

Transportation Advisory Committee Meeting

Wednesday, October 25, 2023 | 3:00 PM

Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:

<https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

Meeting ID: 821 2621 4518 | Passcode: 706620

By Phone at: 1-253-215-8782

Meeting ID: 821 2621 4518 | Passcode: 706620

Or find your local number: <https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 12:00pm the day of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Transportation Advisory Committee (TAC) Meeting Agenda

Wednesday, October 25, 2023 | 3:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
3:00	1 Call to Order / Record of Attendance	N/A
3:02	2 Public Comments	N/A
3:03	3 TAC Member Comments	N/A
3:05	4 Chair Report on SRTC Board of Directors Meeting	N/A
<u>ACTION ITEMS</u>		
3:10	5 Consent Agenda a) September TAC Meeting Minutes	3
3:15	6 CY 2024 Transportation Improvement Project Guidebook <i>(Ryan Stewart)</i>	6
3:25	7 CY 2024 Unified List of Regional Transportation Priorities–Federal <i>(David Fletcher)</i>	7
<u>INFORMATION AND DISCUSSION ITEMS</u>		
3:35	8 City of Spokane: Transportation Priorities <i>(Kevin Picanco, City of Spokane)</i>	N/A
3:45	9 SRTC/WSDOT-Eastern Region (ER) Safety Collaboration Pilot Project <i>(Mike Ulrich)</i>	12
3:50	10 TAC Officer Elections <i>(Jason Lien)</i>	48
3:55	11 Agency Update and Future Information Items <i>(Jason Lien)</i>	N/A
4:00	12 Adjournment	

Spokane Regional Transportation Council – Transportation Committee

September 27, 2023 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane WA 99201 and
virtually on Zoom

CONSENT AGENDA

AGENDA ITEM 5a

10/25/2023 TAC Meeting

1 Call to Order/Record of Attendance

Chair Kim Zentz called the meeting to order at 3:02 pm and attendance was taken. A Quorum was met.

In Attendance were:

TAC Members

Charlie Wolff	Claudine Zender
Paul Vose	Kim Zentz
Bill White	Todd Coleman
Raychel Callary	Charles Hansen
Carlie Hoffman	

SRTC Staff

Ryan Stewart, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Lois Bollenback, *Executive Director*
Eve McMenemy, *Deputy Executive Director*
Savannah Hayward, *Communications and Public Relations Coordinator*

Guests

Steve Polunsky, *WA Commerce Clean Transportation*
Shauna Harshman, *WSDOT-Eastern Region*

2 Public Comments

There were no comments

3 TAC Member Comments

Chair Kim Zentz asked about the need to fill committee vacancies and encouraged TAC members to assist staff with referrals and input.

4 Chair Report on SRTC Board of Directors Meeting

Chair Kim Zentz reviewed action and discussions from the September SRTC Board Meeting. The 2024 list of Regional Transportation Priorities was presented with a thoughtful discussion following. Vice Chair Al French made the motion to amend the list by adding the Four Lakes I-90 Interchange. No projects were removed. Council Member Cragun seconded and the motion unanimously approved.

Mr. Lien advised that the Reconnecting Communities & Neighborhood Grant Program application was submitted today. The proposed projects would be extremely beneficial to those neighborhoods and the Board expressed support for SRTC supplying a letter of support for the grant application.

ACTION ITEMS

5 Consent Agenda - Approval of August 26, 2023 TAC Meeting Minutes

Paul Vose made the motion for approval of the August 26, 2023 Meeting Minutes as presented; Raychel Callary seconded. B. White abstained – as he was not physically present at that meeting. August 26, 2023 minutes were unanimously approved; without opposition or discussion and one abstention.

6 DRAFT CY 2024-2027 Transportation Improvement Program (TIP)

Ryan Stewart presented the CY 2024-2027 Transportation Improvement Program (TIP) for approval as an Action Item. Ryan explained that the TIP includes any project that includes federal funding. Projects must be included in TIP for that funding. Ryan Stewart then explained the process taken to arrive at the funding. Projects are reviewed for consistency with other regional plans. In the public comment period a hybrid format meeting was held to receive public comments. One attendee from the public questioned the reasons for the Ruby/Division changes; one was in support of the changes. Ryan requested support from the Transportation Advisory Committee. *Bill White motioned that the TAC recommend the Board approve the CY 2024-2027 Transportation Improvement Program (TIP). Charlie Wolff seconded the motion. There was no discussion and motion passed unanimously.*

INFORMATION & DISCUSSION ITEMS

7 CY 2024 TRANSPORTATION IMPROVEMENT PROGRAM GUIDEBOOK

The TIP Guidebook outlines goals, objectives, policies and procedures for all regionally significant federally funded programs. Mr. Stewart presented timelines for amendments and modifications; minor clarifying language updates; and a new policy about time sensitive amendments.

Bill White presented the question: Should they read the Guidebook for understanding? Ryan Stewart indicated that there is a link to the draft guidebook in their memo and he is requesting that you look at and become familiar with the Guidebook.

8 TIP OBLIGATION UPDATE

SRTC is required to meet federal funding targets for the funds we manage. Monitoring projects continues throughout the fiscal year with this year's target of \$11.64 million. We are very close to meeting our target and anticipate meeting or exceeding our target. This sets us up for money returned from other regions or the state may receive additional authority and those monies may be distributed to us.

Chair Kim Zentz asked: In the case of government shut down do you get a few days longer to meet your obligation target? Ryan is looking for clarification from WSDOT and Federal Highways.

9 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Mr. Fletcher explained that while this is SRTC's third year of developing the Unified List, it is the first year the agency has prepared separate state and federal versions of the list. The two versions have

different policy statements and funding requests, which are targeted towards their specific audiences. However, the projects themselves are the same in both lists. The Committee had no questions or feedback. Chair Zentz encouraged the committee to review the Unified List document for next month's meeting.

10 AGENCY UPDATE AND FUTURE INFORMATION ITEMS

Mr. Lien stated that SRTC is working on a Request for Qualifications that will be issued next month for a General Planning Consultant.

- The Transportation Summit is on October 19th 8am at CenterPlace and registration is now live.
- Federal Certification Review with FHWA and FTA will occur next month. (It occurs every 4 years.) SRTC will be sending out a survey to collect input on our performance.
- FHWA Urban area boundary adjustments have been submitted to WSDOT.

11 Adjournment

There being no further business, the meeting adjourned at 3:55 pm.

Mary Jo Wortley, Temporary Acting Recording Secretary

To: Transportation Advisory Committee

10/18/2023

From: Ryan Stewart, Principal Transportation Planner

TOPIC: CY 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) GUIDEBOOK

Requested Action:

Recommend Board approval of the CY 2024 TIP Guidebook.

Key Points:

- The SRTC TIP Guidebook establishes goals and objectives for the TIP, outlines specific programming policies, and provides critical TIP timelines and information for various processes.
- The TIP Guidebook is a programming resource for SRTC member agencies, the Board of Directors, and advisory committee members.
- The initial TIP Guidebook was developed in 2013 and is updated yearly to incorporate new schedules, procedures, and programming policies.
- Changes to the 2024 Guidebook include:
 - Minor updates to Policies 1.4, 2.1, 2.3, 3.1
 - Addition of Policy 3.6 to define the process for time-sensitive amendments outside of the regular schedule.
 - Added language to Policy 4.8 for strategies to meet the obligation target.
 - Clarification of Policy 6.8 regarding the distribution of contingency funding.
 - Updates to the amendment and administrative modification schedules.
- The final draft of the CY 2024 TIP Guidebook can be found [here](#).

Board/Committee Discussions:

Both the TAC and TTC were briefed on the Guidebook at their September meetings. The Board was briefed at their October meeting.

Public Involvement:

All meetings at which the 2024 TIP Guidebook will be discussed are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@src.org | 509.343.6370

To: Transportation Technical Committee

10/18/2023

From: David Fletcher, Principal Transportation Planner

TOPIC: 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES (FEDERAL VERSION)

Requested Action:

Recommend Board approval of the 2024 Unified List of Regional Transportation Priorities (Federal Version), as shown in the **Attachment**.

Key Points:

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to annually updating the Unified List.
- The SRTC Board of Directors approved the 2024 Unified List of Regional Transportation Priorities and Policy Statements at their September 14 meeting. It was developed based on feedback provided by the SRTC Board, as well as the TTC and TAC. It contains project funding requests that are targeted towards a state audience.
- The 2024 Unified List of Regional Transportation Priorities (Federal Version), provided as an **Attachment**, includes project funding requests that are intended for a federal audience.

Board/Committee Discussions:

The federal version of the 2024 Unified List was initially presented to the TTC/TAC and SRTC Board at their September and October meetings, respectively. The SRTC Board approved Resolution R-23-24, adopting the 2024 Unified List, at their September meeting. The TTC and TAC recommended Board approval of the 2024 Unified List at their August meetings. Project evaluation criteria scores, along with potential options for the 2024 Unified List, were presented to TTC and TAC at their June meeting. These items were also presented to the SRTC Board at their July meeting. The 2024 Unified List process and timeline were presented to the TTC and TAC at their April meetings. At their May meeting, the SRTC Board approved Resolution 23-14, outlining the Unified List project evaluation criteria.

Public Involvement:

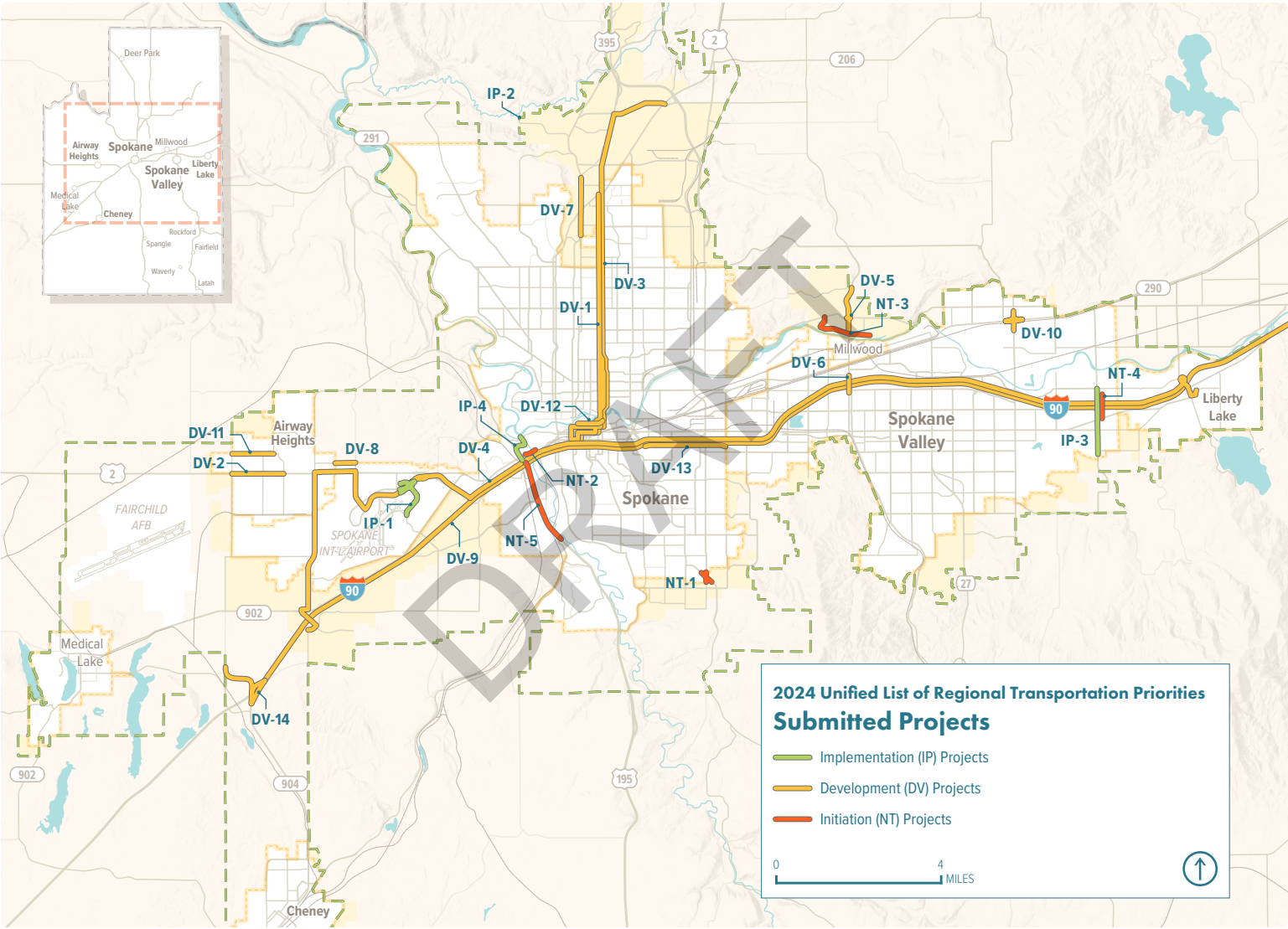
All SRTC committee and Board meetings are open to the public.

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

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



Project Status Categories

IMPLEMENTATION

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

DEVELOPMENT

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

INITIATION

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

IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$37,217,324	No Federal Request
STA Fleet Electrification	STA	IP-2	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$38,800,000	No Federal Request
South Barker Rd Corridor	Spokane Valley	IP-3	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$28,620,000	\$15,338,700
Fish Lake Trail Connection Phases 1-3	Spokane	IP-4	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,474,569	\$14,598,813

DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Division St Active Transportation Access Improvements	Spokane	DV-1	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25,800,000	\$25,800,000
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$24,480,200	\$21,467,200
Division Bus Rapid Transit (BRT)	STA	DV-3	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202,000,000	No Federal Request
I-90 / Valley High Performance Transit (HPT)	STA	DV-4	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$36,000,000	\$2,450,000
Argonne Rd Safety Improvements	Spokane County	DV-5	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$7,280,000	\$6,680,000
Argonne Bridge at I-90	Spokane Valley	DV-6	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$24,000,000	\$22,500,000
Wall St Safety & Capital Improvements	Spokane County	DV-7	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$15,490,000	\$7,490,000
West Plains Connection - Spokane Phase	Spokane	DV-8	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622
I-90 TSMO Improvements	WSDOT	DV-9	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$24,000,000	\$20,760,000
Sullivan / Trent Interchange	Spokane Valley	DV-10	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$42,774,021	\$35,179,224

DEVELOPMENT PROJECTS (CONTINUED)

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
6th Ave Multimodal Improvements	Airway Heights	DV-11	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$7,280,000	\$2,860,800
Spokane Falls Blvd	Spokane	DV-12	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8,149,426	\$7,397,546
3rd Ave: Perry to Havana Improvements	Spokane	DV-13	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000
Craig Rd & I-90 Four Lakes Connection	Spokane County	DV-14	Modify I-90 Four Lakes interchange and complete a link to the existing Craig Rd.	\$25,241,000	\$19,032,500

INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Freya St / Palouse Hwy Roundabout	Spokane	NT-1	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,900,000
Latah Bridge Rehabilitation	Spokane	NT-2	Replace and widen bridge deck, railing, sidewalks, and rehabilitate select structural elements. Project includes improved pedestrian and transit facilities (shared-use path, bike lanes, and space for future light rail transit line).	\$55,966,000	\$55,966,000
Centennial Trail / Argonne Gap Project	Spokane County	NT-3	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8,470,000	\$8,470,000
Barker Rd & I-90 Interchange	Spokane Valley	NT-4	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000	\$40,000,000
US 195 Corridor Projects	Spokane	NT-5	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,394,333	\$18,394,333

2024 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL FEDERAL FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,111,893	\$29,937,513	24.7%
DEVELOPMENT	14	\$455,372,269	\$184,794,892	40.6%
INITIATION	5	\$136,552,333	\$127,730,333	93.5%
TOTAL	23	\$713,036,495	\$342,462,738	48.0%

REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects

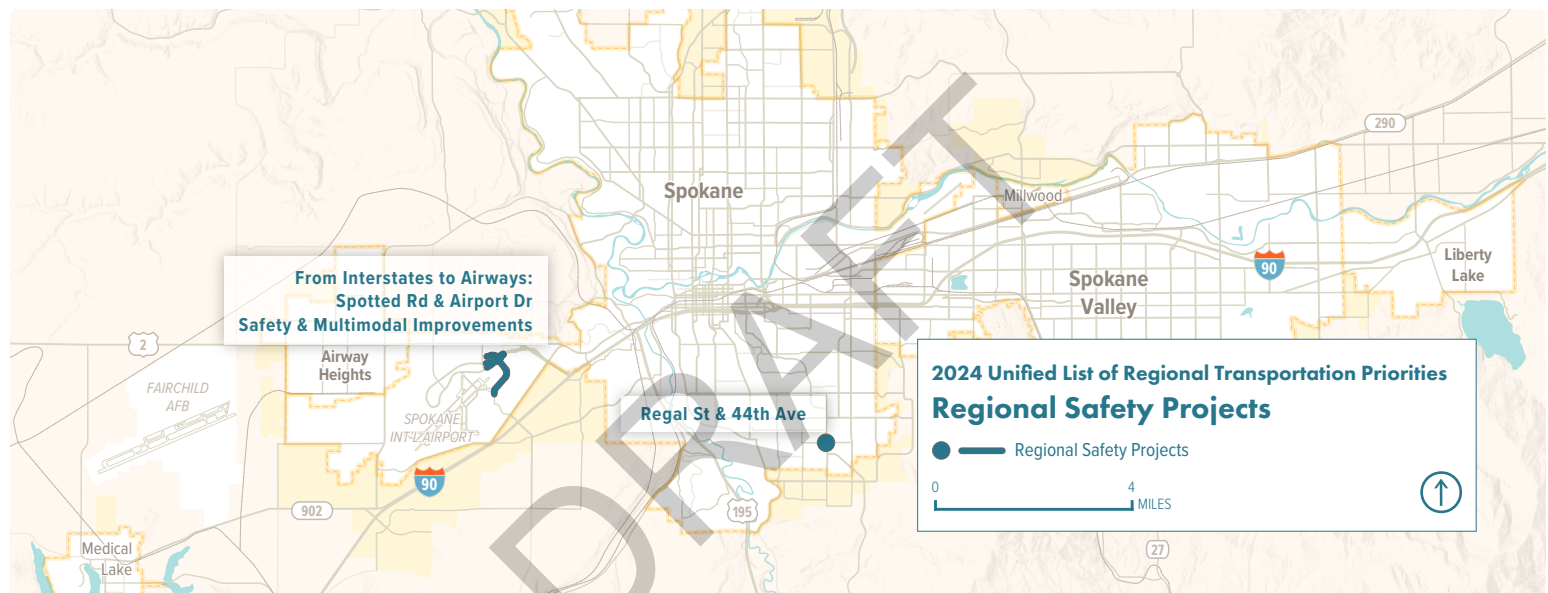
Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

► Regal St & 44th Ave

Total Project Cost: \$598,679

► From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements

See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

To: Transportation Advisory Committee 10/18/2023
From: Mike Ulrich, Principal Transportation Planner
TOPIC: SRTC/WSDOT - EASTERN REGION (ER) SAFETY COLLABORATION PILOT PROJECT

Requested Action:

None. For information and discussion.

Key Points:

- In 2020, WSDOT Secretary Roger Millar convened a statewide investment strategy group. The group is made up of WSDOT Regional Administrators, other WSDOT leadership, and MPOs and RTPOs across the state.
- The purpose of that group is for WSDOT and the MPOs and RTPOs to work as partners to create a collaborative approach for coordinating transportation investment priorities that reflect regional and state transportation policy goals.
- Through the course of that group's work a pilot project was proposed to explore opportunities to increase collaboration. SRTC and WSDOT ER leadership agreed to focus on transportation safety and staff worked together to develop an outline of the work effort.
- SRTC and WSDOT ER completed the collaboration pilot which identified two projects for inclusion in the 2024 unified list of transportation priorities approved by the Board at their meeting on 9/14/2023.
- As part of the effort, a funding resources document was developed for use by local governments throughout the state.
- Additional findings, including recommendations regarding next steps and opportunities to expand the effort, are outlined in the project's final report which is included in the **Attachment**.
- A summary of the final report will be presented at the October meeting.

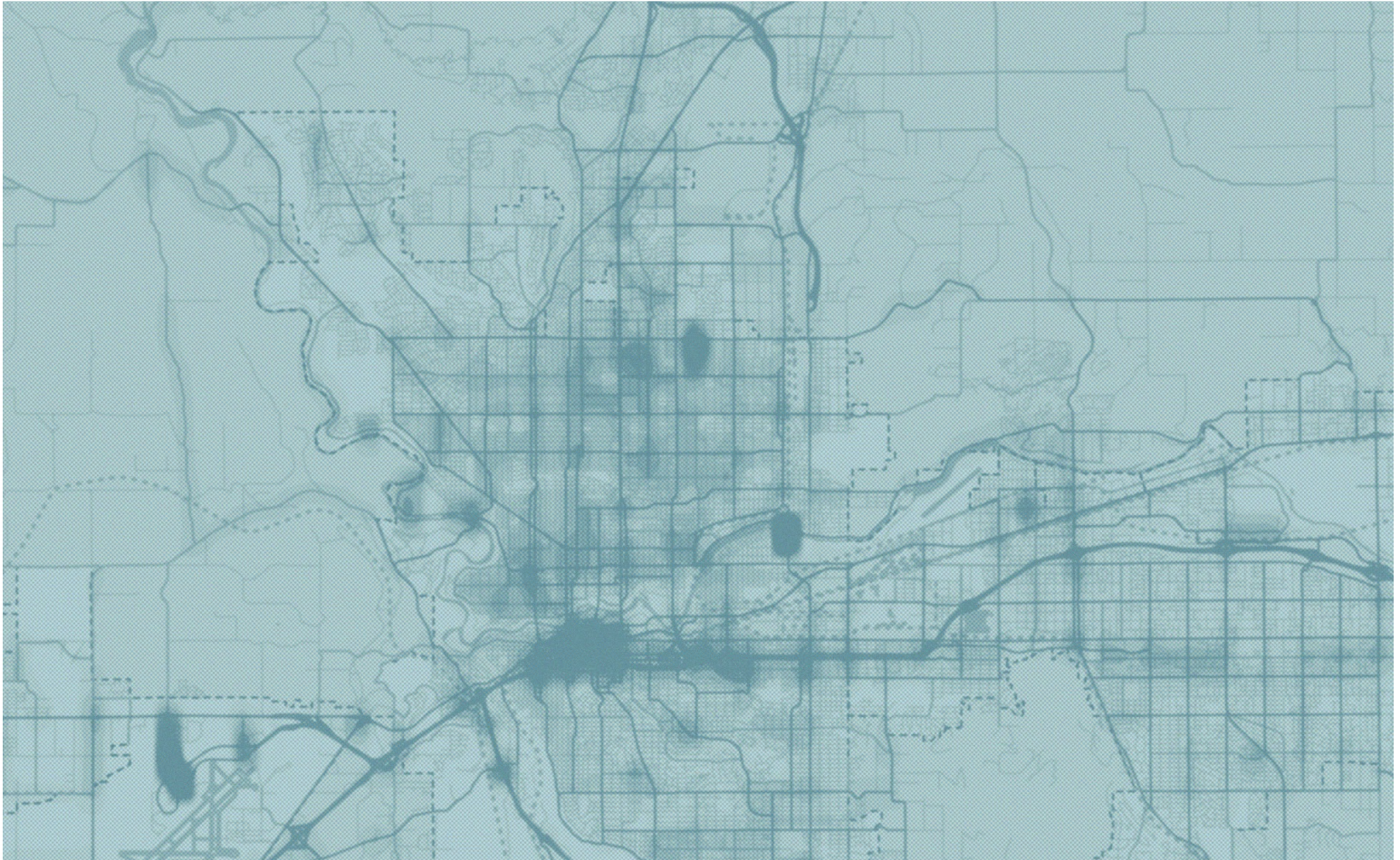
Board/Committee Discussions:

Both committees received a presentation, and were asked to provide feedback, on the pilot project at their May meetings. The SRTC Board approved the screening approach that was applied to the project at their June meeting. The Board received a presentation on the final report at their October meeting.

Public Involvement:

All Board and committee meetings at which the Safety Pilot program was discussed were open to the public.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370



SRTC and WSDOT Eastern Region Investment Strategy Safety Pilot

SUMMARY AND RECOMMENDATIONS REPORT

Prepared by:
JLA Public Involvement

September 2023



SRTC and Eastern Region Investment Strategy Safety Pilot

SUMMARY AND RECOMMENDATIONS REPORT

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APPENDIX: FUNDING PATHWAYS FOR TARGET ZERO

Title IV Statement

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act, as well as related statutes and regulations, in all programs and activities. Reasonable accommodations, including materials translated or in alternative formats, may be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance. Persons who are deaf or hard of hearing may contact (509) 343-6387 through the Washington Relay Service at 7-1-1. Title VI Complaint Forms may be obtained through the same contact information.

Para obtener más información sobre el Plan de transporte metropolitano, Horizon 2045, comuníquese con el Consejo de Transporte Regional (Regional Transportation Council) de Spokane al (509) 343-6370 o en contact.srtc@srtc.org. Puede disponerse de servicios de lenguaje de señas, traducción y provisión de materiales de comunicación en otros formatos si se piden oportunamente.

Please email contact.srtc@srtc.org or call (509) 343-6370 to receive additional copies of this document.

OVERVIEW

This report summarizes the process and outcomes of a pilot effort between Spokane Regional Transportation Council (SRTC) and WSDOT Eastern Region (ER) aimed at exploring opportunities to improve collaboration and coordination between SRTC and WSDOT ER to reach shared alignment on safety investment priorities that reflect both regional and state transportation policy goals.

BACKGROUND TO THE PILOT

This pilot was initiated as part of the Washington Transportation Investment Strategy effort, established in 2019 by the State Secretary of Transportation, Roger Millar. The pilot was intended to implement strategies recommended by the Investment Strategy Committee to work toward achieving the adopted Investment Strategy vision, as further outlined below.

SRTC and WSDOT ER staff agreed to pilot this effort in early 2023 to explore and identify opportunities for improved collaboration between Regional Transportation Planning Organizations (RTPOs)/ Metropolitan Planning Organizations (MPOs) and WSDOT, and as a result specifically seek to jointly develop a set of safety related transportation priorities within the Spokane region.

Safety was chosen as a focus because it is one of the highest priority transportation policy goals of the legislature, as well as in anticipation of SRTC's development of a Regional Safety Action Plan as part of the Safe Streets and Roads for All (SS4A) grant program award. Recently, fatal and serious injury crashes have increased nationally, at the state-level, and regionally. Figure 1 details those increases in SRTC's planning

area, which consists of Spokane County, in its entirety.

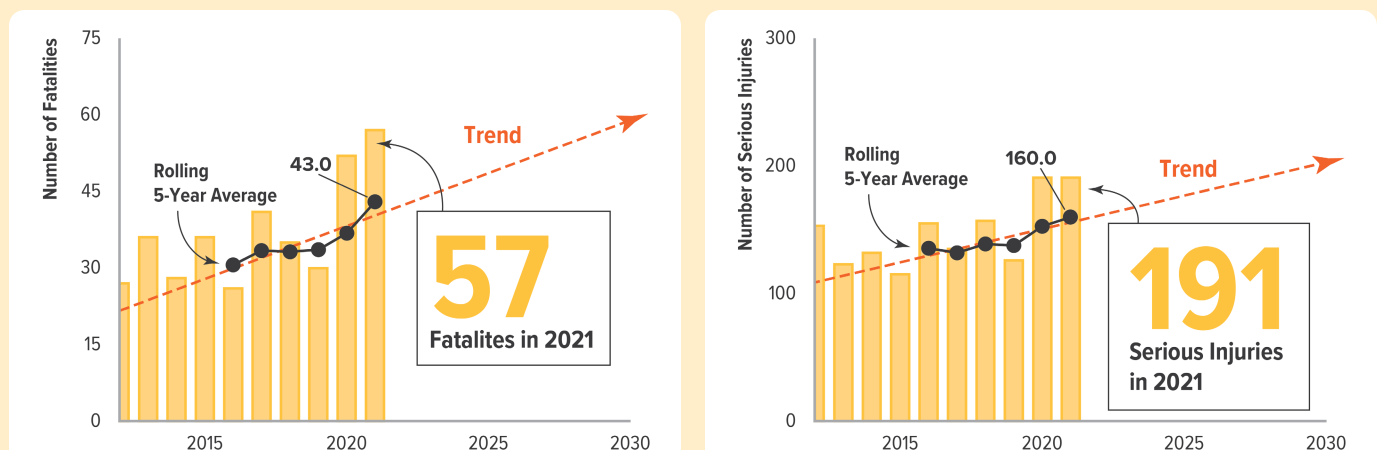
An intended outcome of this process was to outline the findings and opportunities that were discovered as an opportunity for learning, improving, and adapting the process for collaboration to align investment priorities between partner agencies such as other RTPOs/MPOs and WSDOT. Those findings and opportunities are outlined within this report.

GOALS

The goals for this pilot effort were adapted from the Investment Strategy Committee's goals and strategies. They were:

- Work toward establishing a transparent process where the participating RTPO/MPO (SRTC) identifies key transportation investments in their region that would require new state revenue and then collaborate with WSDOT to identify the investments the RTPO/MPO (SRTC) and WSDOT can support together. This may include both programmatic and project investment recommendations.
- The participating RTPO/MPO (SRTC) then identifies their highest priority proposed transportation investments for new revenue (direct funding appropriations).
- WSDOT and participating RTPO/MPO (SRTC) agree on a collaborative evaluation model.
- WSDOT and participating MPO/RTPO (SRTC) test the collaborative evaluation model on the identified set of priorities.
- WSDOT and participating RTPO/MPO (SRTC) share lessons learned with the Investment Strategy Committee.

Figure 1: Traffic Fatality and Serious Injury Trends in the SRTC Planning Area



Data Source: Final FARS, CFC, Washington Traffic Safety Commission

WASHINGTON TRANSPORTATION INVESTMENT STRATEGY VISION

WSDOT and the RTPOs and MPOs 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 most effectively achieve the transportation policy goals for all system users.

STRATEGIES

- RTPOs/MPOs identify near-term regional priorities for state funding.
 - WSDOT helps RTPOs/MPOs understand its budget process.
- RTPOs/MPOs and WSDOT pilot ways to identify shared funding priorities.

TIMELINE

The schedule for this process was driven in part by the Governor's budget request timing and the legislative session. The desire was to be prepared with a list of regional projects in order for WSDOT and SRTC to jointly communicate a shared message with the Governor and the legislature prior to the start of the session.

To do so, the SRTC Board needs to approve the list of recommended safety project investments via their 2024 Unified List of Regional Transportation Priorities, which 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.

FUNDING PATHWAYS FOR TARGET ZERO REPORT

In addition to work group process to explore opportunities to improve collaboration and coordination, which is the topic of this report, the pilot effort also commissioned a report titled "Funding Pathways for Target Zero." The "Funding Pathways for Target Zero" report is intended to serve as a resource to local agencies, RTPOs and MPOs, providing an inventory of the safety funding programs available to them. It may also serve as a mechanism to foster improved communication among program managers and project sponsors that seek to advance the most effective and competitive projects needed to make deliberate progress toward attaining zero fatal and serious injury crashes.

WASHINGTON STATE TRANSPORTATION INVESTMENT STRATEGY COMMITTEE

The purpose of the Investment Strategy Committee was to work as partners to create a collaborative approach for coordinating transportation investment priorities

that reflect regional and state transportation policy goals in order to provide the legislature and other decision-makers with well-coordinated information on priorities to inform their project selection and budgeting decisions.

During their work between 2021 and 2023, the Investment Strategy Committee identified problems and opportunities associated with the existing system of prioritizing transportation investments and defined a vision and recommended strategies to improve information sharing, collaboration and coordination moving forward.

For more information on the Washington State Transportation Investment Strategy process visit <https://wainvestmentstrategy.org/>

HOW THE INVESTMENT STRATEGY COMMITTEE'S WORK GUIDED THE PILOT PROCESS

The SRTC and WSDOT ER safety pilot's purpose was to respond to two specific points outlined by the Investment Strategy Committee – "Issue C" and to "Strategy C", as outlined below:

ISSUE C

Due to varying degrees of collaboration on statewide priorities within the regional plans, and different methods of legislative engagement, statewide needs may not be consistently advocated for in the legislative process. If a process is developed to collaboratively vet and prioritize transportation investments of statewide significance, the outcomes could have more value with the legislature.

STRATEGY C

A group of at least two interested RTPOs and WSDOT will pilot a process which collaboratively identifies transportation investments supported by all participating agencies. NOTE: this effort will only involve one MPO for prioritization (but results will be shared with the investment strategy committee and other RTPOs/MPOs more broadly).

WORK GROUP PROCESS

To guide and support the pilot project, a work group was convened. The group met numerous times throughout the process.

WORK GROUP COMPOSITION

The work group was comprised of key staff from SRTC and WSDOT ER. Members included:

- Lois Bollenback, SRTC, Executive Director
- Eve McMenamy, SRTC, Deputy Director
- Mike Ulrich, SRTC, Principal Transportation Planner
- David Fletcher, SRTC, Principal Transportation Planner
- Todd Trepanier, WSDOT ER, Regional Administrator
- Charlene Kay, WSDOT ER, Planning Engineer
- Glenn Wagemann, WSDOT ER, Engineer
- Ed Preuschoff, WSDOT ER, Engineer
- Anna Ragaza-Bourassa, WSDOT, Tribal and Regional Planning Liaison
- Philips, Gabriel, WSDOT, Tribal and Regional Integrated Planning Manager
- Adrienne DeDona, JLA Public Involvement, Facilitator

WORK GROUP MEETINGS

The work group met eight times between February and August 2023 to discuss and determine a collaborative approach for coordinating and identifying safety investment priorities as well as identify three to five safety projects to recommend to the legislature for funding through SRTC's Unified List.

MEETING #1

Purpose: Kick-off meeting to orient members to the purpose, process, and timeline for the Safety Pilot.

- Purpose of the effort: Pilot project focused on exploring and identifying a collaborative framework to identify shared investment priorities between the RTPOs/MPOs and WSDOT.
- As part of the pilot, a funding report ("Funding Pathways for Target Zero") would be developed with the intent of understanding all safety related activities, funding sources/mechanisms and decision processes.

Outcomes: The meeting discussion primarily focused on identifying people and resources to pursue to compile the "Funding Pathways for Target Zero" report. The group also reviewed other activities of the pilot, including identifying opportunities to be more strategic to realize safety improvements, conducting data

analysis to inform project selection methodology, and revisiting what was learned as a result of this process and how it can be replicated or adapted in the future. It was explained that this work may inform the Regional Safety Plan being developed through an SS4A grant award. One concern raised by the group was how the recommendations of this effort would consider existing regulatory requirements around safety project prioritization, and that the state's current prioritization process must be done through cost benefit analysis. It was also noted that the State implements safety projects in two funding categories: crash prevention and crash reduction.

MEETING #2

Purpose: The work group shared information on how regional safety investments are identified within SRTC and WSDOT ER.

Outcomes: The group discussed and determined what information would be necessary in order to agree on evaluation criteria for identifying 3 to 5 safety projects in the planning area that would be of mutual benefit to both SRTC and WSDOT ER.

MEETING #3

Purpose: The work group was presented with options for evaluation criteria to select safety investment priorities.

Outcomes: The work group agreed on a data-driven approach, which included gathering an initial list of locations for the work group's consideration based on an analysis of crash data in the Metropolitan Planning Area, then looking for areas of overlap.

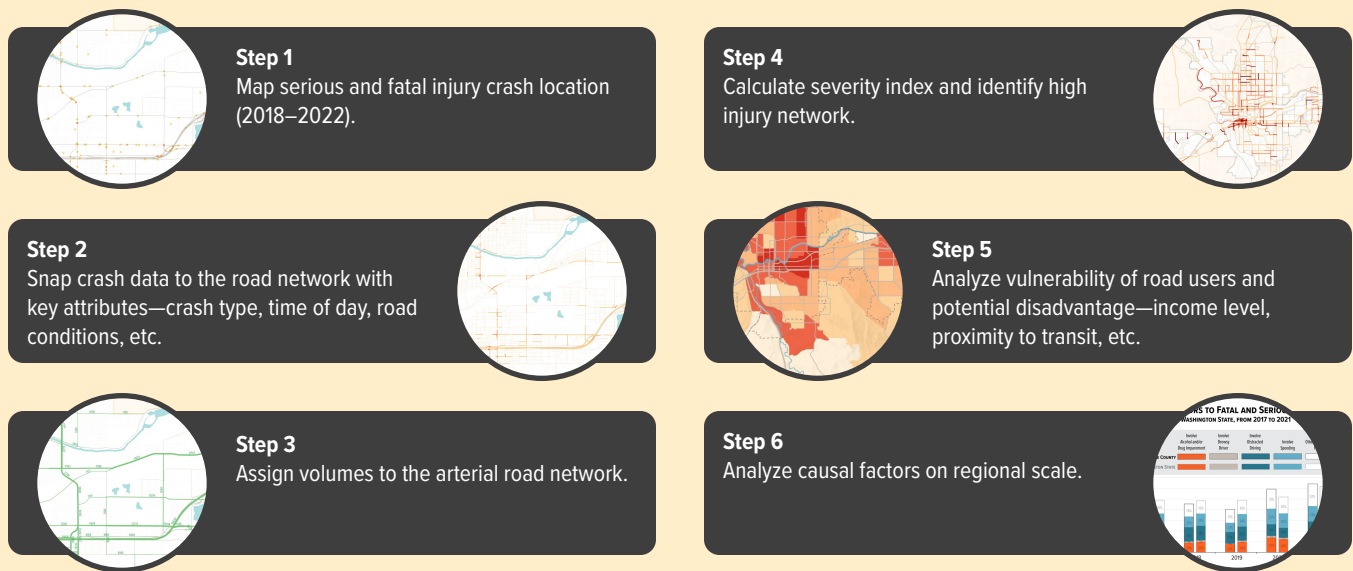
MEETING #4

Purpose: The work group reviewed the crash data analysis completed by SRTC staff as well as the vulnerable road user assessment data. Vulnerable road users are defined as people who use bicycles, people walking and people on motorized wheelchairs or scooters. Recent studies have shown that vulnerable road users account for the majority of roadway fatalities and serious injuries caused by collisions involving motor vehicles.

The crash data analysis process used for the work group, shown in Figure 2, was as follows:

- Step 1: Map serious and fatal injury crash location (2018–2022).
- Step 2: Snap crash data to the road network with key attributes—crash type, time of day, road conditions, etc.
- Step 3: Assign volumes to the arterial road network.
- Step 4: Calculate severity index and identify high injury network.

Figure 2: Crash Analysis Process



- Step 5: Analyze vulnerability of road users and potential disadvantage—income level, proximity to transit, etc.
- Step 6: Analyze causal factors on regional scale.

Outcomes: The work group came to a joint agreement that the priority safety related attributes or evaluation criteria for project identification should be the highest number of serious crashes (frequency and severity rate) in areas with vulnerable road users, including bike, pedestrian and vehicular crashes.

Why the work group chose to include the location of vulnerable road users as an evaluation criteria overlaid with crash frequency and severity rate: Addressing the safety of vulnerable road users is a priority for WSDOT and other transportation agencies, however current safety programs funding isn't necessarily prioritizing these types of crashes.

The group also identified proximity to school routes (1 mile radius) as a factor to consider.

MEETING #5

Purpose: Using the criteria of highest frequency and severity rate of intersections and road segments in areas of vulnerable road users, the work group identified a following narrowed list of priority locations for potential safety improvements.

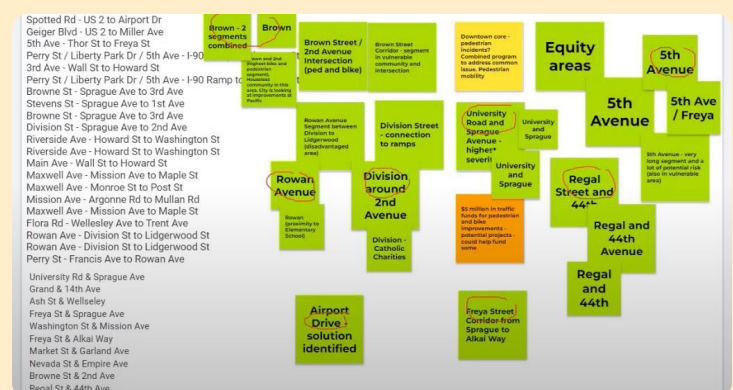
Outcomes: Ten locations (road segments and intersections) were identified as an initial list of priority locations:

- 5th Ave - Thor St to Freya St

- Freya St & Alki Way
- Rowan Ave - Division St to Lidgerwood St
- University Rd & Sprague Ave
- Browne St - Sprague Ave to 3rd Ave
- Division St - Sprague Ave to 2nd Ave
- Spotted Rd - US 2 to Airport Dr
- Browne St & 2nd Ave
- Freya St & Sprague Ave
- Regal St & 44th Ave

Process Note: Coordination with local partners following this meeting was critical during this step to ensure support and narrow recommendations.

Figure 3: Image of virtual whiteboard used to identify list of priority safety locations.



MEETING #6

Purpose: The purpose of this meeting was to further refine the list of priority locations; however new information also necessitated a discussion related to other recommendations beyond identifying three to five potential safety project investments. In between meetings, the identified priority list was shared with local partner jurisdictions. Through these discussions, information that was previously unknown to the group was uncovered, including that of the eight priority locations identified by the work group, five were already moving forward as fully funded projects with the two cities. The other five candidate locations had not been identified as potential projects. Feedback from local jurisdictions was that two of the showed promise as possible safety improvements projects if money became available.

Outcomes: Given the realization that many of the identified project locations were already moving forward as fully funded projects, the work group members pivoted to discuss ideas for improving the existing process used to select intersection and road safety projects to make it more collaborative. Several ideas that gained support from the group are outlined in the section titled “pilot process findings and recommendations.”

MEETING # 7

Purpose: The work group continued the discussion about the opportunities and ideas related to the existing processes to identify intersection and roadway segment safety improvements. They completed a survey put together by the project team that compiled the ideas raised so far by the work group for improved collaboration.

Outcomes: The ideas that received the most support from work group members were documented. In addition, the work group identified other groups for the project team to engage with to gain perspective and hear ideas. Insights from those conversations are included in the below section, titled “Pilot process findings and recommendations.”

MEETING #8

Purpose: The work group made their final recommendation in regards to priority projects. They also discussed the ideas raised so far by members of the work group for improved collaboration.

Outcomes: The work group made a consensus-based decision to jointly support and recommend two roadway safety improvement projects for funding and implementation. These safety improvement projects are outlined below.

WORK GROUP OUTCOMES

The following safety projects were jointly supported by the work group and were recommended to be pursued for funding and implementation as part of the Safety Collaboration Pilot Project:

- Regal Street and 44th Avenue
- Spotted Road and Airport Drive Safety & Multimodal Improvements: Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport’s primary instrument runway.

The intersection of Freya and Sprague was also identified by the working group as a priority location; however, is not being recommended at this time to be included in SRTC’s Unified List. The primary reason for not including this project is it hasn’t been analyzed by the City of Spokane to determine what type of treatment should be considered in order to improve safety conditions at this location.

PILOT PROCESS FINDINGS AND RECOMMENDATIONS

The key findings, observations and recommendations that were discussed and identified during this process have been grouped and summarized in three subsections:

- Success in the development of a process for collaboration
- Observations and recommendations
- Recommended next steps

SUCCESS IN THE DEVELOPMENT OF A PROCESS FOR COLLABORATION

This pilot effort was a success in many ways. One of the primary successes is that SRTC and WSDOT ER were able to convene a multi-disciplinary work group and agree on evaluation criteria for selecting two priority projects that both SRTC and WSDOT can communicate to the governor and the legislature for the upcoming budget process.

The pilot process also uncovered silos and communications gaps. Through the exploration of this pilot work, learning about the safety related activities and funding mechanisms that exist and are coordinated by partner agencies, the group recognized that there is a well-established and familiar process to identify safety projects, but that process doesn’t currently involve the RTP/O/MPO. One of the premises of the Investment Strategy was to establish the RTP/Os/MPOs as a venue for collaboration on identifying investment priorities.

There was recognition of an opportunity for inclusion and collaboration between the RTPO/MPO, local agencies and WSDOT as it relates to current safety investment activities and decisions.

The work group recognized the opportunity to leverage the Regional Safety Action Plan and SS4A grant program as an opportunity to establish a new framework for collaboratively pursuing safety investments moving forward. SS4A is a relatively new program and there historically hasn't been a lot of dedicated safety funding programs prior to SS4A. This presents a significant opportunity to explore and identify additional opportunities for collaboratively pursuing safety investments moving forward under the SS4A program.

OBSERVATIONS AND RECOMMENDATIONS

The work group discussed several ideas for improving collaboration between RTPOs/MPOs and WSDOT when it comes to identifying and pursuing transportation investments in support of the Investment Strategy Vision. The following ideas gained support from the group to leverage and align existing activities and make investment decisions that can be jointly supported:

- Explore opportunities for WSDOT **to collaborate with the RTPO/MPO earlier in the MTP/RTP process to check for consistency**, including discussing project selection criteria as an opportunity collaboration and alignment at a regional and statewide level.
- **Consider utilizing RTPOs/MPO's as a resource for jurisdictions that have limited capacity to identify and apply for funding.** For example, the role of the RPO/MPO could be to monitor important investment projects that need to get off the ground in order to get funding. It is very likely that there are critical projects in jurisdictions that don't have the necessary capacity and resources to apply for funding. For example, a necessary Safety Plan might not be in place to apply for funding. There might be a role for the RTPO/MPO and/or WSDOT regions to assist these jurisdictions. In addition, there might be opportunities for the RTPO/MPO to participate in sharing information with other jurisdictions and educate others on the current process WSDOT uses to identify safety projects.
- **Consider opportunities to establish education and awareness programs similar to the Washington Traffic Safety Commission's Target Zero program.**
- Consider **evaluating current safety program funding practices to identify opportunities to make more impact towards achieving Target Zero.** The current investments aren't significantly changing the

data trends around safety; people are still getting seriously injured and killed.

- **Recommend establishing more mechanisms for collaboration and communication between partner agencies such as WSDOT, the RTPOs/MPOs and Cities and Counties.** Increasing the opportunities to connect and share information results in more informed participation and improved processes. Mechanisms could include participation in RTPO/MPO Board and Technical/Advisory Committees, annual planning meetings that involve a variety of staff to discuss project/planning priorities, or quarterly meetings with the RTPO/MPO Director and WSDOT's Regional Administrator. Given that federal transportation performance management requirements link performance of all roadways to investment, it is imperative that WSDOT and the RTPO/MPO are coordinated on all investment decision making.
- **Consider aligning regional priorities between the WSDOT Region and the RTPO/MPO by galvanizing on one or two priority projects off the longer, regional list (Unified List).**
- **Consider opportunities for learning and team building with jurisdictional partners at the RTPO/MPO Policy Board level to build relationships and encourage participation in collaborative conversations related to prioritization, investment, and decision-making.**

The work group suggested connecting with WSDOT Local Programs to get their perspective on the work of the pilot project to date as well as collect input. WSDOT Local Programs serves as the steward of the Federal Highway Administration (FHWA) funds authorized for public agency projects throughout the state under FHWA's Federal-Aid Stewardship Agreement with WSDOT, including the Highway Safety Improvement Program (HSIP). HSIP includes Safety program funding for both Cities and Counties. WSDOT Local Programs' insights that were generally supported by the work group for further exploration and consideration are included here:

- **Lack of funding is a huge factor in terms of reducing the number of fatal and serious crashes; additional funding for safety could address some of the problems occurring in the state.** Because there are more safety needs than are currently being funded and the data trends aren't changing around safety, consider recommending the legislature invest more programmatic funding for safety.
- **Not all agencies have the capacity and resources to analyze data for project identification and submitting funding requests. Sharing information,**

resources and knowledge across partner agencies could be of great value to those that are under-resourced.

- Driver behavior is part of the problem related to fatal and serious crashes; **education and awareness programs should be part of the solution toward attaining zero fatal and serious injury crashes.**
- There could also be a significant benefit to **bundling projects across agencies when submitting for HSIP funding.** More information about the HSIP program funding purpose, process, and history, can be found in the “Funding Pathways for Target Zero” report.

FRAMEWORK FOR REGIONAL COLLABORATION STATEWIDE

WSDOT regions and RTPO/MPOs across the state could apply a similar framework to collaborate on a variety of priority policy areas (i.e., maintenance and preservation, bridge, freight, etc.) The below can be used as a starting point to develop a process for collaboration in other regions of the state.

1. Develop a purpose statement/goal
 - a. Get approval from organization leadership
 - b. Involve/inform boards, committees, and departments
2. Determine a scope, schedule, and deliverable
 - a. Ensure schedule aligns with project selection cycles if applicable
 - b. Confirm deliverables align with WSDOT and RTPO/MPO objectives
3. Convene a multi-agency working group
 - a. Ensure effort includes relevant agencies to inform the process
 - b. Develop a consensus on how to evaluate policy area
 - c. Involve RTPO/MPO members to gain local perspective
 - d. Utilize neutral (consultant) facilitator if practicable
4. Report out findings
 - a. Include lessons learned

RECOMMENDED NEXT STEPS

To move the work of this pilot effort forward, the work group recommends the following actions:

- **Formalize a collaborative working group between WSDOT ER and SRTC focused on identifying alignment on priority projects for implementation and funding.** Formalization of this work group would include identifying the appropriate composition, role and meeting cadence moving forward. A formal work group of this nature could also be charged with seeking out additional opportunities for collaboration between partner agencies and expanding the focus to include cities, counties and other agencies.
- **Utilize the “Funding Pathways for Target Zero” report** as a resource and mechanism for fostering improved communication among partner agencies to identify effective and competitive projects needed to make deliberate progress toward attaining zero fatal and serious injury crashes.
- In the spirit of the Investment Strategy Vision, the work group recommends **sharing the results of this pilot effort with other transportation partners, including other RTPOs/MPOs through the Investment Strategy Committee** to share lessons learned and promote additional learning, brainstorming and innovation. Consider offering WSDOT support to another RTPO/MPO and WSDOT Region to explore a similar pilot focused on a different investment topic, such as freight, bridge program, etc.

Funding Pathways for Target Zero

Prepared for:
Spokane Regional Transportation Council (SRTC)
Washington State Department of Transportation (WSDOT)

Prepared by:
Performance Plane, LLC
JLA Public Involvement

June 2023

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Title IV Statement

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act, as well as related statutes and regulations, in all programs and activities. Reasonable accommodations, including materials translated or in alternative formats, may be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance. Persons who are deaf or hard of hearing may contact (509) 343-6387 through the Washington Relay Service at 7-1-1. Title VI Complaint Forms may be obtained through the same contact information.

Para obtener más información sobre el Plan de transporte metropolitano, Horizon 2045, comuníquese con el Consejo de Transporte Regional (Regional Transportation Council) de Spokane al (509) 343-6370 o en contact.srtc@srtc.org. Puede disponerse de servicios de lenguaje de señas, traducción y provisión de materiales de comunicación en otros formatos si se piden oportunamente.

Please email contact.srtc@srtc.org or call (509) 343-6370 to receive additional copies of this document.

ABBREVIATIONS

AGENCY ABBREVIATIONS:

BIA	Bureau of Indian Affairs
CRAB	Washington State County Road Administration Board
FEMA	Federal Emergency Management Administration
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization (also includes Regional Transportation Planning Organizations when used in this report)
NHTSA	National Highway Traffic Safety Administration
TIB	Washington State Transportation Improvement Board
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation
WTSC	Washington Traffic Safety Administration
ATSC	Washington State Cooper Jones Active Transportation Safety Council
WIDAC	Washington Impaired Driving Advisory Council

PROGRAM ABBREVIATIONS:

HSIP	Highway Safety Improvement Program
INFRA	Nationally Significant Multimodal Freight & Highway Grants of the USDOT
LCE	WSDOT Low Cost Enhancements Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity Grants of the USDOT
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STP	Surface Transportation Block Grant of the USDOT

OTHER ABBREVIATIONS:

NOFO	Notice of Funding Opportunity
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PURPOSE

Transportation safety is a primary concern for agencies and practitioners at all levels of government. In Washington, the state Department of Transportation (WSDOT) adopts the Target Zero approach to safety and MPO's around the state have expressed support of this target. There are a variety of investments and funding programs available to support systemic and project specific safety improvements; however, information about funding sources can be difficult to navigate. In an effort to improve collaboration and awareness of available funding, the Spokane Regional Transportation Council (SRTC), in partnership with WSDOT, commissioned this report which inventories sources and methods for obtaining funding for safety projects.

This report is intended to serve as a resource to local agencies, Regional Transportation Planning Organizations (RTPOs) and Metropolitan Planning Organizations (MPOs) and inventories the funding programs available to them. It may also serve as a mechanism to foster improved communication among program managers and project sponsors that seek to advance the most effective and competitive projects needed to make deliberate progress toward attaining zero fatal and serious injury crashes.

Funding programs are summarized based on three levels of significance: Primary, Minor, and Other. Funding programs are tracked through the tables within this document based on letter codes corresponding to the three levels of significance, as follows.

- **P:** Primary Sources (significant funding dedicated to safety initiatives and projects)
- **M:** Minor Sources (smaller amounts of available funding dedicated to safety)
- **O:** Other Sources (a wide range of funding availability but only partially available to safety projects among other priorities)

ORGANIZATION & METHODOLOGY OF THIS REPORT

This report summarizes the Policy foundation and Planning requirements driving investment decisions and grant programs. Funding programs are first summarized in tables showing their sources, how they are accessed, and funding levels including history of recent awards. Funding levels and programs change rapidly. Therefore, the summary tables are representative of each program rather and are not accounting histories.

Each Safety dedicated funding source (codes P and M) has a table of details providing common information for each program. No detailed tables are provided for non-

dedicated or very small funding sources (code O), as they were afforded less investigation time in this report.

Finally, this report includes a summary of state and local budgeting of safety activities and projects. Safety funding practices vary by county and city size. A comparison of multiple agencies was not within the scope of this report. For this reason, local budgeting practices are represented by the examples of Spokane County Roads and the City of Spokane Valley.

Research for this report included multiple interviews with WSDOT Safety personnel in charge of the I-2 program and the WSDOT administrator of the HSIP Program. Program managers for the Washington Traffic Safety Commission were consulted. Some information was obtained by email request and a large amount of information came from Internet research (refer to links in Table 1). Awards data came from grant histories published online or received via email. Not all programs report award history the same way, so the compiled histories do not all conform to the same time periods. A few programs do not publish project histories, or they could not be obtained within the timeframe of this study.

POLICY & PLANNING FRAMEWORK

Three planning concepts guide most safety programs in the United States:

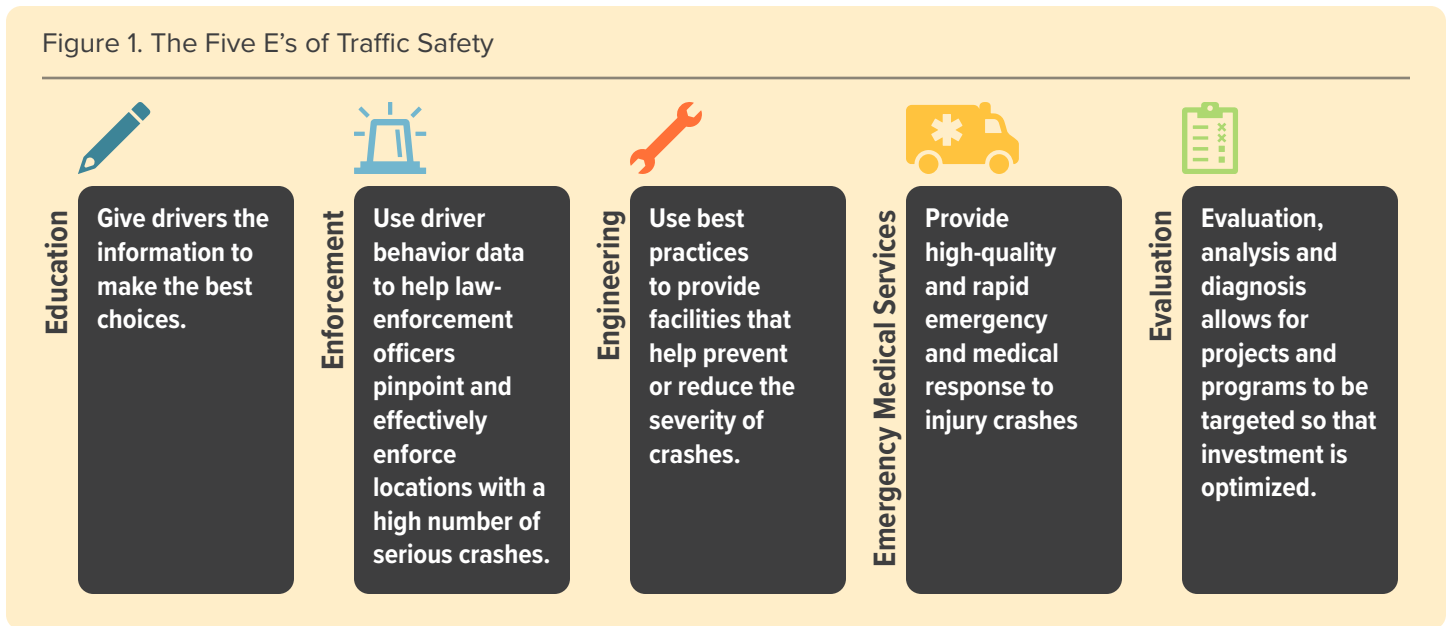
1. Vision Zero (and its subsequent variations)
2. Five E's
3. Safe Systems Approach

VISION ZERO

Vision Zero started in Sweden and was adopted initially by Chicago in 2012 and the US National Safety Council Road to Zero Coalition in 2016. Vision Zero considers all fatal and serious injuries from motor vehicle crashes unacceptable and seeks to eliminate them, and in some cases, by a certain timeframe specified in local plans. WSDOT has adopted a similar program to improve transportation system safety, which is called Target Zero. Target Zero policy and initiatives aim for zero fatal and serious injury crashes by 2030.

Target Zero initiatives leverage all actions that make progress towards elimination of fatal and serious crashes (since elimination is not immediately attainable). Safety response and funding relies on extensive data collection and evaluation against this goal. Interventions that decrease fatal and serious crashes are critical to successful use of various funding programs. Such actions may be project specific or systemic (i.e., treatments applying to multiple locations across the

Figure 1. The Five E's of Traffic Safety



system). Funding sources may be dedicated entirely to pursuing safety goals or they may be dedicated to a variety of goals, of which safety is one. This distinction of safety dedicated funding versus safety as one project selection criteria is used in the inventory below.

This report details the availability and use of transportation safety funding, so all levels of government have equitable access to them.

THE FIVE E'S OF TRAFFIC SAFETY

The Five E's of traffic safety, shown in Figure 1, are important to planning a safe transportation system and responding to safety needs.

Five E's recognizes multiple factors influencing crash exposure and mitigation. Some expressions of the Five E's replace Evaluation with Equity in recognition of the key role equity plays in current safety policy. Some of the funding programs referenced in this report address engineering projects while others fund education and enforcement, and even research and evaluation (studies). More currently, nearly every program incorporates equity considerations into criteria or program policy decisions. Awareness of the need for safety emphasis for all road users has also increased. Washington State has migrated traffic safety policy towards the Safe Systems Approach, which incorporates the Five E's.

SAFE SYSTEMS APPROACH

The Safe Systems Approach builds on past principles of Vision Zero and provides comprehensive guidance to system owners for the safety of road users. Components of Safe Systems Approach include:

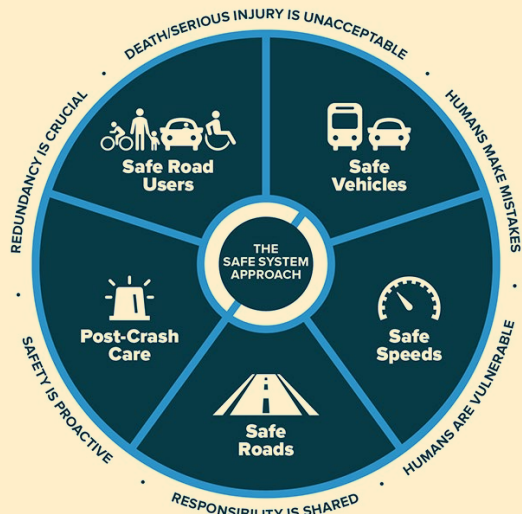
- **Safe Road Users**—The safety of all road users is equitably addressed, including those who walk, bike,

drive, ride transit, or travel by other modes.

- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- **Safe Roads**—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

The Safe Systems Approach is not itself a funding program, but it provides a framework for which projects receive safety funding. Funding flows to capital projects and programmatic investments. Most funding for engineering and capital projects flows through WSDOT's Program I-2 to the State Highway system or through HSIP to the local system. Generally, funding available to local agencies for education, prevention, and enforcement comes through NHTSA and the WTSC.

Figure 2. The Safe Systems Approach



Source: FHWA.

WASHINGTON STATE TRANSPORTATION SYSTEM POLICY GOALS

Transportation planning, operation, performance, and investments in Washington State are further guided by the Transportation System Policy Goals set forth by the Legislature in 47.04.280 (see below). Safety and Preservation are identified as the highest priorities.

WSDOT implements the Safety policy goal across its operations, maintenance and capital programs using both state and Federal funding. The Federal government allocates transportation funding through a combination of funding distributed to states and grants, some direct and some distributed by MPOs. The State funds safety programs and projects through budget allocations, legislatively directed projects and grants to local governments.

PRIMARY SAFETY PLANS

Most safety funding programs require listing in or consistency with State and Regional Transportation Plans. Some funding programs require local agencies to have specific Safety plans in place in order to be eligible for funding. Local governments need a safety action plan to establish eligibility for federal funding programs available direction from the USDOT and from the Highway Safety Improvement Program managed by WSDOT. The principal plans supporting safety initiatives include the plans outlined below.

WASHINGTON STATE TRANSPORTATION POLICY PLAN

The Washington State Transportation Policy Plan is the State's long-range strategic plan. The Plan sets forth four policies to support the statewide Safety goal:

1. Continue the ongoing practice of integrating safety into infrastructure design and system operations for all modes of travel and work to ensure the safety of those who operate and maintain the transportation system.
2. Support Target Zero goals by encouraging an integrated, multi-disciplinary approach to system safety that includes engineering, enforcement, education, evaluation, and emergency response, and which harnesses emerging technologies as they are proven to reduce crash hazards.
3. Encourage inter-agency collaboration at all levels of government as well as cooperation between public and private sectors to increase emergency preparedness and response capabilities and reduce system vulnerabilities and disruptions.
4. Promote the role of the built environment and community design in reducing risk exposure and the severity of traffic-related crashes, especially for non-motorized travelers.

More information can be found at <https://www.wtp2040andbeyond.com/>

WASHINGTON STRATEGIC HIGHWAY SAFETY PLAN: TARGET ZERO

All safety stakeholders in Washington follow the Target Zero Plan. The Federal Highway Administration (FHWA) requires the Strategic Highway Safety Plan (SHSP) for receipt of Highway Safety Improvement Program (HSIP) funding, the principal Federal traffic safety resource to state and local agencies.

More information can be found at <https://wsdot.wa.gov/construction-planning/statewide-plans/strategic-highway-safety-plan-target-zero>

TARGET ZERO IMPLEMENTATION PLAN – GETTING TO ZERO

The Target Zero Implementation Plan – Getting to Zero is required by FHWA for the distribution of HSIP funds.

More information can be found at <https://targetzero.com/>

WASHINGTON HIGHWAY SAFETY PLAN (HSP)

The HSP is required by the National Highway Traffic Safety Administration (NHTSA) for the distribution of Traffic Safety funds. The HSP identifies strategies and planned investments of traffic safety funding from the NHTSA. The Washington Traffic Safety Commission and WSDOT coordinate the HSP with the Strategic Highway Safety Plan: Target Zero.

More information can be found at http://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2022/08/2023-HSP-Final.pdf

WASHINGTON STATE TRANSPORTATION SYSTEM POLICY GOALS

PRESERVATION

To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.

SAFETY

To provide for and improve the safety and security of transportation customers and the transportation system.

STEWARDSHIP

To continuously improve the quality, effectiveness, and efficiency of the transportation system.

MOBILITY

To improve the predictable movement of goods and people throughout Washington, including congestion relief and improved freight mobility.

ECONOMIC VITALITY

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

ENVIRONMENT

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

SAFETY ACTION PLANS

Individual safety action plans are required for agencies receiving Federal Highway Administration Safe Streets and Roads for All (SS4A) implementation funding. SS4A Planning grants may be used to prepare Safety Action Plans. The Tribal Transportation Program Safety Fund finances Safety Action Plans for tribal governments.

More information can be found at <https://www.transportation.gov/grants/SS4A>

PRINCIPAL FUNDING CHANNELS

The tables below inventory funding sources for transportation safety projects and programs. Funding programs are organized into three categories, depending on the amount of funds dedicated to safety, and denoted by program codes. The program codes are used in this report to make it easier to track individual programs through the various summary tables and text.

- **P: Primary sources** (larger dollar amounts of safety dedicated funds)
- **M: Minor sources** (smaller dollar amounts of safety dedicated funding)
- **O: Other** (important sources not dedicated to safety and other sources of safety funds with very infrequent or no awards history in Washington)

TABLE 1. FUNDING PROGRAMS & PROGRAM CODES

Primary Safety Dedicated Funding Programs

Program	Administrator	Link
P1 Safe Streets and Roads for All (SS4A)	USDOT	Safe Streets and Roads for All (SS4A) Grant Program US Department of Transportation
P2 Highway Safety Improvement Program (HSIP)	WSDOT	Highway Safety Improvement Program WSDOT
P3 WSDOT I-2 Safety Program (I-2)	WSDOT	No external link
P4 Safe Routes to School (SRTS)	WSDOT	Safe Routes to School Program WSDOT

Minor Safety Dedicated Funding Programs

Program	Administrator	Link
M1 Washington Traffic Safety Commission Grants (WTSC)	WTSC	Grants Washington Traffic Safety Commission
M2 WSDOT Low Cost Enhancement (LCE)	WSDOT	No external link
M3 Tribal Transportation Program Safety Fund (TTPSF)	USDOT/BIA	Tribal Transportation Program Safety Fund (TTPSF) US Department of Transportation
M4 Rural Roadway Departure (RRD)	WSDOT	New program, information pending. External link does not exist yet.

Other Safety and General Programs with Safety Elements

Program	Administrator	Link
O1 Transportation Improvement Board	TIB	Transportation Improvement Board Home
O2 County Road Administration Board	CRAB	CRAB Home
O3 INFRA	USDOT	The INFRA Grants Program US Department of Transportation
O4 RAISE	USDOT	RAISE Discretionary Grants US Department of Transportation
O5 Surface Transportation Block Grant (STBG)	MPO / WSDOT	STBG US Department of Transportation
O6 Pedestrian and Bicyclist Program	WSDOT	Pedestrian & Bicycle program WSDOT
O7 Transit Safety and Security Program	FEMA	Transit Security Grant Program FEMA
O8 Transit Safety Research and Demonstration Program	FTA	Safety Research and Demonstration Program FTA
O9 Multiuse Roadway Safety Program	WSDOT	Multiuse Roadway Safety Account WSDOT
O10 Community Traffic Safety Grant	Road to Zero Coalition	Community Traffic Safety Grants – National Safety Council

TABLE 2. PROJECT TYPES & TIMING (table continued on next page)

The following tables detail what each program funds and when and how agencies can apply for funds.

Primary Safety Dedicated Funding Programs

Program	What it Funds	When	How
P1 Safe Streets and Roads for All	<ul style="list-style-type: none"> Action Plans Implementation Projects 	Annually in July	Application direct to USDOT FHWA
P2 Highway Safety Improvement Program	<ul style="list-style-type: none"> Intersections Lane Departure Other 	Annually, alternating years between cities and counties in March	Application to WSDOT Local Programs
P3 WSDOT I-2 Safety Program	<ul style="list-style-type: none"> 70% for Collision Prevention 30% for Collision Reduction State route intersections Lane departure Warning devices Other countermeasures 	Biennially in state budget	Prioritized by WSDOT based on RCW
P4 Safe Routes to School	<ul style="list-style-type: none"> Multimodal Infrastructure Safe Crossing Speed Management Traffic Control Devices Education & Encouragement 	Biennially in June, even years	Application to WSDOT Active Transportation

Minor Safety Dedicated Funding Programs

Program	What it Funds	When	How
M1 Washington Traffic Safety Commission Grants <i>Includes Cooper Jones Active Transportation Safety Council and Washington Impaired Driving Advisory Council</i>	<ul style="list-style-type: none"> Safety education & marketing programs School crossing guards School zone improvements Target Zero Administrators Enforcement 	Timing varies by individual program	Application to Traffic Safety Commission
M2 WSDOT Low Cost Enhancements	<ul style="list-style-type: none"> Small projects to \$100,000 Intersections Lane Departure Bicycle & Pedestrian Wrong Way Driver 	Biennially in state budget	Determined by WSDOT Region Traffic & Safety Staff based on regional appropriation
M3 Tribal Transportation Program Safety Fund	<ul style="list-style-type: none"> Transportation safety plans Data assessment & improvement Systemic roadway departure countermeasures Infrastructure improvements and eligible activities listed in 23USC148 	Annually in March	Application direct to FHWA Office of Tribal Transportation
M4 Rural Roadway Departure	<ul style="list-style-type: none"> Projects to reduce crashes due to lane departure 	New, undetermined	Application to WSDOT Local Programs

TABLE 2. PROJECT TYPES & TIMING *(continued from previous page)*

The following tables detail what each program funds and when and how agencies can apply for funds.

Other Safety and General Programs with Safety Elements

Program	What it Funds	When	How
01 Transportation Improvement Board	<ul style="list-style-type: none"> • Urban Arterial Program • Small City Arterial Program • Active Transportation Program • Complete Streets Program 	Annually, June	Application to State TIB. Projects rated by staff and approved by Board
02 County Road Administration Board	<ul style="list-style-type: none"> • Rural Arterial Program 	Multi-year program	Projects proposed and assessed by staff and regional counties
03 INFRA	<ul style="list-style-type: none"> • Multimodal Freight and Highway projects of national & regional significance 	Annually	Application to FHWA
04 RAISE	<ul style="list-style-type: none"> • Freight and passenger transportation infrastructure of local and regional significance 	Annually	Application to FHWA
05 Surface Transportation Block Grant	<ul style="list-style-type: none"> • Regionally prioritized federal funding 	Generally, annually	Application to Regional MPO
06 Pedestrian and Bicyclist Program	<ul style="list-style-type: none"> • Nonmotorized projects based on multiple criteria including safety 	Biennially	Application to WSDOT Active Transportation
07 Transit Safety and Security Program	<ul style="list-style-type: none"> • Transit cyber and physical security for resilience and prevention of terrorist action 	Annually	Application direct to FEMA
08 Transit Safety Research and Demonstration Program	<ul style="list-style-type: none"> • Innovation in eliminating and mitigating safety hazards 	Irregular cycle	Application direct to USDOT FTA
09 Multiuse Roadway Safety Program	<ul style="list-style-type: none"> • Safety projects addressing all-terrain vehicle use of public roads 	Biennial	Application to WSDOT
010 Community Traffic Safety Grant	<ul style="list-style-type: none"> • Funds the development of programmatic safety initiatives 	Annual	Application to Road to Zero Coalition, National Safety Council

TABLE 3. PROGRAM DECISION PROCESS SUMMARY *(table continued on next page)*

The following tables describe how projects are identified and selected for funding by each program, as well as where funds come from (i.e., state, federal, or a combination of the two).

Primary Safety Dedicated Funding Programs

	Program	Project Identification Process	Fund Type/Source
P1	Safe Streets and Roads for All	<ul style="list-style-type: none"> • Application-Award process • Criteria-based rating conducted by USDOT internal staff 	Federal direct
P2	Highway Safety Improvement Program	<ul style="list-style-type: none"> • Application-Award process • Criteria-based rating conducted by WSDOT staff 	Federal via WSDOT
P3	WSDOT I-2 Safety Program	<ul style="list-style-type: none"> • Internal prioritization process • Data-driven site identification • WSDOT HQ and Regions participation. WSDOT staff allocate funding 	State and federal via legislative budget
P4	Safe Routes to School	<ul style="list-style-type: none"> • Application to WSDOT Active Transportation • Project list ratified by legislative budget 	State and federal via legislative budget

Minor Safety Dedicated Funding Programs

	Program	Project Identification Process	Fund Type/Source
M1	Washington Traffic Safety Commission Grants	<ul style="list-style-type: none"> • Application-Award process • Projects selected by WTSC staff • Incorporated into Highway Safety Plan • Some Commission administered projects identified by ATSC and WIDAC 	Federal NHTSA via WTSC State appropriations from traffic citation fees
M2	WSDOT Low Cost Enhancements	<ul style="list-style-type: none"> • Internal prioritization process • Funding allocated to WSDOT Regions by legislative budget 	State and Federal Legislative budget
M3	Tribal Transportation Program Safety Fund	<ul style="list-style-type: none"> • Application-Award process • Projects identified by FHWA and Bureau of Indian Affairs 	Federal FHWA and BIA
M4	Rural Roadway Departure	<ul style="list-style-type: none"> • New Program • Process to be determined 	State WSDOT Local Programs (or TBD)

TABLE 3. PROGRAM DECISION PROCESS SUMMARY *(continued from previous page)*

The following tables describe how projects are identified and selected for funding by each program, as well as where funds come from (i.e., state, federal, or a combination of the two).

Other Safety and General Programs with Safety Elements

Program		Project Identification Process	Fund Type/Source
01	Transportation Improvement Board	<ul style="list-style-type: none"> • Application-Award process. • Criteria-based assessment by TIB staff and ratified by TIB Board • Safety criteria is one of several primary project selection categories 	State TIB Board
02	County Road Administration Board	<ul style="list-style-type: none"> • Application-Award process. • Projects rated by CRAB staff and assessed by County subarea reviews • Ratified by CRAB Board 	State CRAB Board
03	INFRA	<ul style="list-style-type: none"> • Application-Award process direct to USDOT • Projects rated based on staff recommendations of how well projects meet criteria categories 	Federal FHWA Direct
04	RAISE	<ul style="list-style-type: none"> • Application-Award process direct to USDOT • Projects rated based on staff recommendations of how well projects meet criteria categories 	Federal FHWA Direct
05	Surface Transportation Block Grant	<ul style="list-style-type: none"> • Application-Award process to regional Metropolitan Planning Organization (MPO) • Projects rated based on criteria set by the MPO • Ratified by the MPO Board 	Federal Regional MPO and WSDOT Local Programs
06	Pedestrian and Bicyclist Program	<ul style="list-style-type: none"> • Application-Award process • Criteria-based assessment by WSDOT Active Transportation staff • Ratified by Legislative action in next session 	State WSDOT Active Transportation
07	Transit Safety and Security Program	<ul style="list-style-type: none"> • Application-Award process • Projects selected by FEMA 	Federal FEMA
08	Transit Safety Research and Demonstration Program	<ul style="list-style-type: none"> • Application-Award process • Projects selected by Federal Transit Administration 	Federal FTA
09	Multiuse Roadway Safety Program	<ul style="list-style-type: none"> • Application-Award process. Applications to WSDOT 	State WSDOT
010	Community Traffic Safety Grant	<ul style="list-style-type: none"> • Application-Award process • Applications to National Safety Council, Road to Zero Coalition 	Federal Road to Zero Coalition

TABLE 4. FUNDING SOURCES WITH AWARD HISTORY

The following table describes the project funding history of the safety dedicated funding sources (codes P and M) based on last published year of data, which varies by program. Less research was committed to the non-dedicated sources (code O), so they are briefly summarized after the table.

Primary Safety Dedicated Funding Programs

	Program	# of Projects	Total Award	Range of Awards	Avg. Award
P1	SS4A Action Plans	16	\$9,200,000	\$200,000 - \$4,800,000 ¹	\$286,000
	SS4A Implementation	1	\$25,700,000	N/A	N/A, only one award
P2	HSIP City Awards	51	\$36,400,000	\$50,000 - \$3,000,000	\$735,000
	HSIP County Awards	48	\$37,400,000	\$73,000 - \$2,800,000	\$775,000
	Rail-Highway Awards	8	\$8,800,000	\$490,000 - \$4,300,000	\$1,100,000
P3	WSDOT I-2 Safety Program (I-2)	\$189,000,000 biennium appropriation			
P4	Safe Routes to School (SRTS)	38	\$54,000,000	\$150,000 - \$3,500,000	\$1,400,000
	TOTAL ²		\$360,500,000		

Minor Safety Dedicated Funding Programs

	Program	# of Projects	Total Award	Range of Awards	Avg. Award
M1	WTSC Traffic Safety Annual Grants	18	\$3,800,000	\$40,000 - \$1,500,000	\$210,000
	WTSC/Cooper Jones Active Transportation Safety Council	4	\$400,000	\$110,000 - \$164,000	\$130,000
	WIDAC	15	\$1,700,000	\$30,000 - \$510,000	\$110,000
	School Crossing Guard and School Zone	21	\$1,000,000	\$8,000-\$100,000	\$48,000
M2	WSDOT Low Cost Enhancement	258	\$7,300,000	\$200 - \$300,000	\$28,000
M3	Tribal Transportation Safety Planning	4	\$140,000	\$10,000 - \$84,000	\$35,000
	Tribal Transportation Safety Implementation	0	\$0	\$35,000 - \$1,600,000 ³	\$476,000 ³
M4	Rural Roadway Departure	N/A	\$4,000,000	New Program	
	TOTAL ⁴				

¹ Single high grant actually represents multiple Action Plans funded through MPO collective grant. Single high grant excluded from average.

² Total of this table is not necessarily representative of any other time period because some awards are annual and some are biennial or irregular.

³ No Tribal Transportation Program Safety Implementation projects in Washington averages based on national awards.

⁴ Total of this table is not necessarily representative of any other time period because some awards are annual and some are biennial or irregular.

OTHER SAFETY & GENERAL PROGRAMS WITH SAFETY ELEMENTS

Many transportation funding sources include safety criteria; however, some do not. The following section identifies programs that are important in the financing of local transportation projects and that select projects based on safety criteria. For eligible projects and agencies, these programs should be considered in the overall infrastructure funding strategy.

Several small-scale safety programs are also listed in the Other category below because the amount of funding available or frequency of use in Washington did not warrant further inventory.

O1 TRANSPORTATION IMPROVEMENT BOARD

The Washington State Transportation Improvement Board awards between \$80,000,000 and \$120,000,000 per year to city and urban county street and sidewalk projects, making it one of the largest state funded transportation grant programs. TIB funding is not safety dedicated but safety criteria drive selection of a portion of the annual awards.

TIB programs funding safety projects include:

- Urban Arterial Program
- Small City Arterial Program
- Active Transportation Program
- Complete Streets Program

Awards in 2022: 90 projects totaling \$101,000,000; ranging from \$65,000 to \$6,000,000 per project, with an average of \$1,100,000 per project (award history excludes preservation projects).

Award Process: Application-Award model. Criteria-based project selection with minimum regional allocation targets.

O2 COUNTY ROAD ADMINISTRATION BOARD (CRAB)

The Rural Arterial Program funds county road projects, including projects with safety as a principal factor. Awards are reported differently than other programs, including multiple years of planned project investments. Award history is based on CRAB's Active-Proposed project list for 2023.

Awards Proposed: 22 projects totaling \$33,700,000; ranging from \$300,000 to \$4,000,000 per project.

Award Process: Project proposals submitted to CRAB and reviewed regionally with adjacent counties.

O3 USDOT INFRA

The USDOT INFRA program should be considered for certain large scale transportation projects because of its size. Offering \$8 billion nationally over five years, INFRA results in the largest individual project awards in

the industry. Safety is an important criterion; however, multiple factors drive project selection of which safety is one.

Projects should not be considered for INFRA application unless they strongly adhere to the selection criteria. INFRA applications are expensive, and few projects are funded. However, for certain types of large-scale projects, the cost of applying for INFRA funding may be worth it.

Award categories include:

- MEGA Grants, largest-scale grants up to \$300,000,000
- INFRA Grants
- Rural Surface Transportation Grants

Awards Proposed: One project in Washington State (Seattle, \$25,000,000)

Award Process: Application-Award model with applications direct to USDOT. Applications are a major undertaking and require economic analysis for benefit/cost.

O4 USDOT RAISE

The USDOT RAISE program offers funding for state and local transportation infrastructure and also includes Safety as an important selection criterion. RAISE applies to more project types than INFRA and remains a large program with \$1.5 billion available in 2023. Maximum awards are generally \$25,000,000, with some exceptions.

Awards Proposed: Seven projects in Washington totaling \$98,000,000; ranging from \$1,000,000 to \$25,000,000 per project, with an average of \$14,000,000 per project.

Award Process: Application-Award model with applications direct to USDOT. Applications are a major undertaking and require economic analysis for benefit/cost.

O5 USDOT SURFACE TRANSPORTATION (STP) BLOCK GRANT

The USDOT STP program funds a broad range of roadway, transit and nonmotorized projects. Regional MPOs prioritize these projects, which are subsequently administered by WSDOT Local Programs on behalf of USDOT. Projects must be consistent with Regional Transportation Plans and criteria established by each MPO.

Awards Proposed: Project award levels vary, with a maximum of \$5,000,000 in the largest regions. *Regional data are too extensive and variable to be adequately summarized.*

Award Process: Varies widely by region based on

amount of federal funds apportioned by each MPO.

O6 WSDOT PEDESTRIAN & BICYCLIST PROGRAM

The state Pedestrian and Bicyclist Program is an important funding source for nonmotorized infrastructure with goals of enhancing safety and mobility. The program is co-administered with the Safe Routes to Schools Program. It is listed in the Other category because it is technically not dedicated to safety projects exclusively and therefore, more similar to the TIB and CRAB programs.

Awards Proposed: 28 projects totaling \$52,000,000; ranging from \$100,000 to \$5,000,000 per project, with an average of \$1,800,000 per project.

Award Process: Application-Awards model. Applications submitted to WSDOT Active Transportation, prioritized by staff and subsequently submitted to Legislature for ratification.

O7 TRANSIT SAFETY AND SECURITY GRANT FEMA

FEMA funds primarily cyber, vehicle and site security projects and equipment to prevent vulnerability to terrorist acts on large transit systems. Spokane Transit is eligible. \$93,000,000 nationwide available in 2023, NOFO was due May 18, 2023.

Awards History: Not published for security reasons.

O8 TRANSIT SAFETY DEMONSTRATION PROGRAM FTA

Funding provided for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. Funding cycle status unknown, 10 projects funding in FY2020 for total of \$7,500,000.

Awards History: None in Washington.

O9 MULTIUSE ROADWAY SAFETY PROGRAM

Safety projects to accommodate safe use of public roads by all-terrain vehicles.

Awards History: Statewide funding \$450,000 per biennium.

O10 SAFE SYSTEM INNOVATION GRANTS, ROAD TO ZERO COALITION

Grants of \$100,000 to \$200,000 for projects that demonstrate the Safe Systems approach. Between \$1,000,000 and \$2,000,000 awarded annually nationwide.

Awards History: None in Washington.

PROGRAM DETAILS FOR SAFETY DEDICATED FUNDING SOURCES

The following tables summarize more detailed information for the Primary and Minor safety dedicated programs (codes P and M). Other programs (code O) are summarized more briefly above but time was not allocated for the additional detail provided for the dedicated programs.

P1 Safe Streets and Roads for All (SS4)	
USDOT Direct Federal Highway Administration	Link: Safe Streets and Roads For All USDOT NOFO: SS4A NOFO FY23
Description: SS4A is a federal direct grant program using the applications-award delivery model. Funding comes from the 2021 Bipartisan Infrastructure Law with \$5 billion over five years. Counties, cities, tribes, transit agencies, and MPOs are eligible for a combination of Planning and Implementation Grants. Implementation projects require a Safety Action Plan and SS4A Planning grants provide funding for their development. Awards currently favor grants for Action Plans, sixteen Planning Grants were awarded in Washington in 2022 compared to one Implementation Grant to Seattle. Awards should trend toward implementation projects when agencies catch up with planning requirements.	
Cycles: Next applications due July 10, 2023	Eligibility: <ul style="list-style-type: none"> • MPO • Political subdivision of a State or territory • Federally recognized Tribal government • Multijurisdictional group of above organizations
Funding Categories + Criteria	
Planning Grants <i>Can be used to:</i> <ul style="list-style-type: none"> • Develop an Action Plan • Conduct supplemental safety planning to enhance an Action Plan • Carry out demonstration activities to inform the development of, or an update to, an Action Plan <i>Criteria:</i> <ul style="list-style-type: none"> • Safety Impact • Equity • Additional Safety Context 	Implementation Grants <i>Can be used to:</i> <ul style="list-style-type: none"> • Fund projects and strategies identified in a Safety Action Plan. <i>Only agencies with Safety Action Plans can apply. If no Action Plan, apply for Planning grant</i> <i>Criteria:</i> <ul style="list-style-type: none"> • Safety Impact • Equity, Engagement, and Collaboration • Effective Practices and Strategies • Other DOT Strategic Goals • Supplemental Planning & Demonstration Activities
Funding + Awards	Funding: \$1 billion for FY 2023 <ul style="list-style-type: none"> • Planning & Demonstration Grants: \$100,000 to \$10 million • Implementation Grants: \$2.5 million to \$25 million Match: 20%, <i>May use in-kind or cash contributions</i>
Policy Priorities	Award Analysis: <ul style="list-style-type: none"> • 16 Planning Grants Awarded • Typical funding level for Action Plans: \$500,000 • 1 Implementation Grant awarded to the City of Seattle for \$25,654,000
Additional Considerations	<ul style="list-style-type: none"> • Additional value placed on Project Readiness • The percentage of Implementation Grant funds that will be spent in, and provide safety benefits to, locations in Census tracts designated as underserved communities as defined by this NOFO. • Whether the applicant is in a rural area. • Whether the applicant is identified as a priority community within the federal Thriving Communities Network. • Whether the applicant would enhance the geographic diversity of Implementation Grant award recipients. • Priority given to requests under \$10 million.

P2 Highway Safety Improvement Program (HSIP)

USDOT Direct
Federal Highway Administration
Administered by WSDOT Local Programs

Link: [Highway Safety Improvement Program | WSDOT](#)
NOFO: None currently

Description: The HSIP is the primary federal funding source for state and local safety projects and programs. Washington State Department of Transportation Local Programs administers HSIP statewide. Total funding exceeds \$100 million annually. The program is accessed by application to WSDOT Local Programs by cities and counties in alternating years. Thirty percent of HSIP funding is allocated to the state highway program and incorporated into the WSDOT I-2 program budget.

Cycles:

Annually in March, Counties in odd years,
Cities in even.

Eligibility:

- County Safety Program
- City Safety Program
- Rail-Highway Safety Program
- State Highway (managed through I-2)

Funding Categories

County Safety Program

Provides funding for projects that reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan, that identifies and prioritizes projects based on the top crash type(s) in the county. Projects can be at intersection(s), spot or mid-block location(s), and/or on corridor(s) throughout a county or over wide areas within a county.

Railway-Highway Crossing Program

Provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. The program must use at least 50% of these funds to install or upgrade protective devices at railroad crossings. Examples include gates, pedestrian crossings, signal systems, and signing. Funds may also be used to eliminate grade crossings by closing them or providing grade separation. See WSDOT I-2 Program for allocation of WSDOT share.

City Safety Program

Provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements / countermeasures. The 2020 program includes two subprograms:

- **Spot Location:** Specific locations, or corridors with at least one fatal or serious injury crash in the most recent five year period.
- **Systemic:** Projects from a city's local road safety plan. Prioritizes based crash type(s) in the city. Projects can be at spot location(s), and/or on corridor(s) throughout a city or citywide.

Cities must submit a local road safety plan be eligible to apply: [Local road safety plans brochure \(PDF 276KB\)](#)

Criteria

- Reduce Fatal and Serious Injury Crashes Follows WSDOT Strategic Highway Safety Plan (Target Zero) ([Target Zero – Washington's Strategic Highway Safety Plan](#))
- Implements Local Road Safety Plans ([Information on local road safety plans](#))

Funding + Awards

Funding: Estimated \$105 million annually. Split 70/30 local-WSDOT. Local approx. 50/50 city-county.

2022 Allocations

- City: \$36.4 million
- County: \$37.4 million
- WSDOT: \$31.5 million
- Rail-Highway: \$8.8m (in 2020)

Match: Project are eligible for 100% federal funds

Award Analysis:

- **2022 City Awards:** 51 projects, \$36.4 million, avg \$715,000, max \$2 million
- **2021 County Awards:** 48 projects, \$37.4 million, avg \$775,000, max \$3 million
- **2020 Rail-Highway Awards:** 8 projects, \$8.8 million, avg \$1.1 million, max \$4.3 million
- **2022 State Awards:** 32 projects, \$38.8 million, avg \$1,200,000, max \$4.7 million

Award Types:

- **City:** Intersection, Corridor, Pedestrian and Bicycle, Lighting, miscellaneous
- **County:** Intersection, guardrail, warning devices, shoulders, sight distance, lane departure, miscellaneous
- **Rail-Highway:** grade crossing improvements and warning devices
- **State:** Intersections, rumble strips

Policy Priorities

- Funds split between local and state based on priority one areas, currently lane departure and intersection crashes.
- Number of fatal and serious crashes determines split, currently 30% WSDOT and 70% local.
- Set aside for high risk rural roadways and \$2m per biennium for Safe Routes to School.

P3 WSDOT Program I-2

WSDOT

Link: No external link

NOFO: Not applicable

Description: The WSDOT I-2 subprogram is the safety category of state highway budget program codes. The state highway budget program code “1” is the Improvement Program and “2” refers to the Safety subprogram. The State Legislature funds the I-2 program within the State Transportation Budget and directs WSDOT to select projects based on a prioritization process (RCW 47.05). Funding comes from state appropriated revenues and 30 percent of federal HSIP funding. State safety investments follow the Washington Strategic Highway Safety Plan: Target Zero, which aims to eliminate fatal and serious injury crashes by 2030. Funding categories include crash reduction and crash prevention. Crash reduction directs resources to sites identified from crash statistics while crash prevention targets specific crash types with site specific and systemic countermeasures.

The Legislature funded the I-2 Program in the 2023-2025 biennial budget at \$189 million. The funding applies to project improvements on state routes outside of larger cities. Cities with over 27,500 population have local responsibility for safety on surface state routes. WSDOT allocates 30 percent of I-2 funding to Collision Reduction and 70 percent for Collision Prevention.

Locational and systemic data is provided to the WSDOT Regions for identification of projects. Projects may also be identified by Headquarters Safety and Traffic Operations personnel. Projects and data are submitted to the WSDOT Capital Program Development & Management Division for financially constrained prioritization.

Cycles:

Next applications due July 10, 2023.

Eligibility:

- State highways

Funding Categories

- Crash Reduction
- Crash Prevention

Criteria

- Collision Reduction prioritization factors.
- Funding eligibility is based on a minimum Benefit Cost Ratio (BCR), impact on fatal and serious injury crashes, a presentation, and assessment by the I-2 panel. Projects use benefit cost evaluations to determine priority.
- Collision Prevention prioritization factors.
- Benefit Cost Ratio (BCR), the target fatal and serious injury crash type(s) and estimates of likely reductions for category investments.

Funding + Awards

Funding: \$189 million/biennium (varies), includes state funds and 30% of federal HSIP funds.

Award Analysis: No project specific data available.

Match: Not applicable

Policy Priorities

- Elimination of fatal and serious injury crashes
- Priority Level One
 - » Impairment
 - » Lane Departure
 - » Unrestrained Occupants
 - » Young Drivers 16-25
 - » Distraction
 - » Speeding
 - » Intersections
- Priority Level Two
 - » Pedestrians and Bicyclists
 - » Heavy Trucks
 - » Older Drivers 70+
 - » Motorcyclists
- Environmental Justice and vulnerable populations

P4 Safe Routes to School

USDOT
State and Federal Funding

Link: [Safe Routes to School | WSDOT](#)
NOFO: None currently

Description: The purpose of the Safe Routes to Schools Program (SRTS) is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle, and high schools (K-12).

Cycles:
Biennially in June.

Eligibility:

- WSDOT
- Cities
- Counties
- School Districts
- Tribes
- Community Organizations
- Projects within two miles of school.
- Design-only projects
- Community engagement
- Education

Funding Categories

- Walk and roll infrastructure projects within two miles of primary, middle, and high schools.
- Education and encouragement activities are eligible.

Criteria

Safety (40 percent)

- Local Roads Safety Plan project.
- Level of traffic stress at project location
- Speed management need
- Crash history

Equity (20 percent)

- For Pedestrian/Bicyclist Program:
 - » Socioeconomic factor (using the compiled ranking).
 - » Disability factor.
- For Safe Routes to School projects using OSPI Report Card data:
 - » Students of color.
 - » Students with a Hispanic heritage.
 - » Low income.

Value (10 percent)

- Cost of the project compared to the population and destination density at the project location.

Deliverability (12 percent)

- Matching funds.
- Project in local or regional transportation plan.
- Applicant has an ADA transition plan or ADA compliance planning for public right-of-way.
- Applicant has an adopted greenhouse gas emissions policy.
- Applicant previously received project award(s) from WSDOT which required a scope change(s) or that have made exceptionally slow progress.

Project Quality (18 percent)

- Treatment(s) effectiveness based on crash modification factors and other research findings.
- Quality of proposed budget. Will consider percentage of budget item costs specific to active transportation treatments.
- Proposed project content

Funding + Awards

Funding:

2023-2025 biennium, \$106 million

- **Safe Routes to School 2023-2025**, \$54m
- **Pedestrian & Bicyclist Program 2023-2025**, \$52m

Awards reflect agency proposed projects. Prioritized list must pass Legislature. Additional discretionary projects may be added by Legislature.

Match: None required

Award Analysis:

• **2023-2025 Safe Routes to School:**

- » 38 projects above funding level of 165 applications (23%)
- » Recommend funding \$51.9m, range \$150,000 to \$3.5m, avg. \$1.37m

• **2023-2025 Pedestrian & Bicyclist Program**

- » 28 projects above funding level of 144 applications (19%)
- » Recommended funding \$52m, range \$100,000 to \$5.3m, avg. \$1.85m

More information: [2023-2025 Pedestrian/Bicyclist and Safe Routes to School Programs - Project List & Program Update](#)

Policy Priorities

- Enable/encourage children to walk, roll and bicycle to school.
- Make bicycling and walking safer.
- Facilitate the planning, development, and implementation of projects and activities that improve safety and reduce traffic in the vicinity of schools.

M1 Traffic Safety Grant Programs

Washington Traffic Safety Commission

Link: [Traffic Safety Grant Programs | WTSC](#)

NOFO: Various

Description: The WTSC offers a series of traffic safety grants funded by federal National Highway Traffic Safety Administration funding and state funds. Programs include annual grants distributing NHTSA funding to Commission Programs and some to third parties including local government. NHTSA funding extends to a wide variety of national safety initiatives but tends toward Education and Enforcement categories in the Traffic Safety Five Es, rather than engineering and infrastructure projects.

WSTC also administers Child Passenger Safety Mini Grants, grants for school crossing guard programs and school zone enforcement, school zone improvement grants, and impaired driving grants.

The Cooper Jones Active Transportation Safety Council (ATSC) allocates discretionary funds from the Cooper Jones account to local safety programs and for Target Zero Administrators. ATSC funding programs are new and developing. Funds come from fees add to certain traffic infractions.

The WIDAC program funds impaired driving countermeasures and enforcement.

Cycles:

Biennially post budget

Eligibility:

- Local government entities including Courts and Traffic Police
- Tribal governments
- Some associations

Funding Categories

- Annual Traffic Safety Grants identified in the Highway Safety Plan ([Microsoft Word - 2023 HSP Final](#))
- Child Passenger Safety Mini Grants
 - » Car Seat Program
 - » Child Passenger Safety Technician
- School Zone Grants September
- Washington Impaired Driving Advisory Council (WIDAC) grants
- ATSC Cooper Jones Active Transportation Grant

Criteria

Scored by assessment team, criteria not reported

Funding + Awards

Funding:

NHTSA Funding \$20,000,000, about \$4,000,000 distributed to local entities. Remainder funding WSTC programs.

ATSC Funding \$400,000 allocated to locals in 2023.

School Zone Safety Account \$850,000 based on biennial budget, not all funds may be used for grants.

WIDAC \$1,700,000

Match: N/A

Award Analysis:

• Annual Grants

- » \$60,000 to \$200,000 for Community Traffic Safety Programs
- » \$50,000 to \$65,000 for Police and Traffic Court Services

• School Crossing Guard \$300 to \$500

• CPS Grants \$400 to \$4000

• CPST Instructor Teams \$3,700 to \$4,700

Policy Priorities

- Traffic Safety education and marketing programs
- School Zone safety improvements
- School crossing guard equipment
- Target Zero administrators
- Speed Control. traffic courts and enforcement

M2 Low Cost Enhancement Safety Program

WSDOT

Link: Not external link

NOFO: Not applicable. Internal program cycles biennially

Description: A companion program to WSDOT's I-2 internal safety program, LCE funds small works under \$100,000. Projects address a wide range of systemic and spot improvements to state highways, nonmotorized facilities, studies and miscellaneous. Funding is allocated by the Legislature to WSDOT Regions and activities are determined by Region traffic and safety personnel.

Cycles:

Biennially post budget

Eligibility:

- WSDOT Regions for use on state highways. See funding categories above for eligible project types

Funding Categories

- Intersections
- Lane Departure
- Pedestrian & Bicycle
- Mobility
- Signs
- Pavement Markings
- Intelligent Transportation Systems
- Research and traffic studies
- Design
- Miscellaneous
- Low Cost Action Bundles \$5,000 or less

Criteria LCE projects often originate when concerned citizens, elected officials, local agencies, or region staff identify a safety or mobility concern along a state highway. Region Transportation Office staff analyze the concern and decide to create an LCE project to address the concern. Additionally, the Transportation Operations' Field Assessment Program identifies larger-scale opportunities for LCE through a systematic screening process.

Funding + Awards

Funding: \$7,300,000 biennially (based on 2019-2021)

Match: Not applicable

Award Analysis:

- Projects generally from \$1,000 to \$50,000 and a bundle of low cost actions.
- Estimated average project amount \$28,000.
- Projects are mostly intended for safety or have a safety benefit although traffic operations enhancements also appear.
- Eastern Region had \$537,000 in LCE projects in 2019-2021.

Policy Priorities

- Quick response to safety and traffic operations small works projects
- Projects generally limited to \$100,000 or less.
- Reduce crashes Reduce the potential for crashes
- Improve mobility
- Address emerging crash trends and mobility issues.

M3 Tribal Transportation Program Safety Fund (TTPSF)

USDOT Federal Highway Administration

Link: [Tribal Transportation Program Safety | USDOT](#)
NOFO: [NOFO FY2022-2026](#)

Description: TTPSF is a safety set aside of the national Tribal Transportation Program. Federally recognized Tribes and partnerships with Tribes are eligible. Routes owned by Tribes receive higher priority, but routes on the National Tribal Transportation Facilities Inventory are also eligible. The program funds planning and implementation similar to the Federal SS4A program. USC sets forth an extensive array of safety project types but generally, TTPSF is a Tribally dedicated version of the HSIP to states.

Cycles:

Annually in September through 2026

Eligibility:

- Federally recognized Tribes
- Partnerships with Tribes

Eligibility Note: Routes not owned by Tribe are only eligible if in the NTTFI ([Maintenance and NTTFI | FHWA](#))

Funding Categories

- Develop and update transportation safety plans
- Safety data assessment, improvement, and analysis
- Systemic roadway departure countermeasures
- Infrastructure improvements and other eligible activities as listed in [23 U.S.C. 148\(a\)\(4\)](#) (extensive list of eligible project types in subparagraph A(4)(b))

Criteria

- Transportation Safety Plan
 - » Plan does not exist or is at least three years old.
- Time elapsed since previous TTPSF Construction Award
- Systemic Roadway Departure Countermeasures
 - » Strategic Safety Planning Coordination
 - » Supporting Safety Data
 - » Systemic Prioritization
 - » Facility Ownership
- Infrastructure Improvement and other eligible projects
 - » Strategic Safety Planning Coordination
 - » Supporting Safety Data
 - » Expected Crash Reduction
 - » Facility Ownership
- Data Projects
 - » Strategic Safety Planning Coordination
 - » Supporting Safety Data
 - » Facility Ownership

Funding + Awards

Funding: \$23,100,000 annually distributed to local entities.
 Increasing to \$25,100,000 by 2026

Match: None required, but inclusion of other allowable funding sources may receive priority (i.e., optional but advisable).

Award Analysis:

- Four projects in Washington in 2022
- Total \$140,000. Avg. \$35,000 per project, all Planning projects.
- Range nationally \$2,500 to \$1,600,000
- Planning projects typically \$50,000 maximum.
- Implementation projects typically about \$500,000

Policy Priorities

- Reduce deaths or serious injuries in transportation-related crashes in Tribal areas.
- Incorporate safety into existing infrastructure
- Strategic safety planning, data collection and analysis
- Implementation of safety projects are objectives that contribute to achievement of the TTPSF goal.
- Successful TTPSF projects leverage resources, encourage partnerships, result from strategic safety planning, and have the data to support the applicants' approach in addressing the prevention and reduction of death or serious injuries in transportation-related crashes.

M4 Rural Roadway Departure Program		
WSDOT		<i>Link: Not external link</i> <i>NOFO: None currently</i>
Description: New program to fund rural roadway lane departure projects.		
Cycles: Unknown	Eligibility: <ul style="list-style-type: none">County rural areas	
Funding Categories		
Unknown		
Criteria	To Be Determined, New Program	
Funding + Awards	Funding: \$4,000,000 annually Match: Unknown	Award Analysis: New program. No awards history. Likely to focus on county arterial roads
Policy Priorities		
<ul style="list-style-type: none">Improve infrastructure to prevent roadway departure crashes and severity		

CONGRESSIONAL, STATE AND LOCAL BUDGETED FUNDS

Most transportation funding comes from ongoing revenues budgeted by Congress, the Legislature, county councils and commissions and city councils. These budgets typically allocate funding to transportation capital programs, which include both programmatic allocations to specified activities, like installing guardrails, and to identified projects.

Projects and programs consider safety at all levels because it is a universal core value for transportation programs. However, only some of these programs and projects site safety as the primary intended outcome, e.g., preventing fatal and serious injury and applying countermeasures to data-driven locations.

FEDERAL TRANSPORTATION BUDGET

The Federal transportation budget may include funds directed to state and local transportation projects. This Congressionally directed funding may be requested by Senators and Representatives and included in the budget at the discretion of the chair and committees. The 2023 Federal transportation budget included \$70 million in directed funding to projects in Washington state. Congressionally directed funding can be irregular due to historical controversy about the practice. In addition, while a few projects include “safety” in their titles, there is no consistent safety nexus to these projects.

STATE TRANSPORTATION BUDGET

Washington’s state transportation budget includes projects specified by the Legislature. Adopting the budget requires a fifty plus one minimum consensus, which involves negotiations over whether to include specific projects or activities in the budget. These negotiations intensify when revenue increases are considered, known as “new law” budgets. Projects identified as “Safety” projects (as denoted in their titles) are found throughout the State improvement program “I” and local program “Z”. In some cases, however, safety analysis may not have been completed on the identified projects.

Access to legislatively directed projects for local agencies runs through individual House and Senate offices and project summaries are requested in advance of January sessions. Few, if any, projects are considered in “even” years when budgeting is limited to minor adjustments in a supplemental budget. More projects may be considered in “odd” years during adoption of the biennial budget. Still, more projects are considered when the biennial budget includes the potential for new law funding, which occurs irregularly.

A review of the 2023-2025 Transportation Budget bill (Session Laws, Chapter 472, Laws of 2023) provides some additional facts about Safety funding.

1. Section 201. Authorization for a pilot program with three cities implementing vehicle noise enforcement cameras for street racing control.
2. Section 310.
 - a. Authorization of \$16,800,000 for school-based bicycle education grant program.
 - b. Authorization of \$25,000,000 for the Sandy Williams Connecting Communities Pilot Program. WSDOT and Cooper Jones Active Transportation Safety Council to identify locations to deliver project to vulnerable communities bifurcated by state highways.
 - c. Authorization of \$1,000,000 in grants to local jurisdictions for video analytics of network-wide traffic conflicts to prevent injuries to active transportation users.
3. Section 813. \$7,800,000 appropriated to the WSDOT Low Cost Enhancements Program for safety and mobility improvements on state routes identified in Program M2, above.
4. Section 906. Appropriates the WSDOT Program I Improvement Program. The section includes legislatively directed appropriations to specific highway projects, including safety projects.

COUNTY ROAD FUNDS

Counties fund projects and programs through their Six-year Transportation Improvement Program (TIP) funded by a property tax levy for roads, state collected motor fuel taxes, grants, and other minor revenues. Grant sources for specific county projects rely heavily on the State’s County Road Administration Board Rural Arterial Program and the Transportation Improvement Board Urban programs. TIB includes eligibility for unincorporated county roads inside the federal urban boundary.

Counties also compete for some federal funding sources, particularly STP funding administered by regional MPOs and the HSIP administered by WSDOT. All of these grant programs emphasize Safety criteria. Accessing funds for Safety projects and programs requires consistency and listing in local and regional transportation plans. Consequently, the first step in securing funding is to ensure inclusion in adopted plans.

County Six-year Transportation Improvement Programs list safety activities and programs. County programs are highly variable based on county size, road mileage and traffic volume. The limited scope of this study did

TABLE 5. SPOKANE COUNTY TRAFFIC SAFETY IMPROVEMENT PROJECTS SUMMARY

Funding Source	Projects and Programs	Funding Amount
P2: HSIP County Program	Curve Warning Signs	\$670,000
	Guardrail	\$1,300,000
	Stop Signs	\$390,000
	Rumble Strip	\$170,000
	County Road Safety Plan	\$3,000,000
	Wellesley/Appleway Intersection Design Study	\$1,400,000
P2: HSIP Railway-Highway Crossing Program	Brooks Road at-grade crossing improvements	\$1,000,000
	Coulee Hite Rail Crossing Warning Devices	\$500,000
	Scribner Road Rail Crossing Improvement	\$4,200,000
	Wellesley Avenue at-grade crossing improvements	\$1,000,000
O5: STP	Saltese & Sullivan Traffic Signal	\$980,000
County Road Fund only (no grants)	Spot Safety Improvements	\$90,000
	Hastings Road Intersection Improvements	\$50,000
Total Safety Program		\$14,800,000

not allow evaluation of multiple county programs, but Spokane County is evaluated below as an example of how counties program and fund safety projects.

Spokane County identifies fourteen projects and programmatic activities in its 2022-2027 Six-year Transportation Improvement Program totaling \$14.8 million. Other projects in the Transportation

Improvement Program include safety benefits but the information in this report is based on the specific “Traffic Safety Improvement Projects” section of the Program. As shown, grant programs play a key role in safety funding. For example, the HSIP funds most of the safety programmatic investments in the Spokane County program.

TABLE 6. SPOKANE VALLEY TRAFFIC SAFETY IMPROVEMENT PROJECT SUMMARY

Funding Source	Projects and Programs	Funding Amount
P2: HSIP City Program	Sprague/Barker Roundabout (construction funding in prior year)	\$40,000
	Citywide Reflective Posts	\$3,000
	2022 City Safety Program	\$1,400,000
	Citywide Safety Projects	\$7,000,000
	Barker Road Rail Crossing Improvements (also used O5 STP funding)	\$1,300,000
	South Bowdish Sidewalk	\$2,000,000
O5: Surface Transportation Block Grant Program	Pines Road Railroad Grade Separation	\$29,000,000
	Barker Road Rail Crossing Improvements	Included above
Total Safety Program		\$14,800,000¹

¹ Funds allocated in future years of the Six-year Program are not budgeted funds. Some projects are dependent on future grants and appropriated funds.

CITY STREET FUNDS

Cities program street funds through a Six-year Transportation Improvement Program. City street funds come from transfers of general funds to the street program, a share of the state collected motor fuel tax, grant, and other sources. Cities do not have a property tax levy dedicated to streets as do counties.

Like counties, the funding allocated to safety activities varies widely by city size. The limited scope of this study did not allow evaluation of multiple city programs, but Spokane Valley 2023-2028 Transportation Improvement Program represents how cities program and fund safety projects.

Spokane Valley identifies five safety projects and programs based on their allocation of HSIP funding. The HSIP project funding amount includes both HSIP and other sources of funding. One project shows Safe Routes to School funding. The major \$29,000,000 Pines Road Railroad Grade Separation project indicates five funding sources, including the federal Surface Transportation Program for \$1.1 million. Other projects in the Program would be expected to have safety benefits, but are not specifically identified as such, and therefore, not listed.

To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
TOPIC: ELECTION OF 2024 TAC OFFICERS

10/18/2023

Requested Action:

Election of TAC Chair and Vice-Chair positions to serve during calendar year 2024.

Key Points:

- [SRTC Transportation Advisory Committee Bylaws](#) state that the TAC shall annually select and recommend to the SRTC Board of Directors one of its members to serve as Chair and one to serve as Vice-Chair for a one-year term.
- The TAC Chair will preside over TAC meetings and represent the group on the Board of Directors. The TAC Vice-Chair will perform all duties of the Chair in their absence. The Bylaws provide a description of Chair and Vice-Chair responsibilities.
- The TAC shall recommend by majority vote the Committee Chair and Vice-Chair to the SRTC Board for approval.
- New TAC officers will be seated at the SRTC Board meeting in January 2024 and begin presiding over the TAC at the 01/24/2024 TAC meeting.

Board/Committee Discussions:

None to date.

Public Involvement:

All TAC meetings are open to the public.

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