

WELCOME TO THE 01/11/24
SRTC Board of Directors Meeting



SRTC volunteers at Second Harvest - Dec 14

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WELCOME TO THE 01/11/23 SRTC Board of Directors Meeting

TRANSPORTATION EQUITY WORKING GROUP

Share your voice with local governments!

The Spokane Regional Transportation Council (SRTC) is looking for representatives from Spokane County's diverse communities to share your voice with elected officials.

Including:

- BIPOC & Hispanic
- Low Income
- People with Disabilities
- Rural & Urban Populations

Convening January 2024
Bi-Monthly Meetings | Hybrid Format
Time to be determined by the group
All are welcome to join!



Interested or want to
learn more? Visit
srtc.org/title-vi-ej-ada/

Questions can be
emailed to SRTC at
contact.srtc@srtc.org
or call (509) 343-6370.



SRTC
Spokane Regional Transportation Council

421 Riverside Ave, Suite 500
Spokane, WA 99201
Open M-F, 8am to 5pm



Learn more here!

The Equity Working Group is open to new participants!



Spokane County

Public Works

SPOKANE COUNTY PRIORITIES
SRTC Board Presentation
January 11th, 2024

Road System Size Comparison

- Spokane County – 5,100 lane miles
 - City of Spokane – 2,098 lane miles
 - City of Spokane Valley – 1,000 lane miles
 - WSDOT – 800 lane miles
-
- Spokane County has roughly 55% of the lane miles



2024 Projected Road Fund Revenue

Property Tax \$29.1 million

Gas Tax \$ 8.0 million

Capital Grants \$22.0

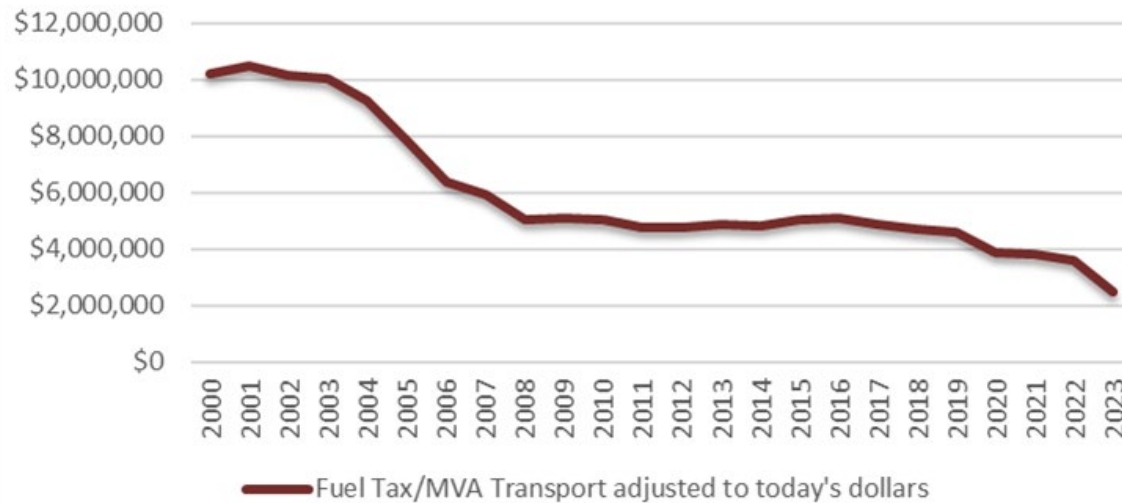
Misc. Fees, Permit, etc. \$ 7.6 million

Total Revenue \$66.7 million

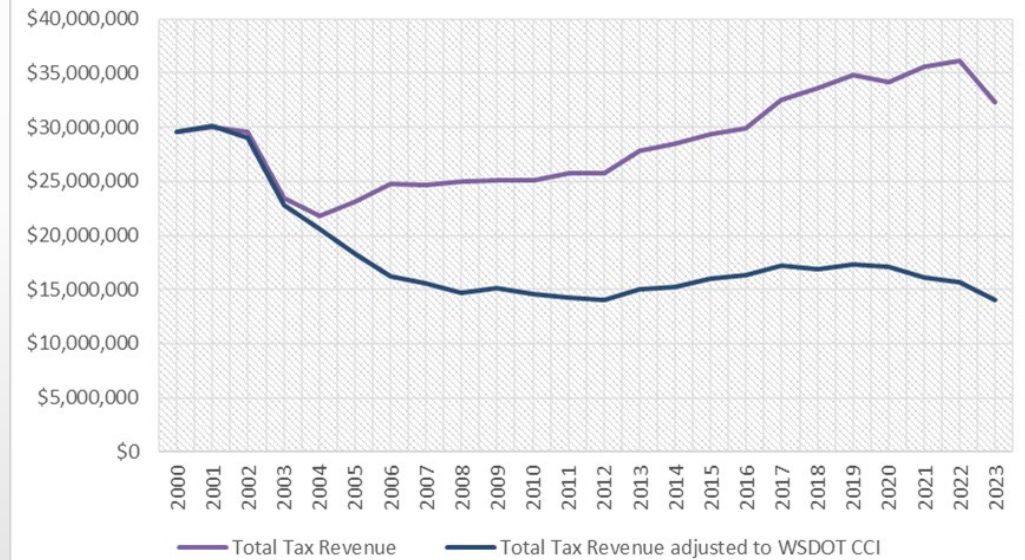


Revenue Discussion

Fuel Tax/MVA Transport adjusted to today's dollars



Total Tax (Property, REET, Fuel) Revenue and adjustment to current dollar



2024 Projected Road Fund Expenses

Capital Projects	\$26.7 million (Touches less than 1% of system)
Maintenance	\$21.3 million (includes \$2.3 million sign and signals)
Preservation	\$ 4.2 million
Administration	\$14.6 million
Total Expenses	\$66.8 million



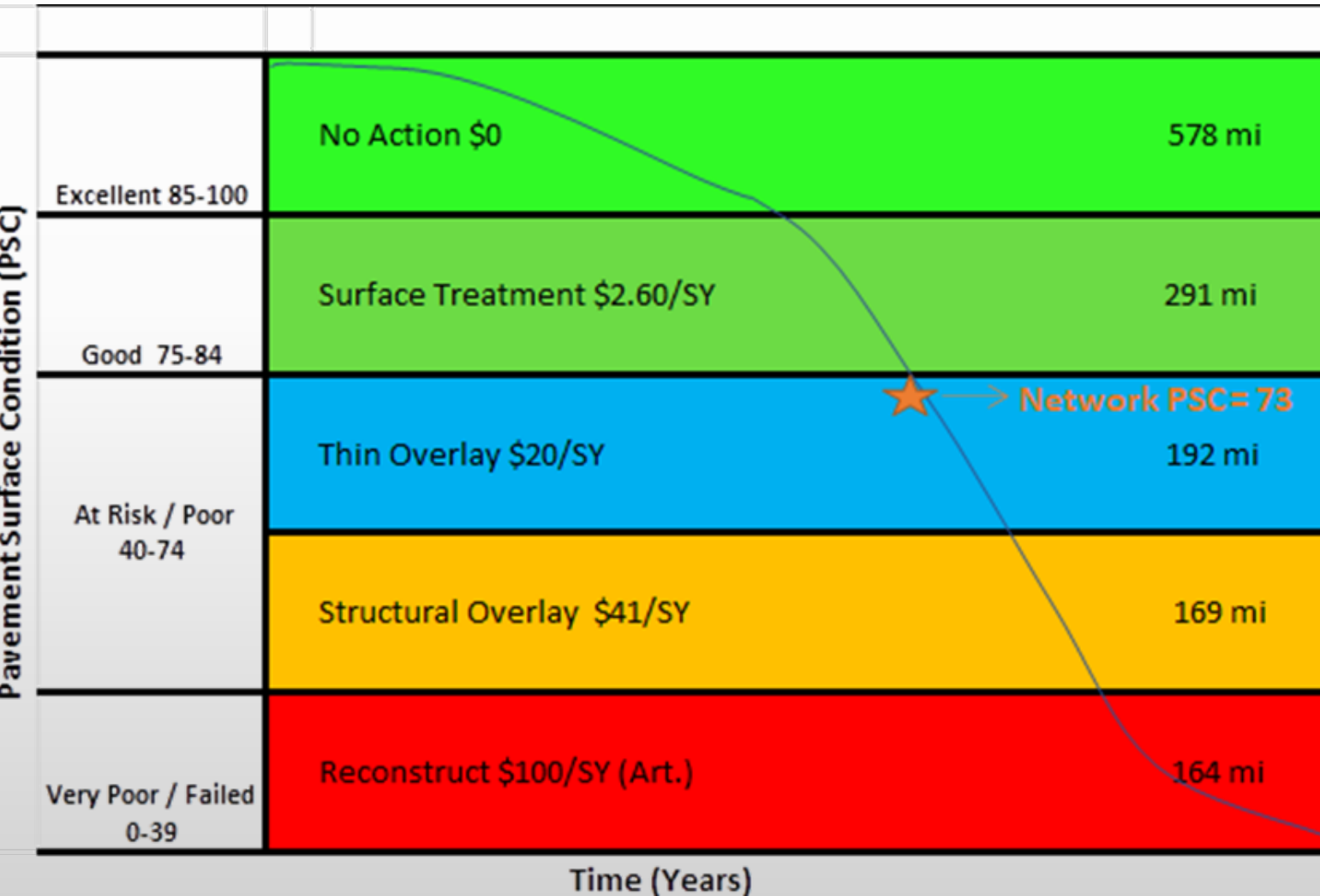
Expense Discussion

- **Fuel Costs** have increased 105% from 2019 to current
 - \$2.57/gallon (diesel) average cost between 2019-2022
 - \$5.27/gallon (diesel) average cost between 2022-current
- **Labor Cost** per hour has increased 37% between 2018 and 2023 in Maintenance.

- | Cost per 10 Hour Day (Labor and Equipment) | | | | |
|--|---------|------------|---------|---------|
| Year | Backhoe | Dump Truck | Sweeper | Grader |
| 2019 | \$700 | \$970 | \$900 | \$900 |
| 2023 | \$1,060 | \$1,600 | \$2,060 | \$2,060 |



Preservation – Best First Approach



Preservation– Treatment Costs

Treatment	Unit of Measure	County Crew Estimate/UOM	Contractor Estimate/UOM	County Crew Estimate for 1 mile, 26' wide	Contractor Estimate for 1 mile, 26' wide
Crack Seal	LF	\$0.55	\$1.10	\$4,500	\$9,000
Chip Seal	SY	\$2.60	\$3.50	\$40,000	\$54,000
Scrub Seal	SY	\$3.25	\$7.00	\$50,000	\$107,000
2" overlay	SY	\$15.40	\$23.50	\$235,000	\$359,000
2" Grind and Inlay	SY	na	\$50.00	na	\$750,000
Thick Overlay (Rural)	SY	na	\$38.00	na	\$580,000
Thick Overlay (Urban)	SY	na	\$43.00	na	\$656,000
Reconstruct (Rural)	SY	na	\$71.00	na	\$1,083,000
Reconstruct (Urban)	SY	na	\$122.00	na	\$1,861,000
**costs include mobilization, materials, treatment listed and traffic control					

Short Span Bridges – Large Diameter Culverts



- Spokane County has ~107 NBI bridges in its inventory
- Estimated number of short span bridges and large diameter culverts is 2-3x the NBI inventory
- Establishing a full inventory and monitoring conditions has been challenging
- No outside funding sources are available to address the gap in local funds
- Varying levels of traffic, some are critical linkages
- Bridge crew has capabilities to address economic challenges with contractor support

QUESTIONS?

Thank you!

Matt Zarecor, P.E.

County Engineer

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509-477-7255



Transportation Performance Management: PM1 – Safety Targets

Board of Directors

Agenda Item 11 | Page 37

01.11.2024



Highway Safety Improvement Program (HSIP)



Moving Ahead for Progress in the 21st Century (MAP-21)



Federal Highway Administration (FHWA)



Transportation Performance Management (TPM)



Safety



1.Fatalities

2.Fatalities per 100M vehicle miles traveled

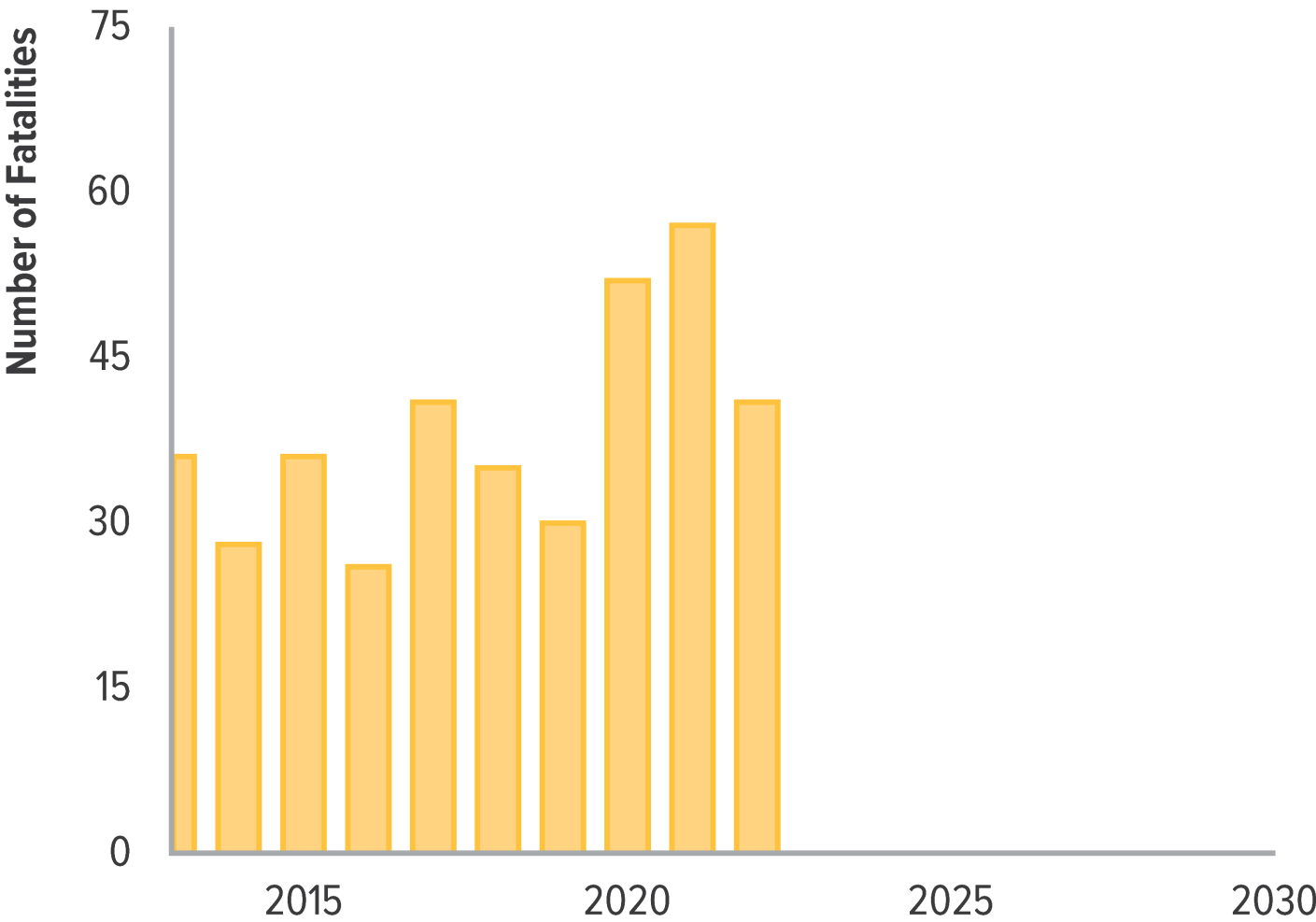
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries

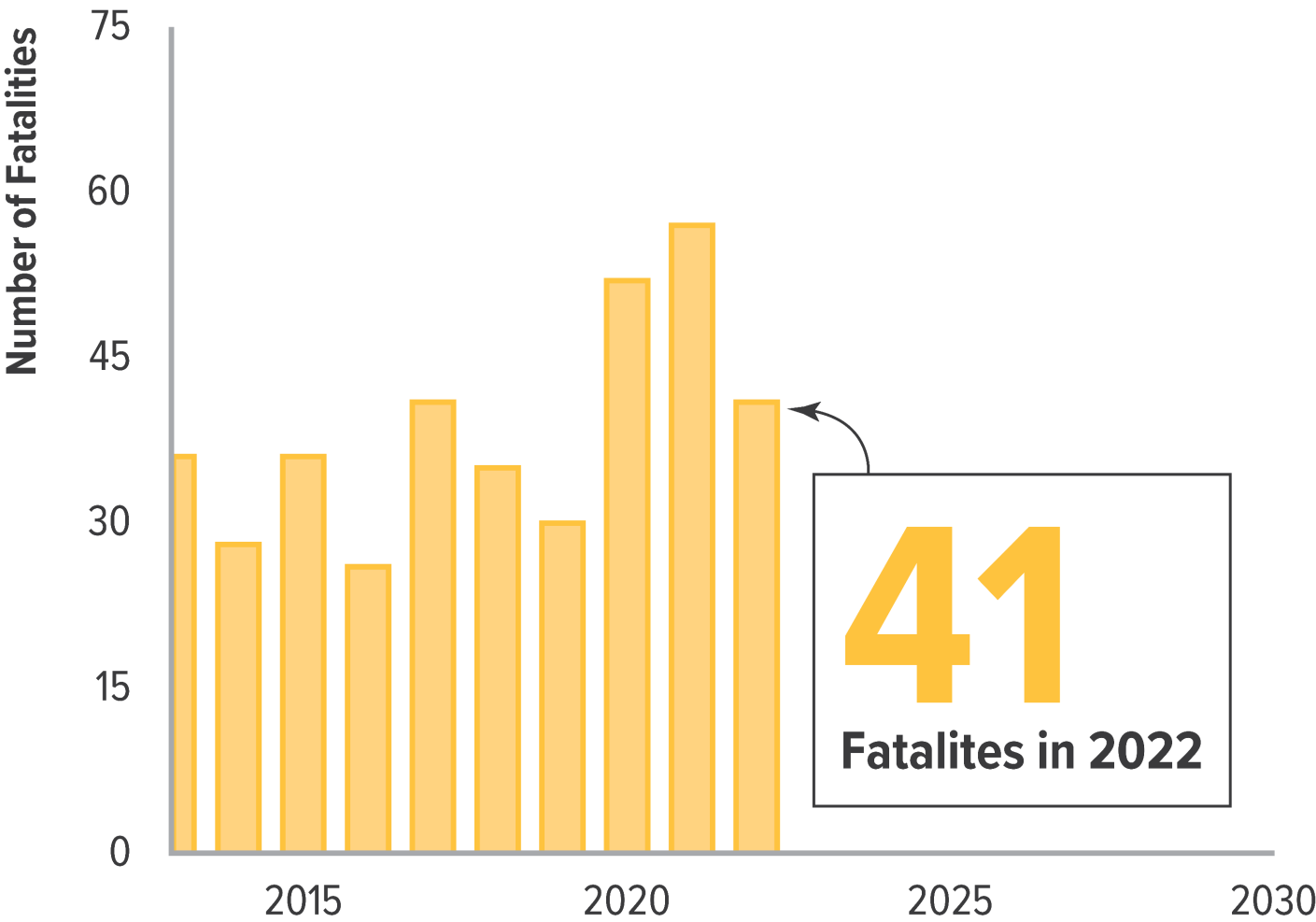
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



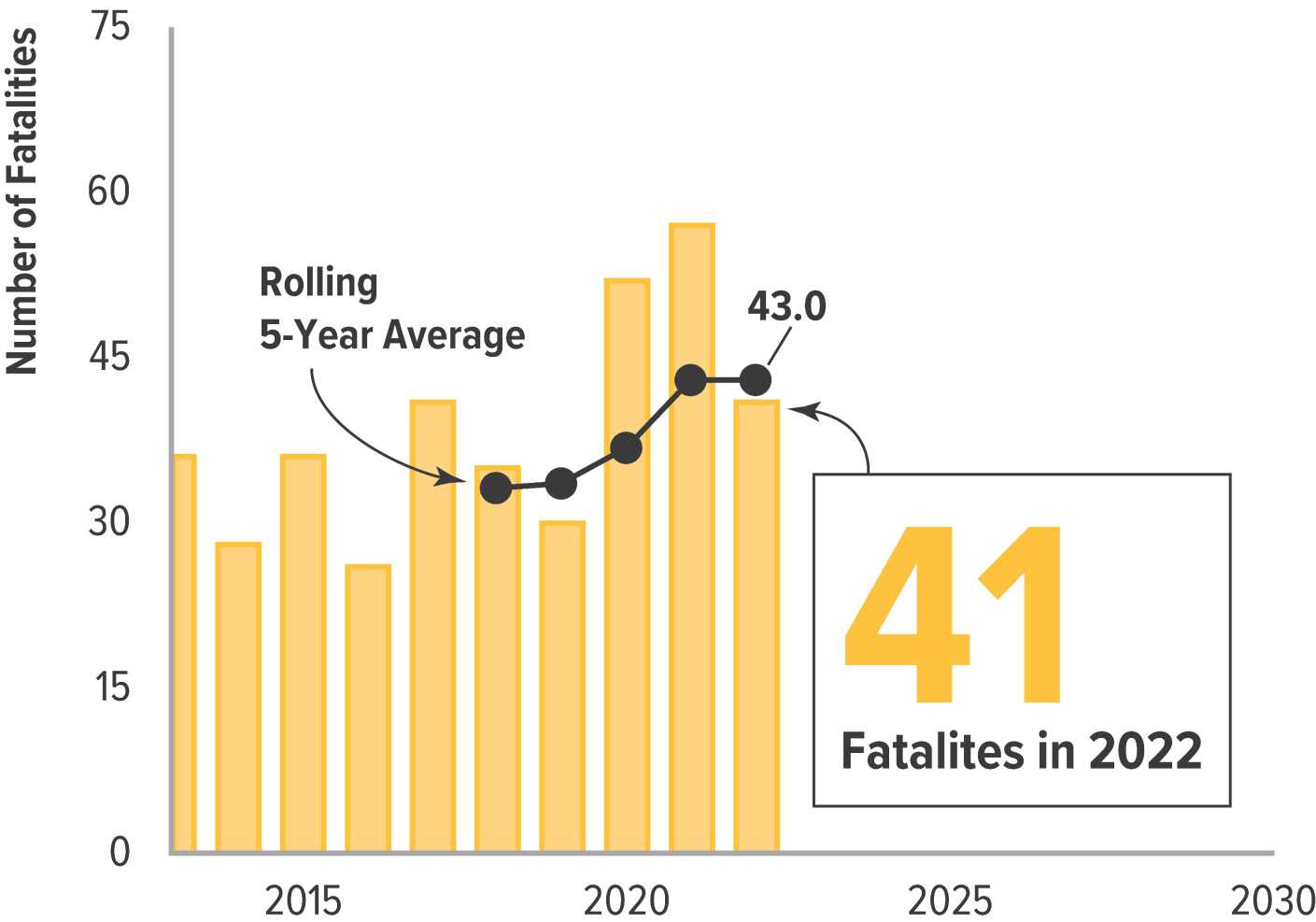
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities





WSDOT Target Zero



For [the safety] performance measure, the MPOs shall establish a target...




Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

Commit to a quantifiable HSIP target for the metropolitan planning area



Last Cycle

SRTC Board agreed to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target.



Safe Streets and Roads for All (SS4A)

Regional Safety Action Plan (RSAP)

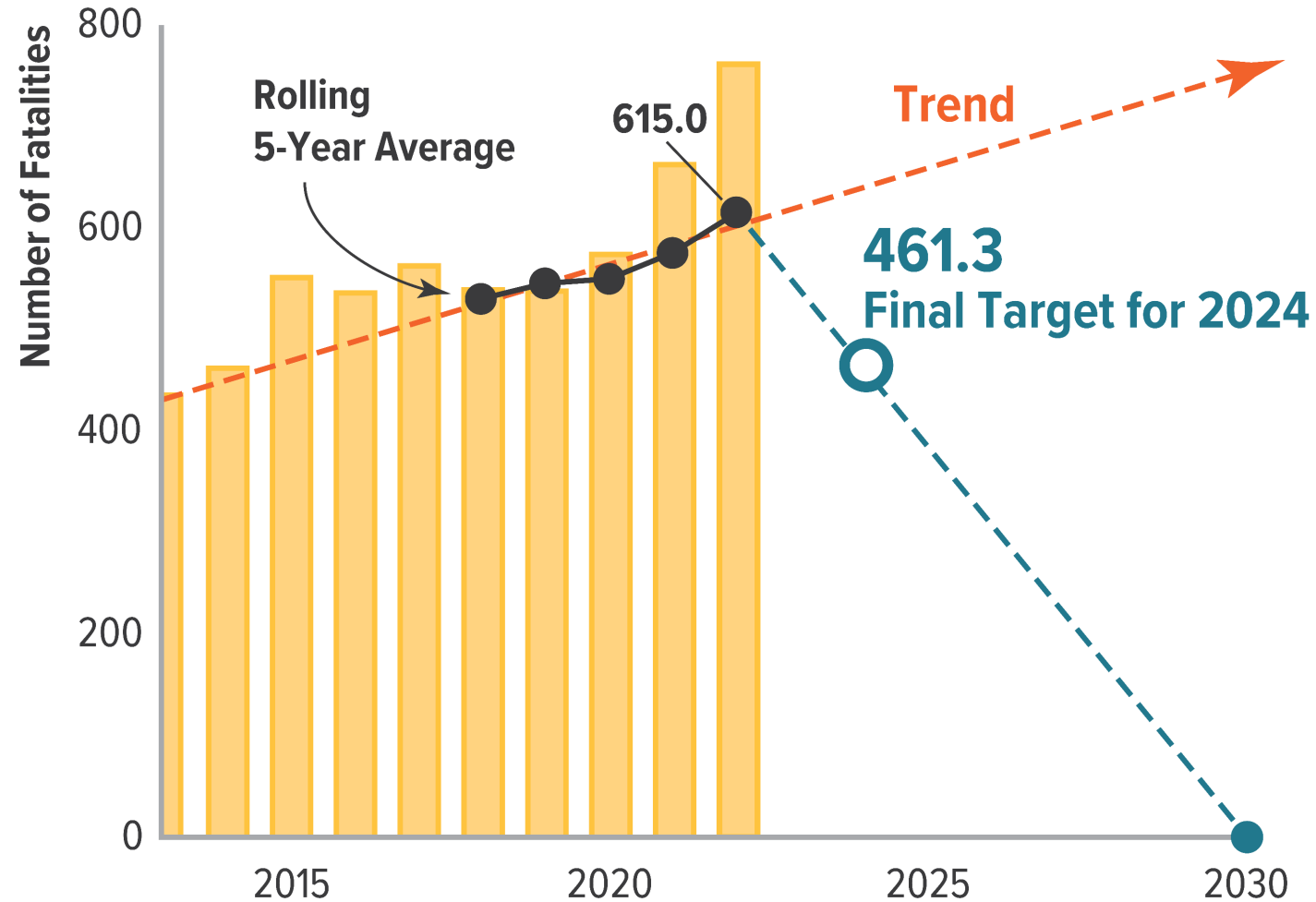
Next Steps

January: Committees make recommendation to Board

February: SRTC Board adopts resolution

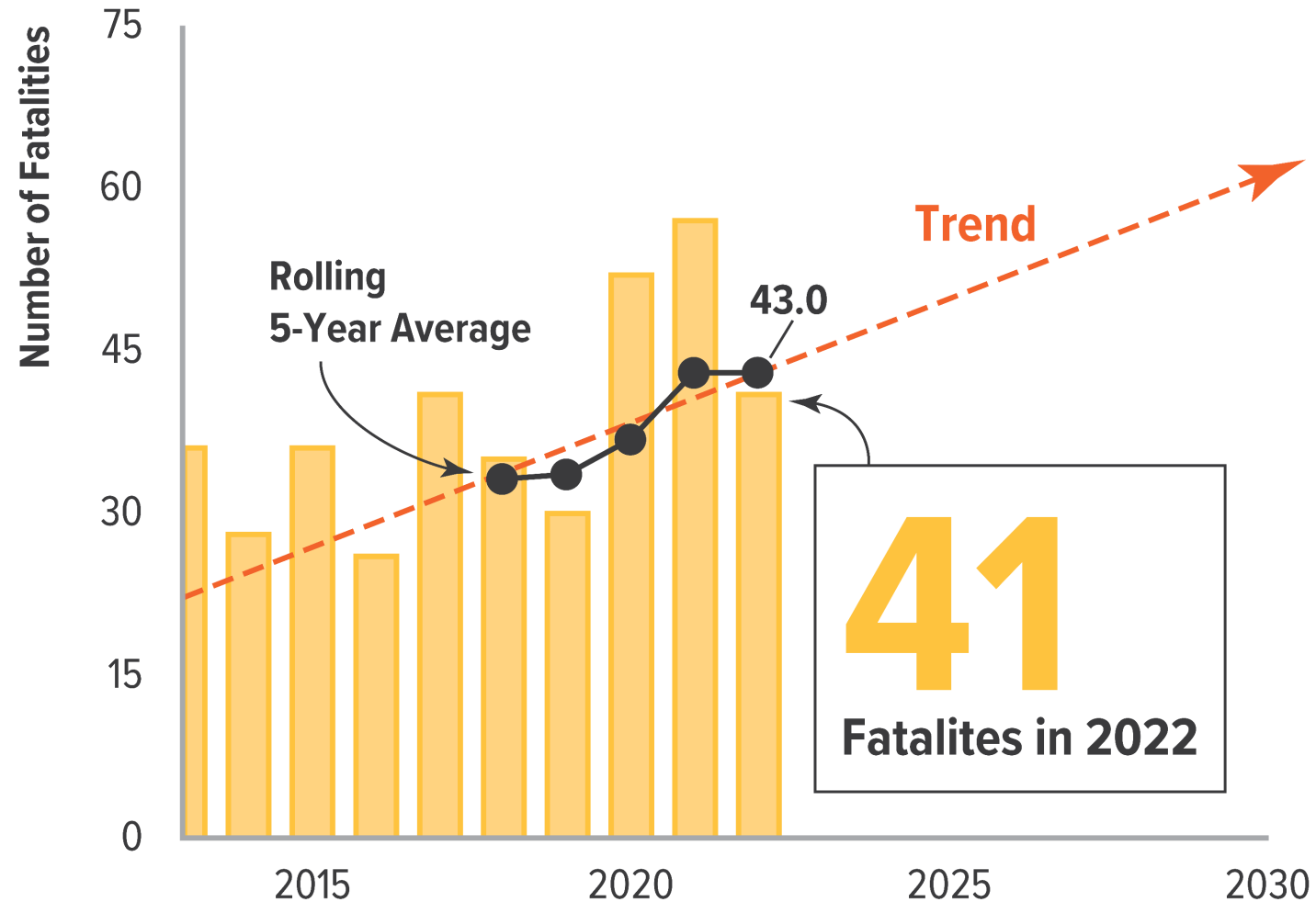
Washington - Statewide

Measure #1: Fatalities



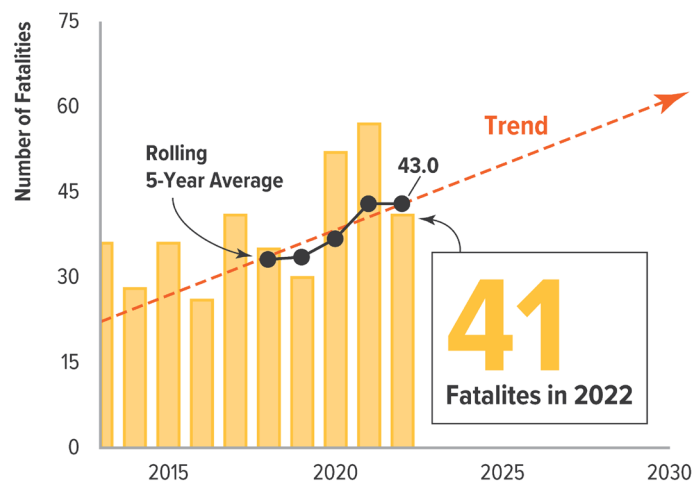
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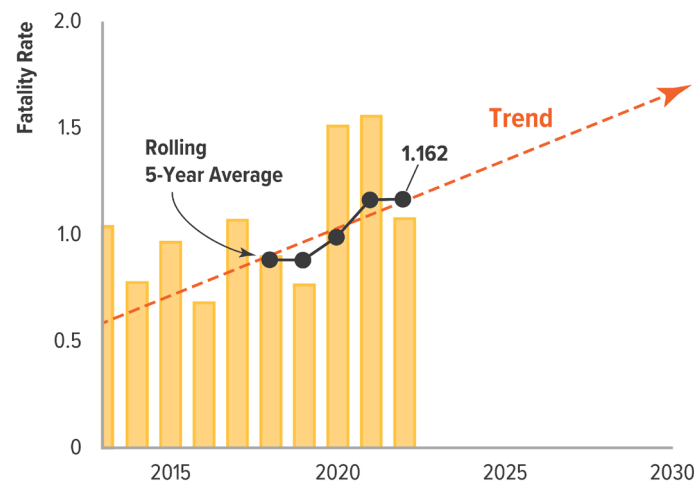


SRTC Metropolitan Planning Area (Spokane County)

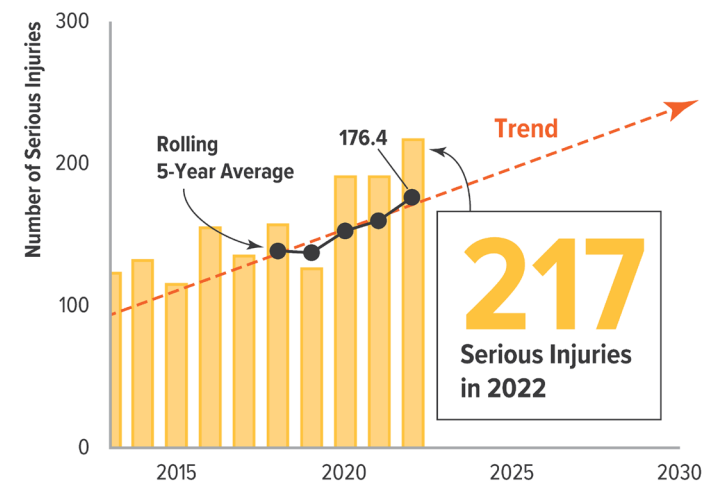
Measure #1: Fatalities



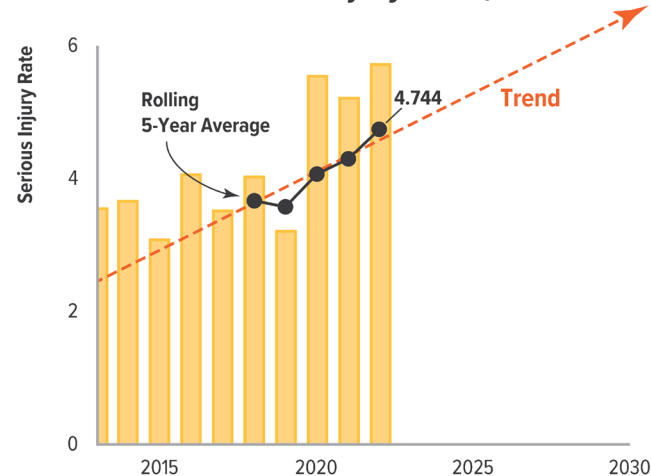
Measure #2: Fatality Rate *per 100 million VMT*



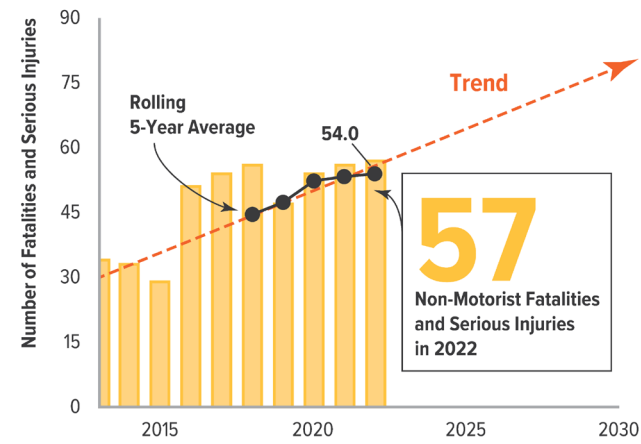
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*

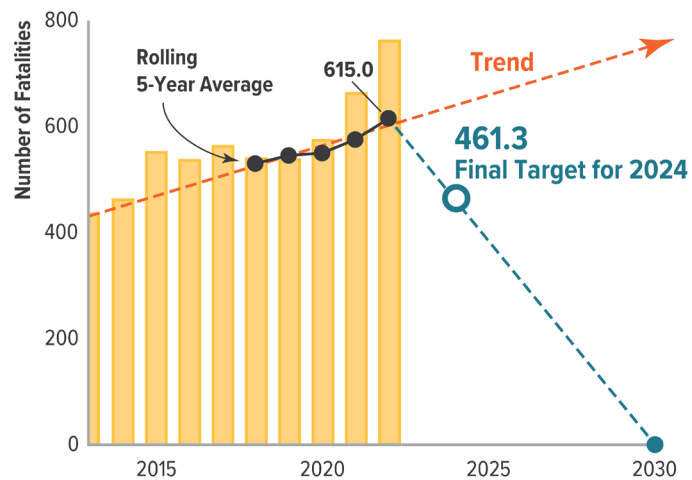


Measure #5: Non-Motorist *Fatalities and Serious Injuries*

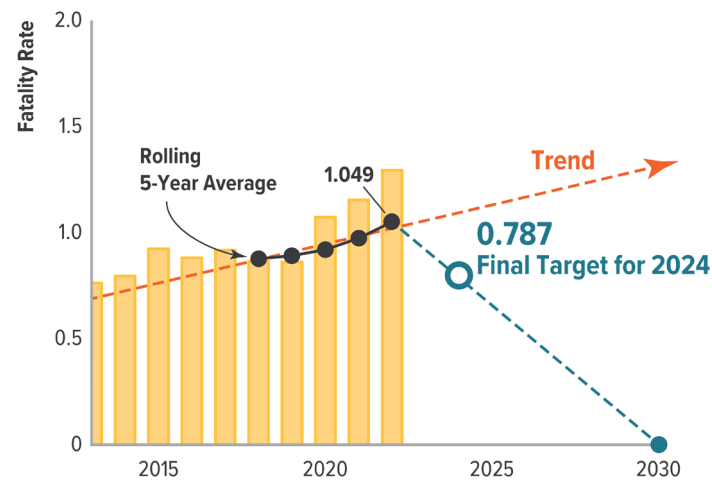


Washington - Statewide

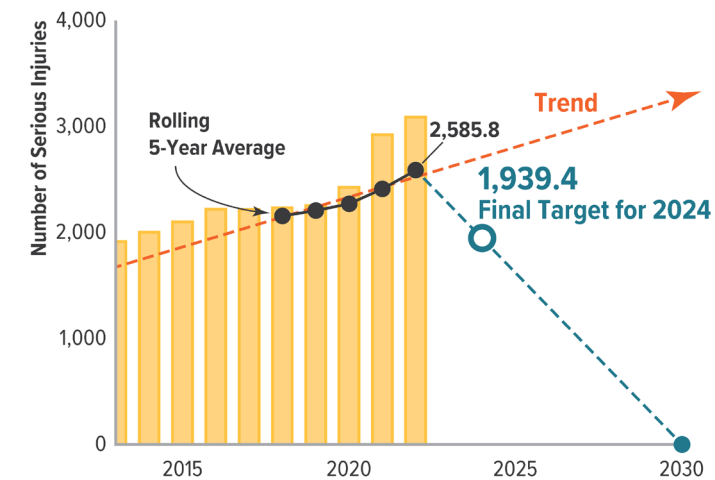
Measure #1: Fatalities



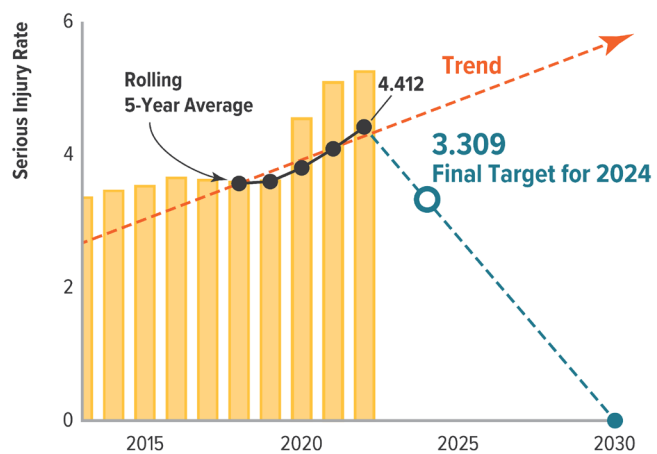
Measure #2: Fatality Rate per 100 million VMT



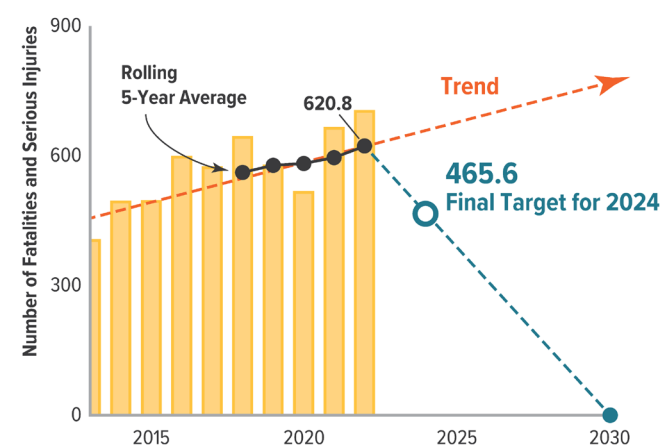
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT



Measure #5: Non-Motorist Fatalities and Serious Injuries



Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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Metropolitan Transportation Plan Update & Work Items in Development

Board of Directors

Agenda Item 11 | Page 37

Jason Lien

January 11, 2024



What is the Metropolitan Transportation Plan?

- What we want our regional transportation system to look like in 20 years.
- What we're going to do to support that outcome.



HORIZON 2045

Spokane Metropolitan
Transportation Plan



SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

ADOPTED
DECEMBER 9, 2021



MTP Update – Needs Assessment

- **Work Underway:**
 - Regional Safety Action Plan
 - Congestion Management Process
- **Work in Development:**
 - Smart mobility plan
 - System resilience assessment
- **Additional Items in 2024:**
 - Modal analyses (freight, transit, active transportation, vehicular, air and rail)
 - Needs assessment summary

Smart Mobility

- **Transportation technologies – existing and emerging**
 - ITS
 - Connected/Autonomous
 - Zero-emission
 - Freight
 - Micromobility
- **What systems are in place now**
- **Identify gaps and future scenarios**



System Resilience

- Views our transportation system through the lens of resiliency
 - What are the risks from climate change or other disruptions
 - Identify vulnerable transportation assets
 - Identify needs for redundancy and preparedness





Coordination

Local efforts related to either smart mobility or resiliency?

2024 Timeline

	2024 Q1	2024 Q2	2024 Q3	2024 Q4
Kick-off smart mobility & resiliency				
CMP complete				
RSAP complete				
Begin modal analyses				
Kick-off needs assessment summary				
Final drafts for smart mobility & resiliency				

MTP Adoption in December 2025

Other MTP Components

- Population and travel demand updates
- Financial forecast
- Performance tracking
- Projects and initiatives consistent with plan
- Public engagement

Comments / Questions

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