2024-2025 UPWP

TTC Meeting

Agenda Item 6 | Page 9

May 24, 2023

Requested Action

- Recommend Board approval of the SFY 2024-2025 Unified Planning Work Program

UPWP

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

Highlights

HORIZON 2045

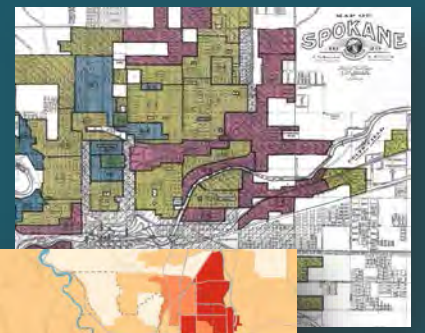
Spokane Metropolitan Transportation Plan

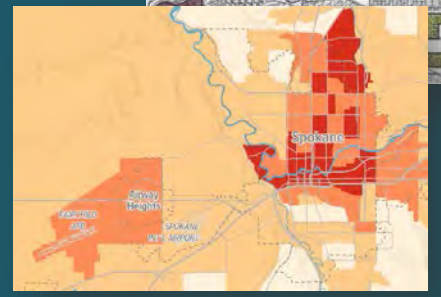
2023

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES & POLICY STATEMENTS

2045 Land Use Forecast

METHODOLOGY AND TECHNICAL DOCUMENTATION





BIPARTISAN INFRASTRUCTURE LAW

Safe Streets and Roads for All

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

- Recommend Board approval of the SFY 2024-2025 Unified Planning Work Program

Questions?

Ryan Stewart, AICP

Principal Transportation Planner

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

Transportation Technical Committee

Kylee Jones, Associate Transportation Planner III

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Informational

May 24, 2023

Background

- Board set aside $9.2M for preservation projects

- Est. “Principles of Investment”
  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**

The Call for Preservation Projects 2024-2026

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

2023 Reduction in Obligation Authority (OA)

Call for Preservation Projects (2024-2026) – Actual OA remaining in 2024-2026 is $1.3M

Strategy to address reduction in OA:

1. Board request to utilize $7.9 of future STBG allocations (2027)
2. Board approves Preservation project list totaling $9.2M in July
3. SRTC programs $1.3M worth of project now, $7.9M in 2024-2027 TIP
4. Maintain flexibility on which project(s) receives the $1.3M and are amended into 2023-2026 TIP

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)

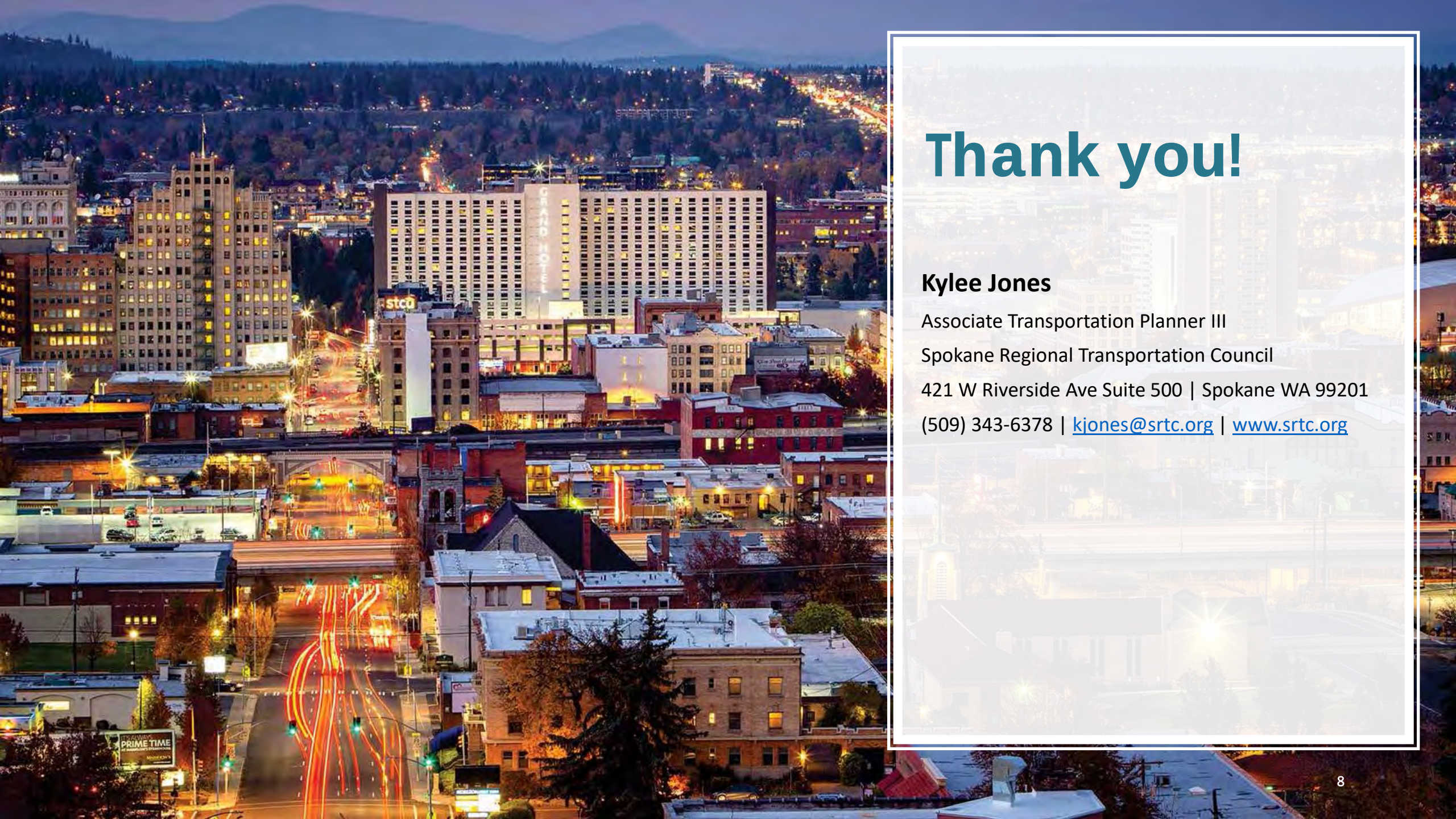
- Partial Funding:
  - Airway Heights (Flex)
  - Fairfield (Rural)

- 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

Draft Funding – CPP Results

Rank	Agency	Project Name	Score	Splits	Total Project Cost	Amount Requested	TIP Working Group Recommendation
1	City of Spokane	Washington/Stevens - 3rd Ave to 8th/9th Ave Grind	92.3	Urban	$ 1,970,000	$ 1,477,500	$ 1,477,500
2	Spokane Valley	Sprague Preservation at SR 27 - Bowdish to McDor	90.7	Urban	$ 3,081,342	$ 1,500,000	$ 1,500,000
3	Spokane Valley	Sullivan Rd Preservation - Spokane River to Kierna	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 & Over	83.6	Urban	$ 1,586,000	$ 1,189,500	Reached Cap -POI
7	City of Spokane	Spokane Falls Blvd - Sherman to Hamilton Grind &	83.0	Urban	$ 755,000	$ 566,250	Reached Cap -POI
8	Spokane Valley	Fancher Rd Preservation - Broadway to Trent	82.4	Urban	$ 2,098,779	$ 1,500,000	Reached Cap -POI
9	City of Spokane	Sprague Ave - Freya to Havana Grind & Overlay	82.0	Urban	$ 1,519,000	$ 1,139,250	Reached Cap -POI
10	Spokane Valley	Fancher Rd Preservation - Sprague to Broadway	80.4	Urban	$ 2,020,546	$ 1,500,000	Reached Cap -POI
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



Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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2023 CMP UPDATE

REGIONAL OBJECTIVES + CMP NETWORK

Transportation Advisory Committee
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May 24, 2023

CONGESTION MANAGEMENT PROCESS <CMP>

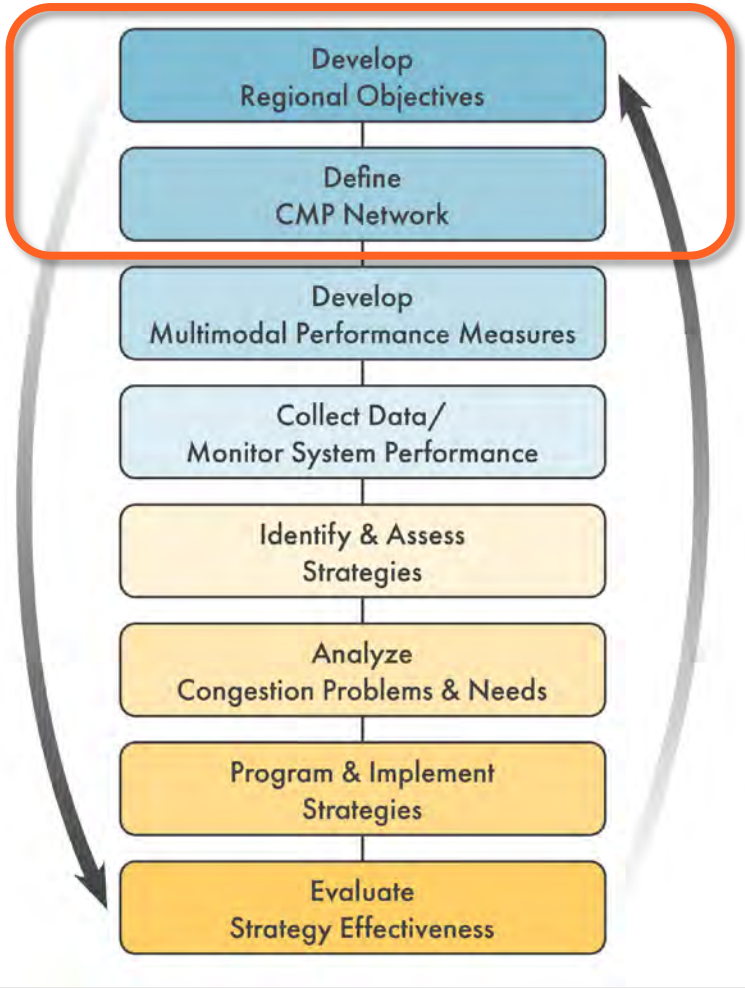
- Systematic regional approach to managing congestion
  - Data collection & analysis
  - Identifying problems & needs
  - Developing & implementing strategies
  - Ongoing monitoring & evaluation

- Federally required for all urban areas with a population over 200,000
  - One of five federally mandated MPO planning documents (MTP, TIP, UPWP, Public Participation Plan, CMP)
  - Last SRTC update in 2014

PURPOSE OF THE CMP

- Manage regional travel demand
- Reduce single occupancy vehicle (SOV) trips
- Improve the transportation system's efficiency
- Maximize transportation funds
- Justify additional capacity when it's needed
- Ensure regional coordination

CMP STEPS



- FHWA's 8-step Congestion Management Process Model

STEP 1: DEVELOPING REGIONAL OBJECTIVES

MTP Guiding Principles	Emphasis Areas in Associated MTP Policies	CMP Regional Objectives
Economic Vitality	Regional Activity Centers • Areas of Potential Economic Development • Freight Movement	Raise awareness that congestion is related to economic vitality and ensure that the benefits of congestion outweigh the disadvantages
Cooperation & Leadership	Provide a Forum for Transportation Planning & Funding • Public Processes & Involvement • Promote Regional Interests • Data Coordination	Sustain coordination and follow-through with a multijurisdictional CMP working group
Stewardship	Protecting the Environment & Minimizing Negative Impacts • Cost Effective Investments • Fiscal Constraint	Invest in projects that maximize the use of existing fa cilities across modes in identified CMP corridors

DEVELOPING REGIONAL OBJECTIVES

<CONTINUED>

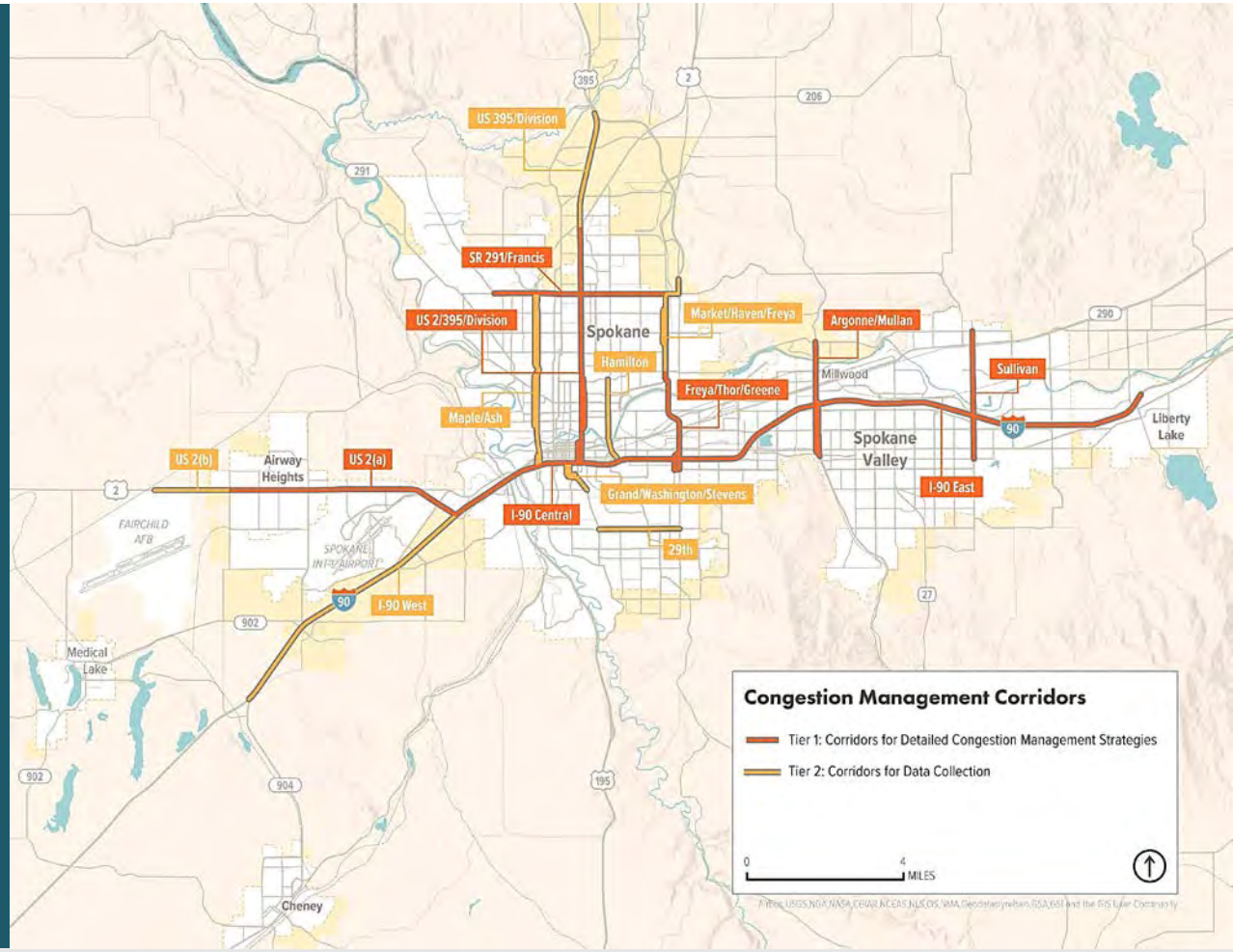
MTP Guiding Principles	Emphasis Areas in Associated MTP Policies	CMP Regional Objectives
System Operations, Maintenance & Preservation	Strategic Investment & Cost-Effective Strategies • Maximizing Operations & Physical Condition of the Transportation Network	Pursuing solutions that are low cost/high benefit towa rd maintaining and preserving reliable transportation corridors and networks
Quality of Life	Improve Choice & Mobility • Complete Streets & Multimodal Connectivity • Transit Service & Frequency • Reducing SOV Trips • Access for All • Sense of Place	Accessible, multi-modal transportation for all abilities; facilities should blend in with or enhance the human environm ent (context sensitive design) and limit impacts to the natural environment Prioritize future investments to align with regional prio rity networks to improve connectivity and mobility
Safety & Security	Improve Existing Safety Deficiencies • Infrastructure &	Improve safety and reduce non-recurring congestion b y

REGIONAL OBJECTIVES CONSIDERATIONS

- Economic Vitality
  - Revise current objective to clarify that congestion is not beneficial in and of itself, however, there are economic benefits that are correlated with congestion
- Resiliency & System Redundancy
  - Add language emphasizing resiliency and system redundancy as a regional objective of the CMP

STEP 2: DEFINING THE CMP NETWORK

- Tier 1 Corridors
  - Most important corridors selected for detailed congestion management strategies
- Tier 2 Corridors
  - Regionally important corridors selected for monitoring
  - Strategies not assigned until conditions worsen



TIER 2 CORRIDOR DATA COLLECTION

CMP TIER 2 CORRIDOR - MAPLE / ASH

Transportation Inventory

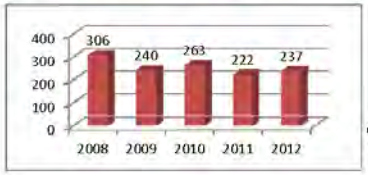
Measure	Statistics	Data Year
AWDT[1] Range	26,200-48,700	2011
AADT[2] Average	34,454	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.30	2013
Peak Period Load Factor on Corridor	0.26	2013
Number of Buses per Peak Hour	4 to 8	2013
Number of Park & Rides / % Usage	Jefferson - 100%, Five Mile - 80%	2013
Daily Truck % at Select Locations (FGTS)	NA (T-2)	2011 (2013)
Average Collision Rate/Million VMT[3]	2.13	2010-2012
Avg Travel Time Index NB AM/PM (Peak)[4]	1.13/1.16 (1.18/1.22)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.13/1.12 (1.22/1.20)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.24/1.32 (1.32/1.47)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.24/1.19 (1.43/1.31)	Apr-12
Bike Network	100 % shared roadway	2013
Percent Existing Sidewalk Availability	78.35%	2013
Corridor Length (centerline miles)	4.57	

[1]AWDT - Average Weekday Daily Traffic (Bi-Directional)

[2]AADT = Average Annual Daily Traffic (Bi-Directional)

[3]VMT = Vehicle Miles Traveled (3 year collisions/VMT)

[4]Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	5
Serious	16

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

Appendix A - CMP Corridor Profiles LB STA.xlsx

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TIER 1 CORRIDOR DATA COLLECTION

CMP TIER 1 CORRIDOR - ARGONNE / MULLAN

Transportation Inventory

Measure	Statistics	Data Year
AWDT[1] Range	21,000 - 37,900	2011
AADT[2] Average	27,923	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.538	2013
Peak Period Load Factor on Corridor	0.467 (two routes)	2013
Number of Buses per Peak Hour	4 to 6	2013
Number of Park & Rides / % Usage	N/A	2013
Average Daily Truck % at Select Locations (FGTS)	5.42 - 8.68% (SV) (T 1 & T 2)	2011 (2013)
Average Collision Rate/Million VMT[3]	2.34	2010-2012
Avg Travel Time Index NB AM/PM (Peak)[4]	1.11/1.15 (1.28/1.22)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.11/1.05 (1.29/1.14)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)[4]	1.35/1.39 (1.42/1.70)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.37/1.28 (1.44/1.42)	Apr-12
Bike Network	100% Shared Roadway	2013
Percent Existing Sidewalk Availability	92.31%	2013
Corridor Length (centerline miles)	3.01	

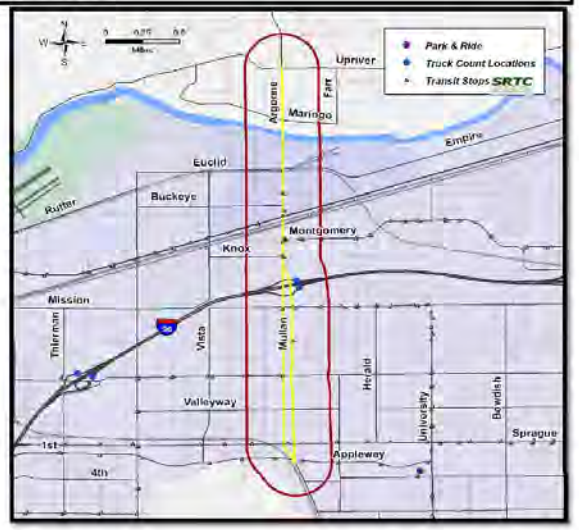
Demographics

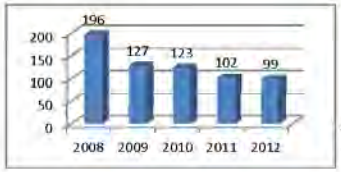
Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	2,320	2010
Gross Employment Density (Sq Mile)	3,558	2010
Est. Pct of Population Below Poverty Level	14.2%	ACS 07-11[5]
Est. Pct of HU w/ No Veh Avail	7.0%	ACS 07-11
Pct of Pop that is Minority	12.1%	2010
Pct of Pop Age 65+	14.8%	2010
Major Activity Center	Transit (1), Freight (1), Mixed (0)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	170		2000 - 2010
Gross Employment Change (2000 - 2010)	3,004		2000 - 2010
AWDT Change (2003 - 2011)	20,200 21,000 3.96%	35,600 37,900 6.46%	2003 (AM/PM) 2011 (AM/PM) ↑/↑
Average Peak Travel Speed (Percent change)	26.69 28.94 8.43%	26.26 28.24 7.54%	2009 (AM/PM) 2013 (AM/PM) increase
Transit Usage Change			

[1]AWDT - Average Weekday Daily Traffic (Bi-Directional)
[2]AADT - Average Annual Daily Traffic (Bi-Directional)
[3]VMT - Vehicle Miles Traveled (3 year collisions/VMT)
[4]Peak Segment w/in Corridor: INRIX Travel/Planning Time Index (Tuesday-Thursday)
[5]ACS - American Community Survey 5 year data





5 Year Collision 2008-2012	
Fatal	1
Serious	10

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

Appendix A - CMP Corridor Profiles LB STA.xlsx

2

TIER 1 CORRIDOR STRATEGIES

Argonne / Mullan

CMP Strategies Recommended for Corridor

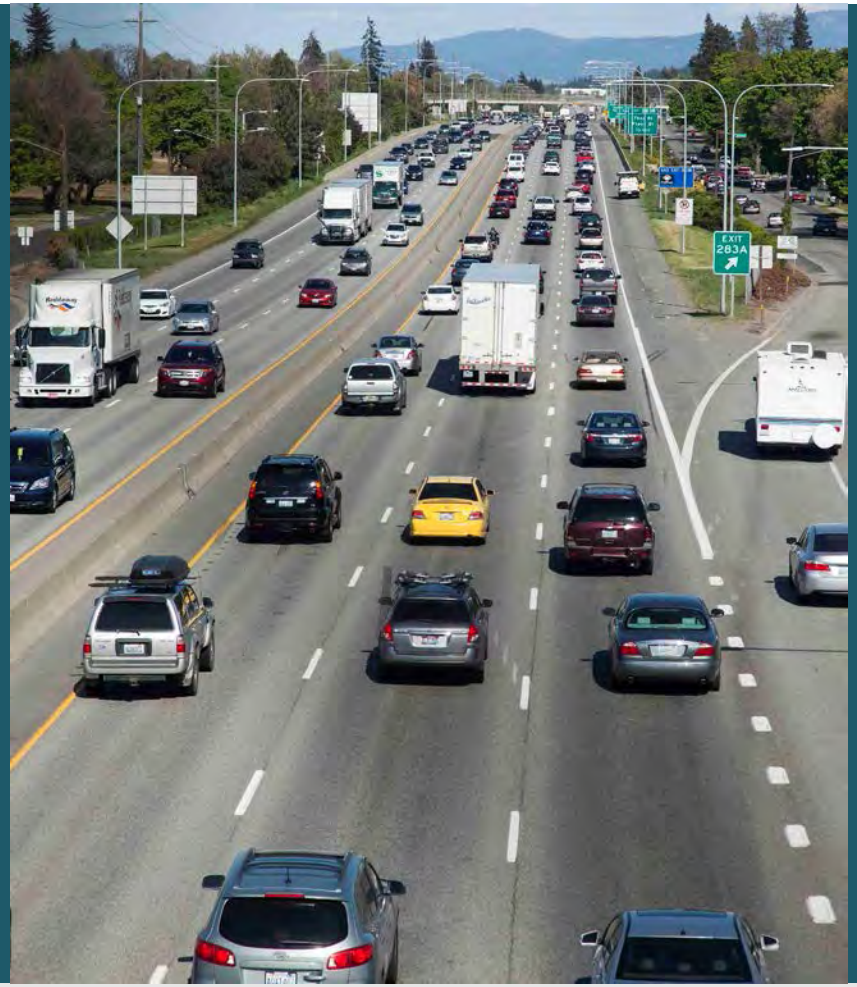
Category	Strategy	Notes
Travel Demand Management (TDM)	Walking Improvements	Sidewalks, crosswalks, paths, crossing signals, ADA accessibility
TDM	Biking Improvements	Bike lanes, shared-use markings, route signage, intersection improvements, Centennial Trail undercrossing
Transit Improvements	Transit Service Expansion	New bus routes, extension of existing service, increased frequency
Transit	General Infrastructure Improvements	Stop improvements, enhanced safety, pedestrian access, improved fare collection
Transit	Park and Ride Facilities – New or Improved	Future Argonne/I-90 Park & Ride
Operational Improvements, ITS, TSM	Signal Improvements	Expanded timing/coordination, modernization, adapt to traffic volumes, cross traffic treatment (at Montgomery, Upriver, and through Millwood)
Operational	Communication Networks	Traffic cameras, base ITS fiber optic
Operational	Turning Movement Enhancements	Left-turn lights, channelization, center turn lane, left-turn pockets, roundabouts
Operational	Limited Intersection Improvements	Lane restriping/reassignment, intersection widening
Roadway Capacity	Adding Capacity/Widening	Add a land on southbound Argonne I-90 Overpass

CMP Strategies Recommended for Regional Implementation

Category	Strategy	Notes
Transportation Demand Management (TDM)	Public Education Campaigns	Mode shift or safety campaigns
TDM	Universal Transit Access Pass Program	Cooperative pass among businesses, school, colleges or corridor pass program
TDM	Promotion of Regional Commute Trip Reduction (CTR) Program	Continued support of CTR or improved or targeted CTR program
Transit Improvements	Transit Vehicles and Traveler Information Services	Vehicle detection and monitoring devices, communications infrastructure, GPS, mobile device apps and online public info sources
Operational Improvements, ITS, TSM	Communications networks with roadway surveillance connecting to SRTMC	Roadway surveillance and control system, base ITS infrastructure (fiber, telemetry)

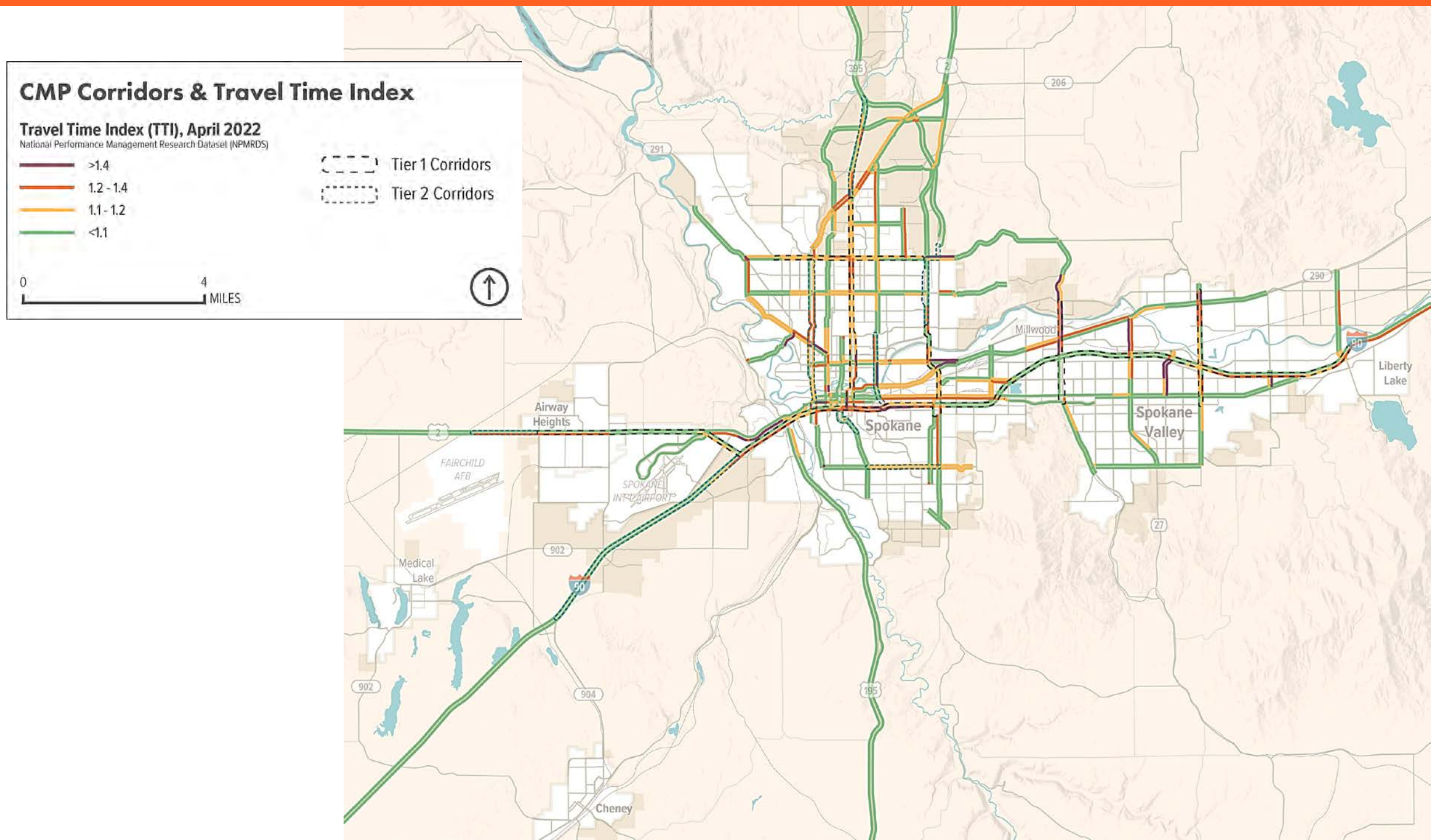
ANALYZING THE NETWORK

- Existing Congestion & Travel Reliability
  - Travel Time Index (TTI)
  - Planning Time Index (PTI)
  - Level of Travel Time Reliability (LOTTR)
- Travel Demand
- Crash Rates
- Regional Connectivity



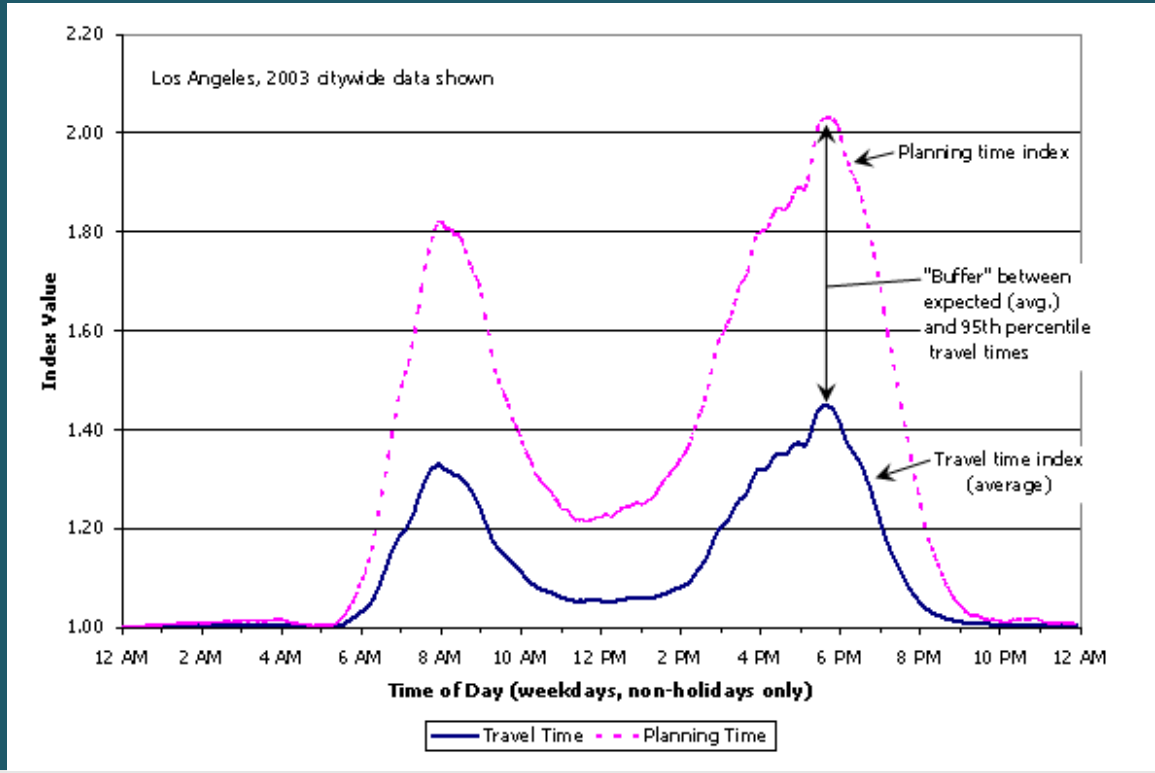
TRAVEL TIME INDEX <TTI>

- TTI = Congested Travel Time ÷ Free Flow Travel Time
- Current CMP Methodology:
  - Average TTI for AM & PM Peaks (7-9 AM & 4-6 PM) along corridor
  - A threshold TTI value of 1.2 was used to identify congested corridors


CMP Corridors & Travel Time Index
Travel Time Index (TTI), April 2022
National Performance Management Research Dataset (NPMRDS)
>1.4
1.2 - 1.4
1.1 - 1.2
<1.1
Tier 1 Corridors
Tier 2 Corridors
0
4
MILES
Airway Heights
FAIRCHILD AFB
SPOKANE INTL AIRPORT
Medical Lake
Cheney
Spokane
Millwood
Spokane Valley
Liberty Lake
395
2
206
291
290
90
27
902
904
195

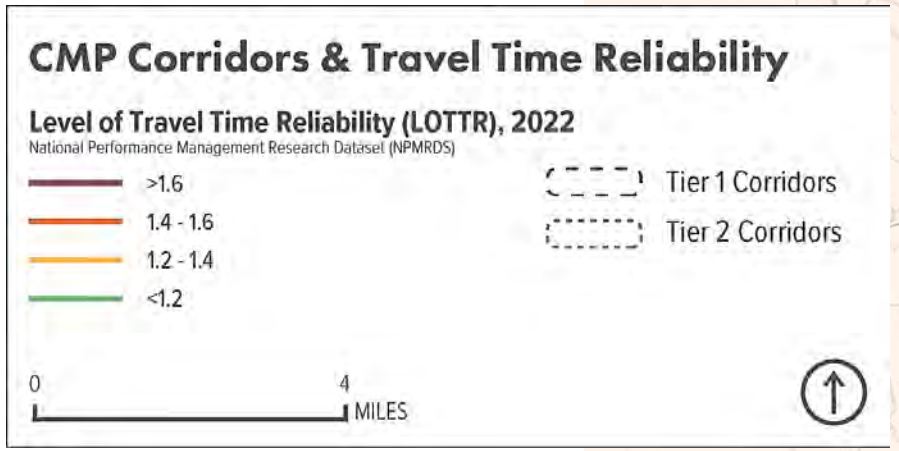
PLANNING TIME INDEX <PTI>

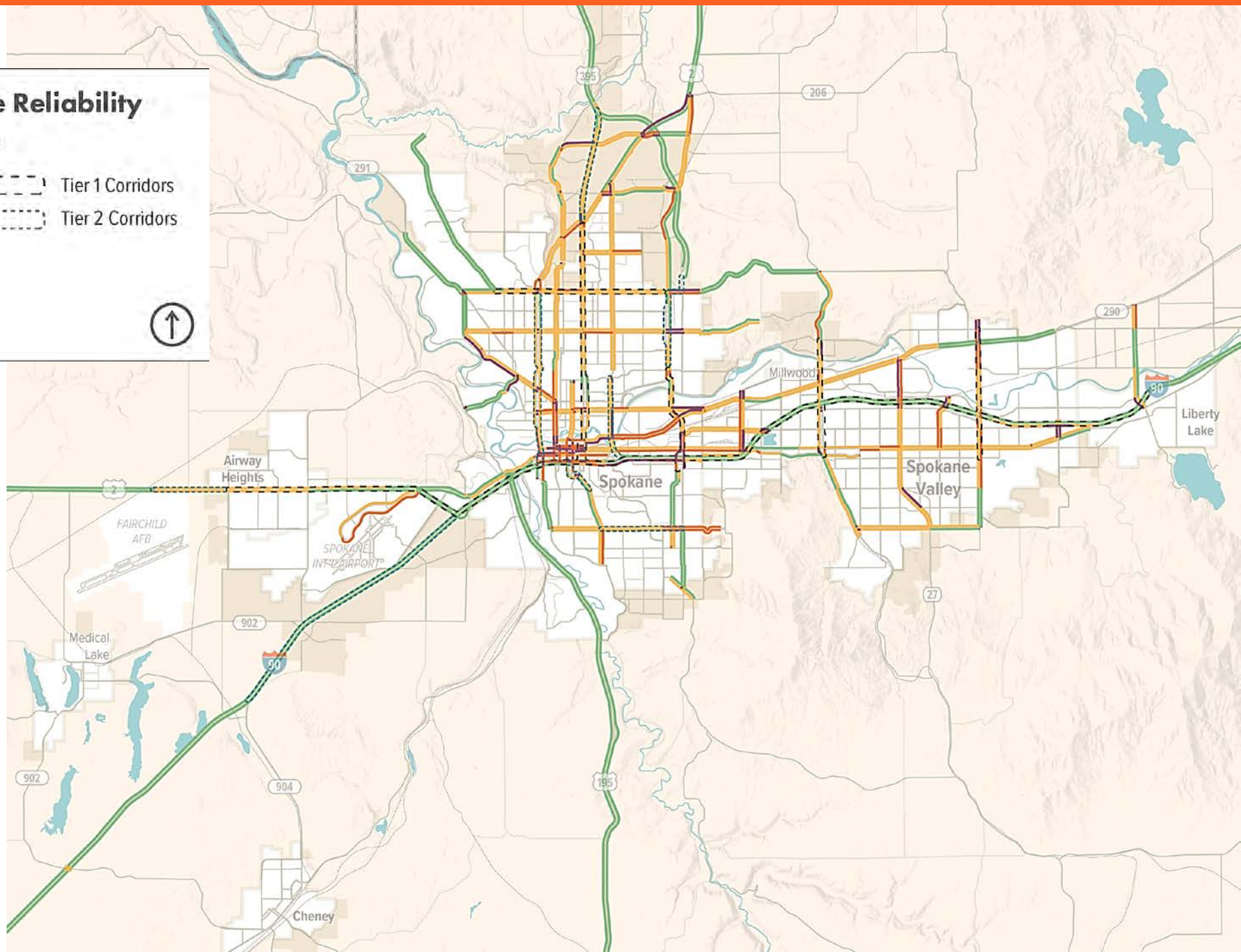
- PTI = 95th Percentile Travel Time ÷ Free Flow Travel Time
  - Indicates how much extra travel time one should account for (i.e., reliability)



LEVEL OF TRAVEL TIME RELIABILITY <LOTTR>

- Comparable to PTI—indicates how much extra time is needed to arrive on time 80% of the time
- LOTTR = Longer Travel Times (80th Percentile) ÷ Normal Travel Times (50th Percentile)
- Used in calculation of MAP 21 PM3 Federal performance measure for congestion
  - Percent of person miles on National Highway System (NHS) that are considered reliable
  - Defines unreliable as a LOTTR over 1.5


CMP Corridors & Travel Time Reliability
Level of Travel Time Reliability (LOTTR), 2022
National Performance Management Research Dataset (NPMRDS)
>1.6
1.4 - 1.6
1.2 - 1.4
<1.2
Tier 1 Corridors
Tier 2 Corridors
0
4
MILES


395
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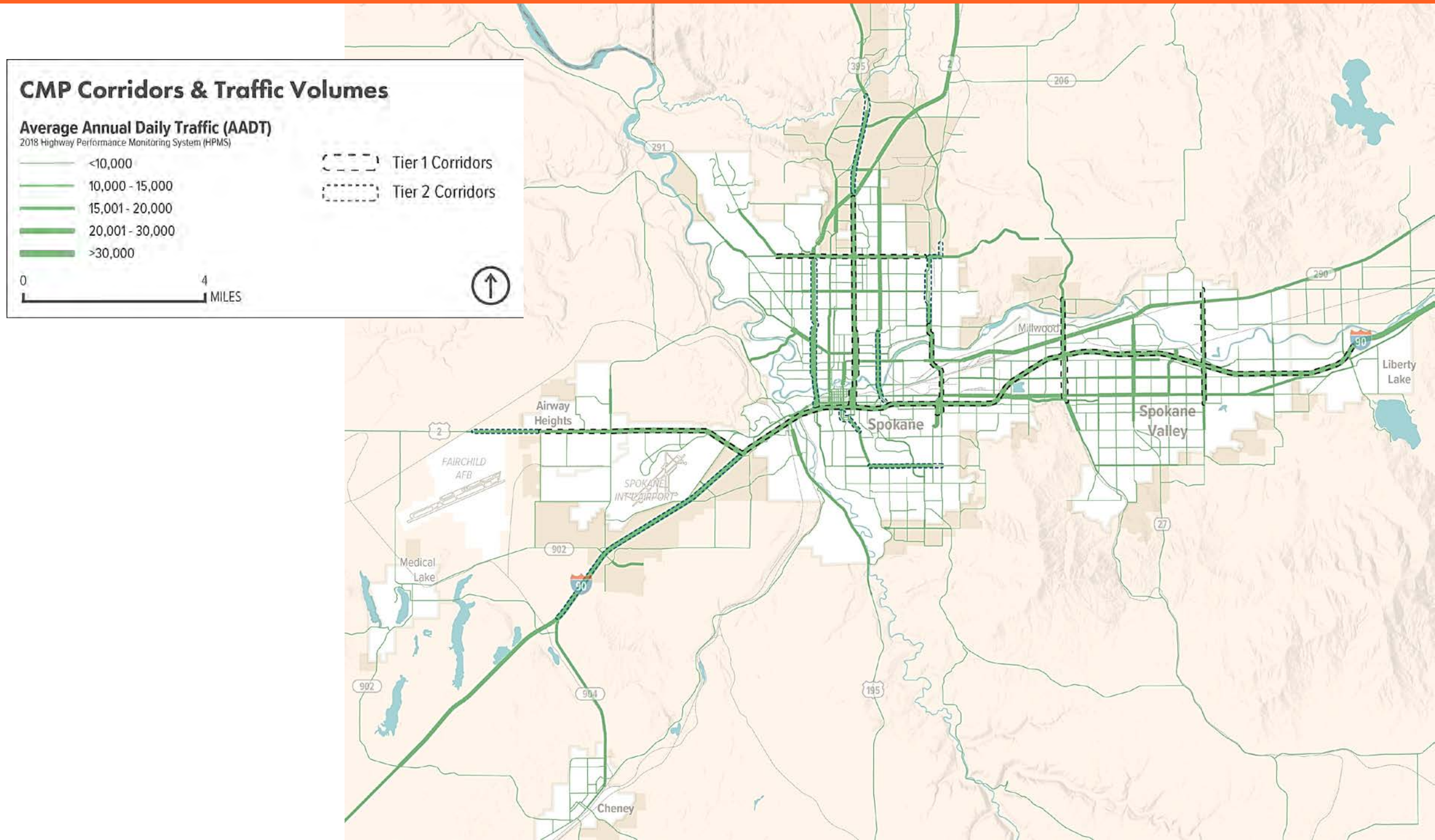
Millwood
Liberty Lake
Airway Heights
Spokane
Spokane Valley
FAIRCHILD AFB
SPOKANE INTL AIRPORT
27
902
Medical Lake
90
902
904
195
Cheney

TRAVEL DEMAND

- Current CMP Travel Demand Measures:
  - Average Annual Daily Traffic (AADT)
  - Average Weekday Daily Traffic (AWDT)
- Typical CMP Corridor Volumes
  - Highways & I-90: >30,000 AADT
  - Other Principal Arterials: >20,000 AADT


CMP Corridors & Traffic Volumes
Average Annual Daily Traffic (AADT)
2018 Highway Performance Monitoring System (HPMS)
<10,000
10,000 - 15,000
15,001 - 20,000
20,001 - 30,000
>30,000
Tier 1 Corridors
Tier 2 Corridors
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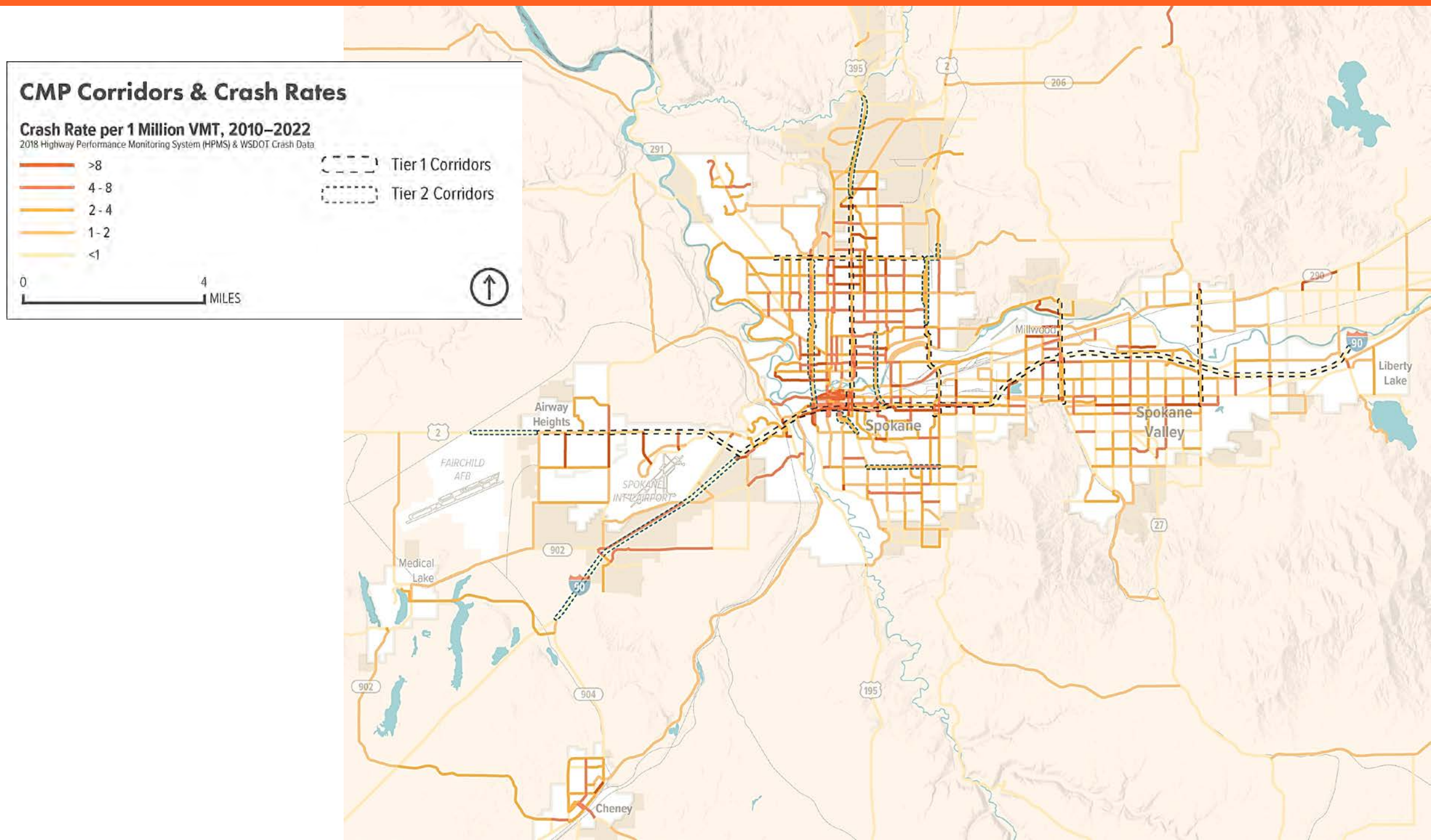
4
MILES
Airway Heights
FAIRCHILD AFB
SPOKANE INTL AIRPORT
Medical Lake
Cheney
Spokane
Millwood
Spokane Valley
Liberty Lake
395
2
206
291
290
90
902
904
195
27

CRASH RATE

- Significant source of nonrecurring congestion
- Number of crashes per million vehicle miles traveled (VMT)
  - 2014 CMP found I-90 crash rates were low due to high traffic volumes
- Considering crash severity
  - Do more severe crashes generally cause more delay?

CRASH SEVERITY RATE

- Crash severity rates are like crash rates but give extra weight to crashes resulting in injuries or fatalities
  - Fatal or serious injury crash = 76.8 equivalent property damage only (EPDO) crashes
  - Evident or possible injury crash = 8.4 EPDO crashes


CMP Corridors & Crash Rates
Crash Rate per 1 Million VMT, 2010–2022
2018 Highway Performance Monitoring System (HPMS) & WSDOT Crash Data
>8
4 - 8
2 - 4
1 - 2
<1
Tier 1 Corridors
Tier 2 Corridors
0
4
MILES
Airway Heights
Spokane
Millwood
Spokane Valley
Liberty Lake
Medical Lake
Cheney
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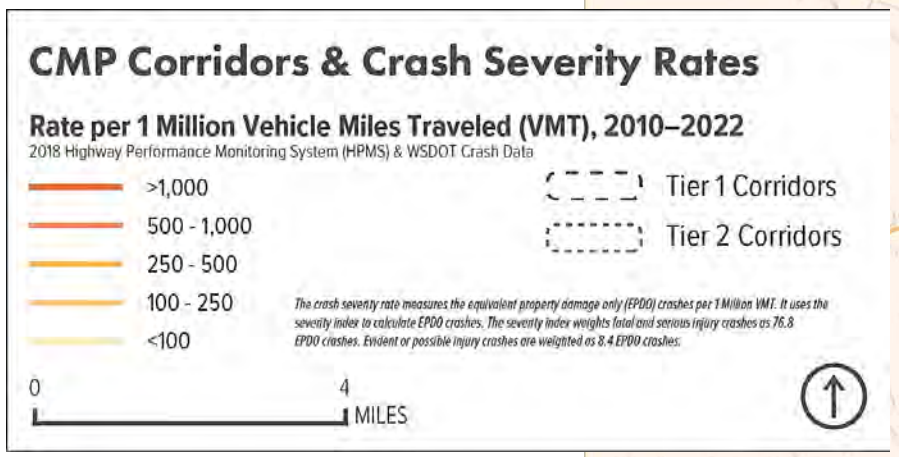
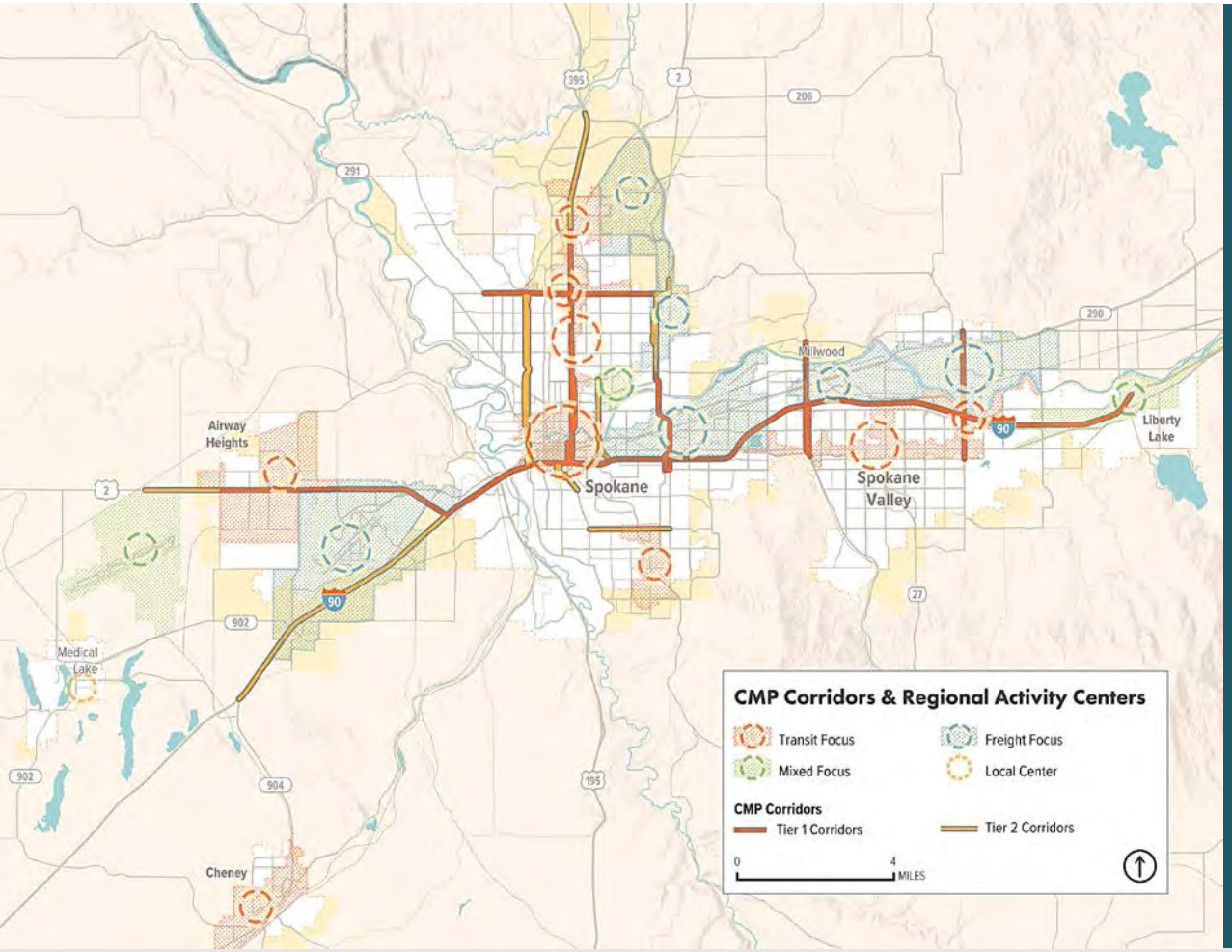

CMP Corridors & Crash Severity Rates
Rate per 1 Million Vehicle Miles Traveled (VMT), 2010–2022
2018 Highway Performance Monitoring System (HPMS) & WSDOT Crash Data
>1,000
500 - 1,000
250 - 500
100 - 250
<100
Tier 1 Corridors
Tier 2 Corridors
The crash severity rate measures the equivalent property damage only (EPDO) crashes per 1 Million VMT. It uses the severity index to calculate EPDO crashes. The severity index weights fatal and serious injury crashes as 76.8 EPDO crashes. Evident or possible injury crashes are weighted as 8.4 EPDO crashes.
0
4
MILES

REGIONAL CONNECTIVITY



- Regional connectivity considerations
  - Regional Activity Centers & other key destinations
  - High Performance Transit network
  - Areas with high projected population & employment growth

NEXT STEPS

- Return to TTC / TAC in June to request recommendation of draft regional objectives + draft CMP network

CMP
Congestion Management Process

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

QUESTIONS?

Transportation Advisory Committee
Agenda Item 8 | Page 12

May 24, 2023

WSDOT ER / SRTC Safety Collaboration Pilot Project

Committee Meeting

Agenda Item 10 | Page 13

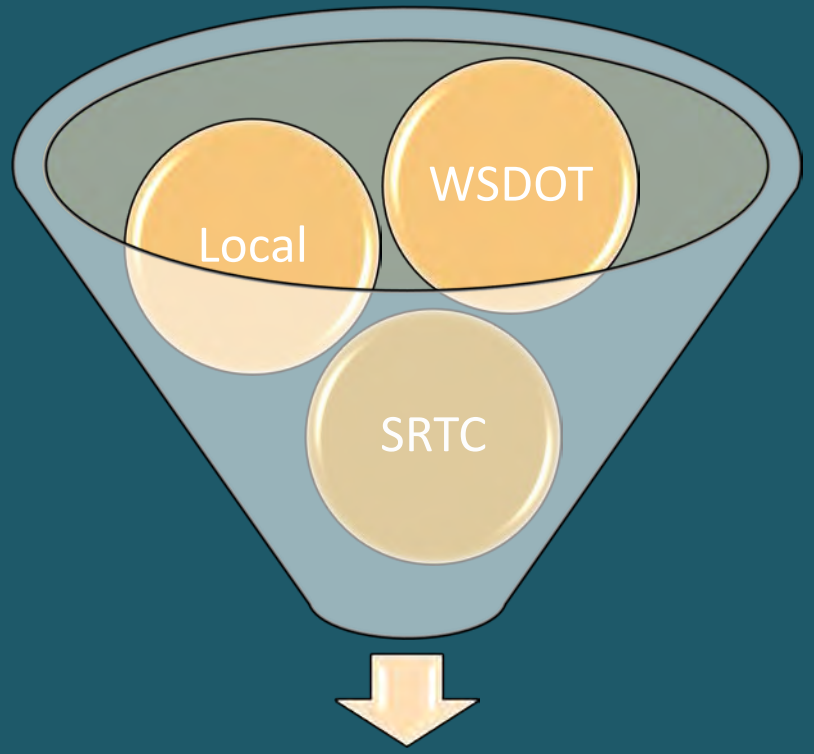
May 24, 2023

Investment Strategy Group

Problem Statement

Currently, 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, to bring to the legislature to inform the budget process.

Rethinking Collaboration



Investment Strategy Group

Purpose

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.

WSDOT ER / SRTC Pilot Project

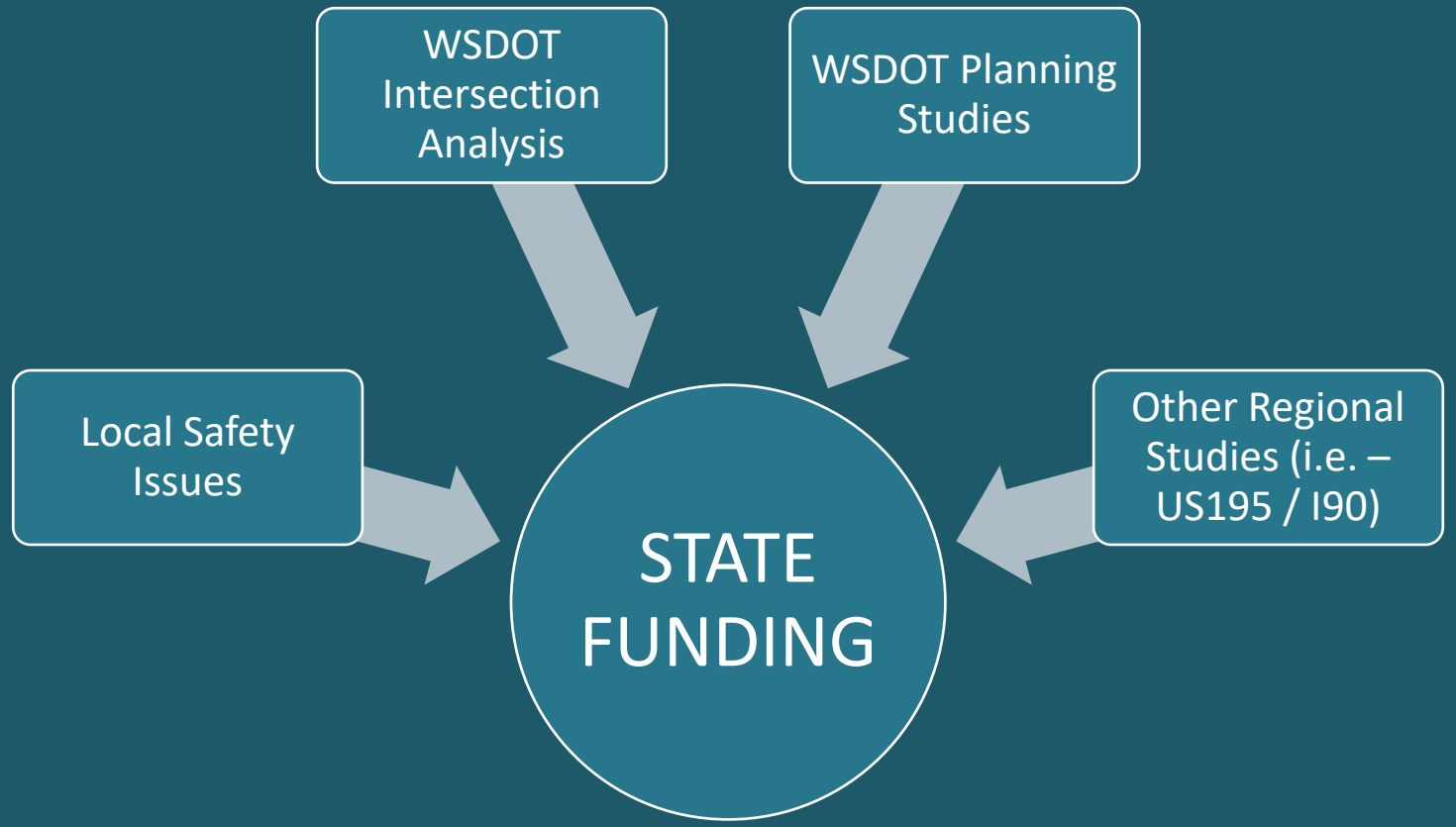
Eastern Region / SRTC

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

Funding

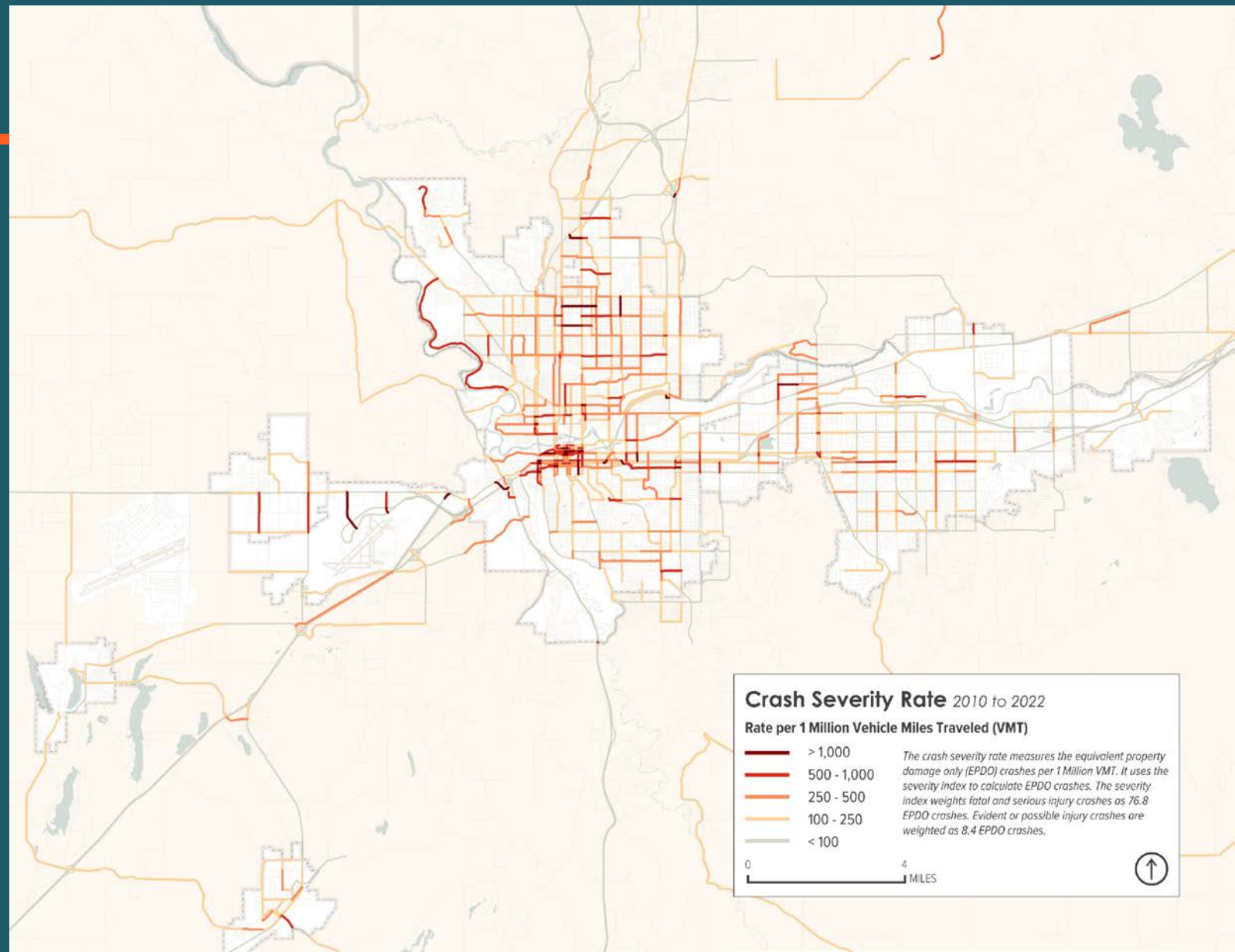

WSDOT Intersection Analysis
WSDOT Planning Studies
Local Safety Issues
STATE FUNDING
Other Regional Studies (i.e. – US195 / I90)

Proposed Path Forward

- Aggregate universe of safety need
- Analyze crash data in the MPA
- Identify overlap
- Bring list of projects back to pilot team for consideration
- Jointly recommend 3-5 projects

Universe of Safety Need in MPA

Data Analysis



Proposed Path Forward

- Aggregate universe of safety need
- Analyze crash data in the MPA
- Identify overlap
- Bring list of projects back to pilot team for consideration
- Jointly recommend 3-5 projects

MPO/WSDOT Safety Pilot: Schedule DRAFT

Spokane Regional Transportation Council

Target Completion Date: October 1

Project Tasks & Subtasks	FEB				MAR				APR				MAY				JUN				JUL					AUG				SEP			
	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25
Task 0. Project Development																																		
0.1. Initial meeting																																		
0.2. Establish key staff from SRTC & WSDOT Eastern Region to lead this activity																																		
0.3. Convene the group to identify details of the scope and schedule for this effort																																		
Task 1. Identify Funding Programs Associated w/ Safety																																		
1.1. Identify all available funding programs administered through WSDOT																																		
1.2. Identify WSTC funding and expenditures																																		
1.3. Identify other federal programs not administered through WSDOT																																		
1.4. Coordinate w/ local jurisdictions to indentify local expenditures																																		
Task 2. Identify Existing Processes for Establishing Safety Projects and Programs																																		
2.1. WSDOT HQ/ER assessement process for safety improvements																																		
2.2. Local jurisdiction local road safety plans																																		
2.3. Relationship to existing efforts and requirements (i.e. - State Safety Plan, TPM, SS4A, WTSC, etc.)																																		
Task 3. Identify Commonalities and Differences of existing programs (criteria)														S																				
3.1. Shortfalls, gaps, limitations																																		
3.2. Opportunities to improve existing programs																																		
3.3. Opportunities to leverage similar programs to be more strategic/efficient																																		
Task 4. Develop Shared Approach to Identify and Select Projects/Programs (Data Analysis)																		SB																
4.1. Integrate w/ SRTC's existing unified list process																																		
4.2. Integrate w/ any existing WSDOT processes																																		
Task 5. Develop Prioritized List of Safety Projects/Programs																							S						WA			SB		
5.1. Implement selection criteria developed in Task 4																																		
5.2. Implement project selection methodoloy developed in Task 4																																		
Task 6. Discuss Opportunities for Enhanced Evaluation of Safety Need to Support Regional Safety Action Plan																																		
6.1. Identify opportunities for further collaboration, needed resources, and program limitations																																		
Pilot Team Schedule	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25
Kick Off Meeting: Scope/Schedule Agreement								X																										
Task 1 - 3: Check-In														X																				
Task 4: Initial Meeting																X																		
Task 4: Criteria Agreement																			X															
Task 5: Develop prioritized list of projects/programs																						X					X							
Task 6: Indentify opportunities for future planning																													X					
Project Deliverables	6	13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25
Available Funding Programs Whitepaper															D		F																	
Existing Processes Whitepaper															D		F																	
Commonalities and Differences Technical Memo																	D		F															
Shared Approach Technical Memo																					D				F									
Prioritized List Projects/Programs																												D				F		
Opportunities Technical Memo																														D			F	
Final Report																																D		F

Feedback and Questions

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Principal Transportation Planner

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