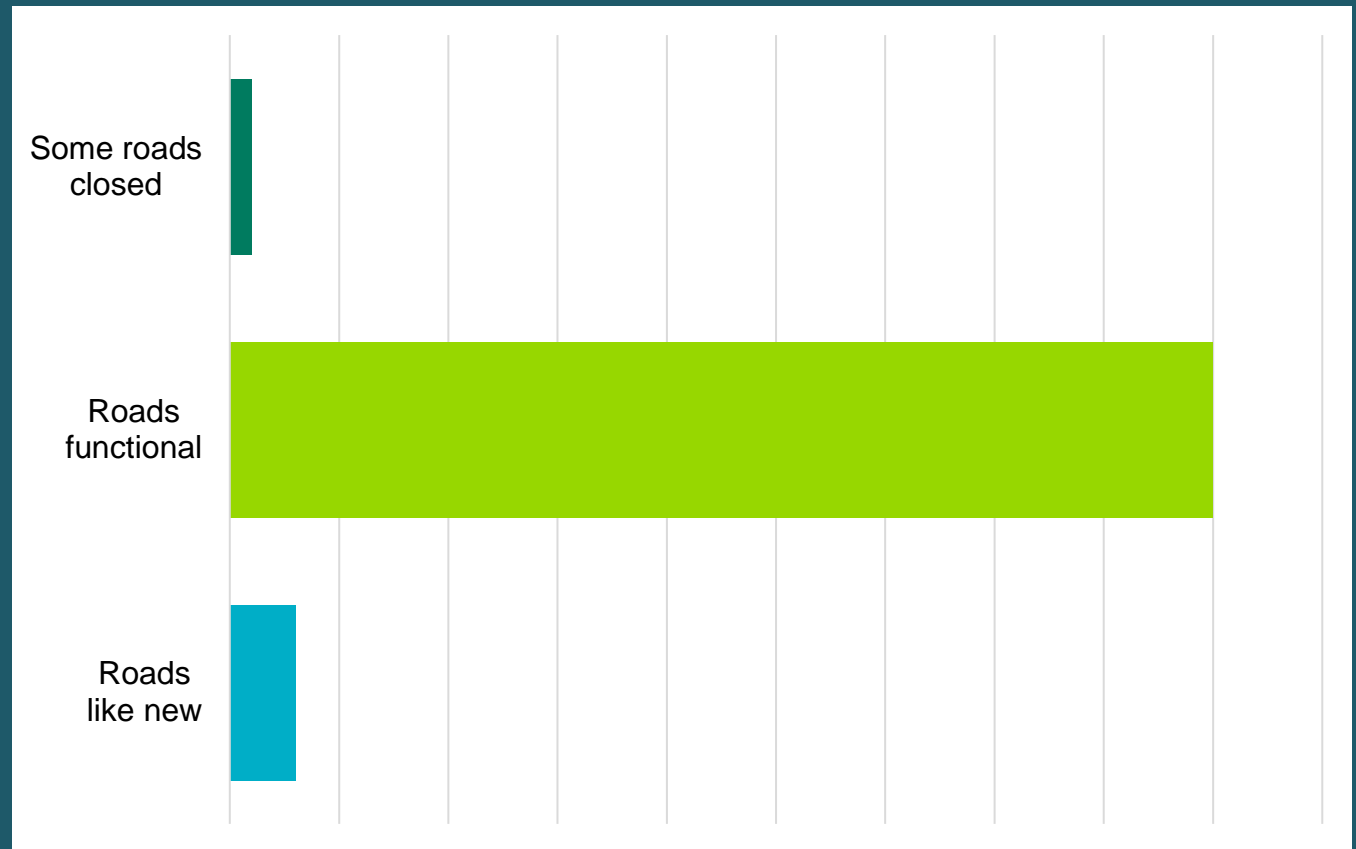
Evaluation Criteria

					
Preservation	Stewardship	Economic Vitality	Safety	Mobility	Environment
<ul style="list-style-type: none"> • Pavement Condition • Bridge Condition • Maintenance Condition 	<ul style="list-style-type: none"> • Comply with Federal Stewardship Agreement • Align with WTP Vision • Resilient 	<ul style="list-style-type: none"> • Meet the Needs of Freight • Support Communities and Economic Centers (Including Job Creation) 	<ul style="list-style-type: none"> • Societal Benefit • Emergency Response 	<ul style="list-style-type: none"> • VMT Per Capita • Multimodal Travel Options 	<ul style="list-style-type: none"> • Greenhouse Gas Emissions • Fish Passage

Scenarios Considered

What We Heard

In terms of preserving highways, what best describes the way you would like to see highways preserved?



Scenarios Considered

What We Heard

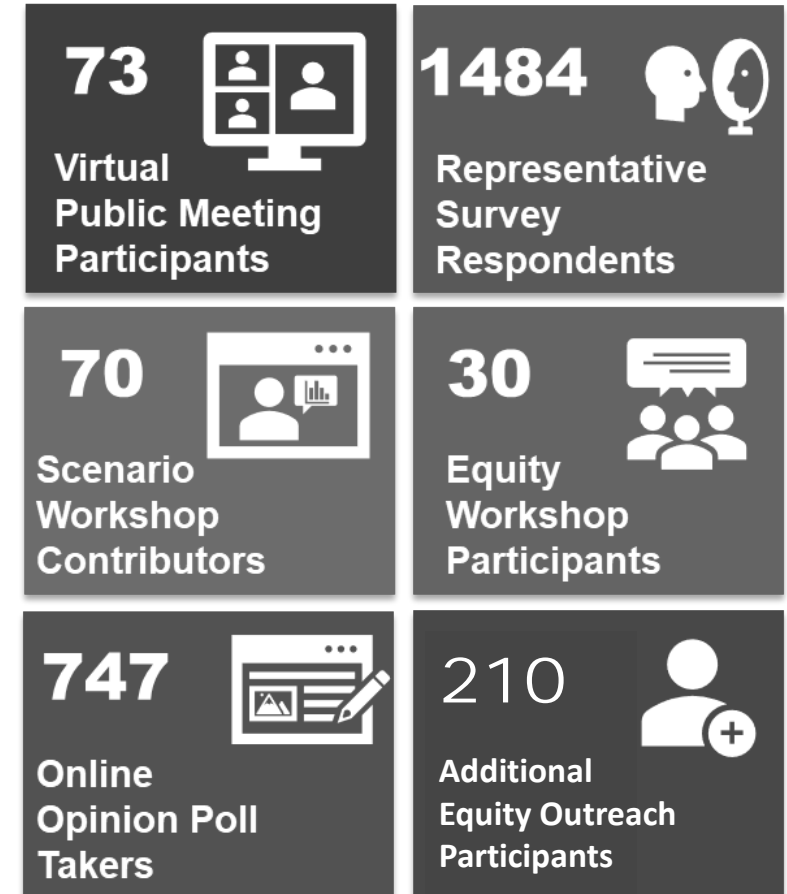
Preferred
balance of
funding by
WSDOT Region:



Scenarios Considered

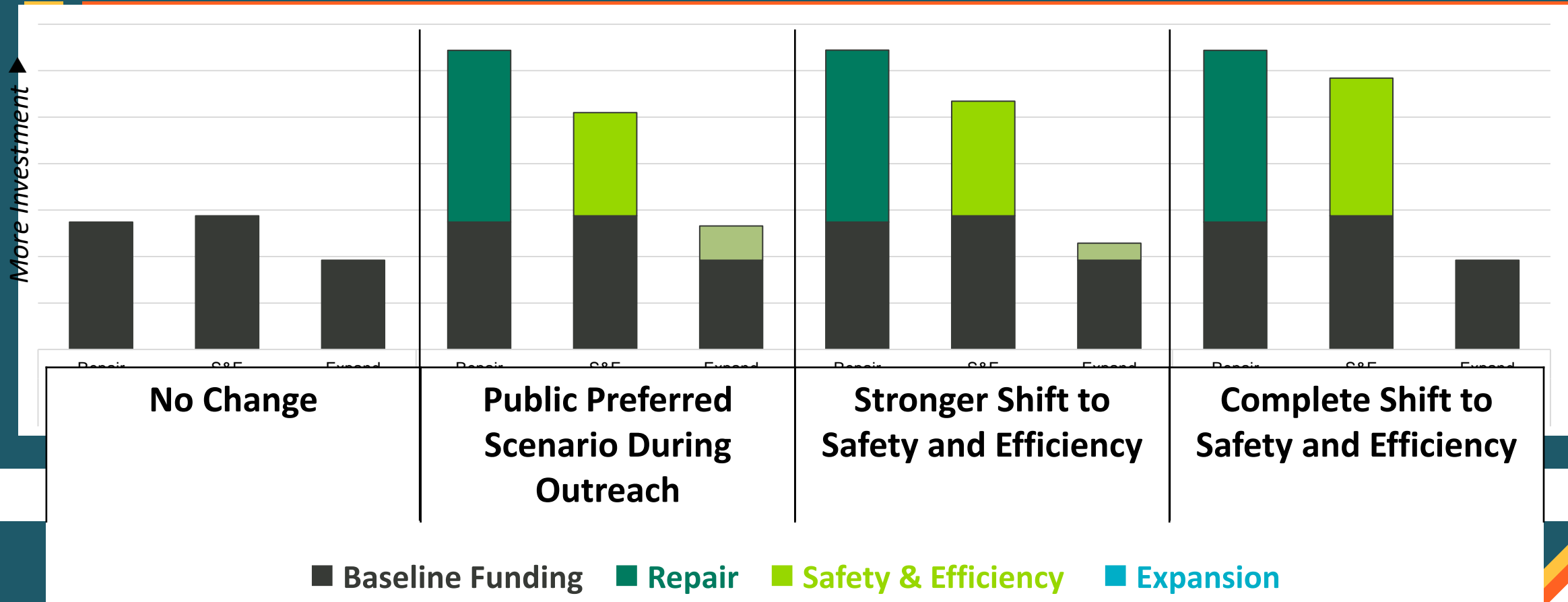
What We Heard

- Support for **preservation and maintenance** funding across all regions and groups.
- Emphasize strategies that **increase safety and efficiency** for the existing system while still funding some highway expansion.
- Address **equity** by increasing travel options, improving housing access, and creating economic opportunities from investments for overburdened and vulnerable communities.



Scenarios Considered

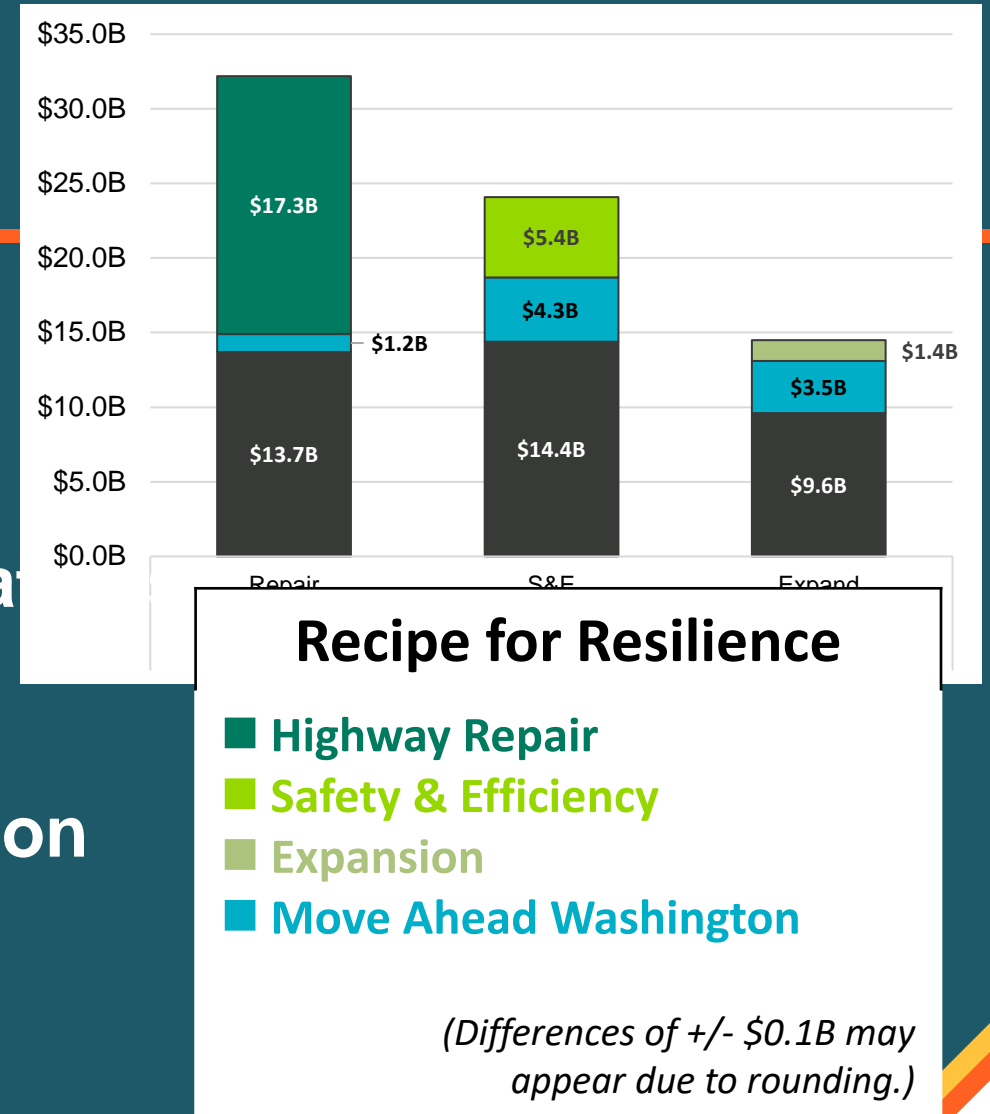
Analyzed Scenarios



Recommendation

A "Recipe for Resilience"

1. **Fix it First**
\$17.3B for Highway Repair
2. **Safety and Efficiency**
\$5.4B for Environment, Safety, Operations, Active Transportation, TDM
3. **Economize on Expansion**
\$1.4B for Strategic Capacity Expansion



Recommendation

A Resilient System That is...

- **Sound.** All bridges and highways open and maintained.
- **Safe.** Protected spaces to walk, bicycle or roll, intersections that reduce injuries and death. (\$8.9B saved over 20 years due to reduced crashes.)
- **Smart.** Fewer system gaps, more travel options, efficient systems, traveler information, healthier environment, equitable policies and outcomes.



2

Questions & Discussion

3

Next Steps

Our Approach

Process Steps to Date

1. Assess Needs (2020)
2. Identify Range of Scenarios (2021)
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Thank You

For additional information, please contact:

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