



Welcome

SRTC FEBRUARY BOARD

WELCOME TO THE 02/08/24

SRTC Board of Directors Meeting



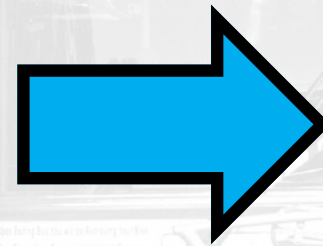
2023 SRTC Board President Betsy Wilkerson & 2024 SRTC Board President Al French



STA WANTS YOUR FEEDBACK!

Division Street BRT will convert
Route 25 to Bus Rapid Transit service

Give your feedback on station
locations by taking a short survey



spokanetransit.com/brtsurvey

WELCOME TO THE 02/08/24

SRTC Board of Directors Meeting



Lois at the Greater Spokane Inc. Olympia Fly-In - Jan 17

Welcome TO SRTC

Benjamin
Kloskey



WELCOME TO THE 02/08/24 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!

Transportation Performance Management: PM1 - Safety

Board of Directors

Agenda Item 4 | Page 9

February 8, 2024

Requested Action

Approval of Resolution R-24-05 (Attachment) establishing annual performance targets for safety.

Recap

- **Highway Safety Improvement Program**
 - ~\$3B / year nationally for investments in safety projects.
 - WA State : approximately \$30M / year.
 - Historically, 2-3 projects get funded each year in our region.
 - Since 2014, the average amount awarded to the region is about \$2.5M/year.
- **Transportation Performance Management**
 - a strategic approach that uses system information to make investment and policy decisions to achieve seven national performance goals

Safety



1. Fatalities

2. Fatalities per 100M vehicle miles traveled

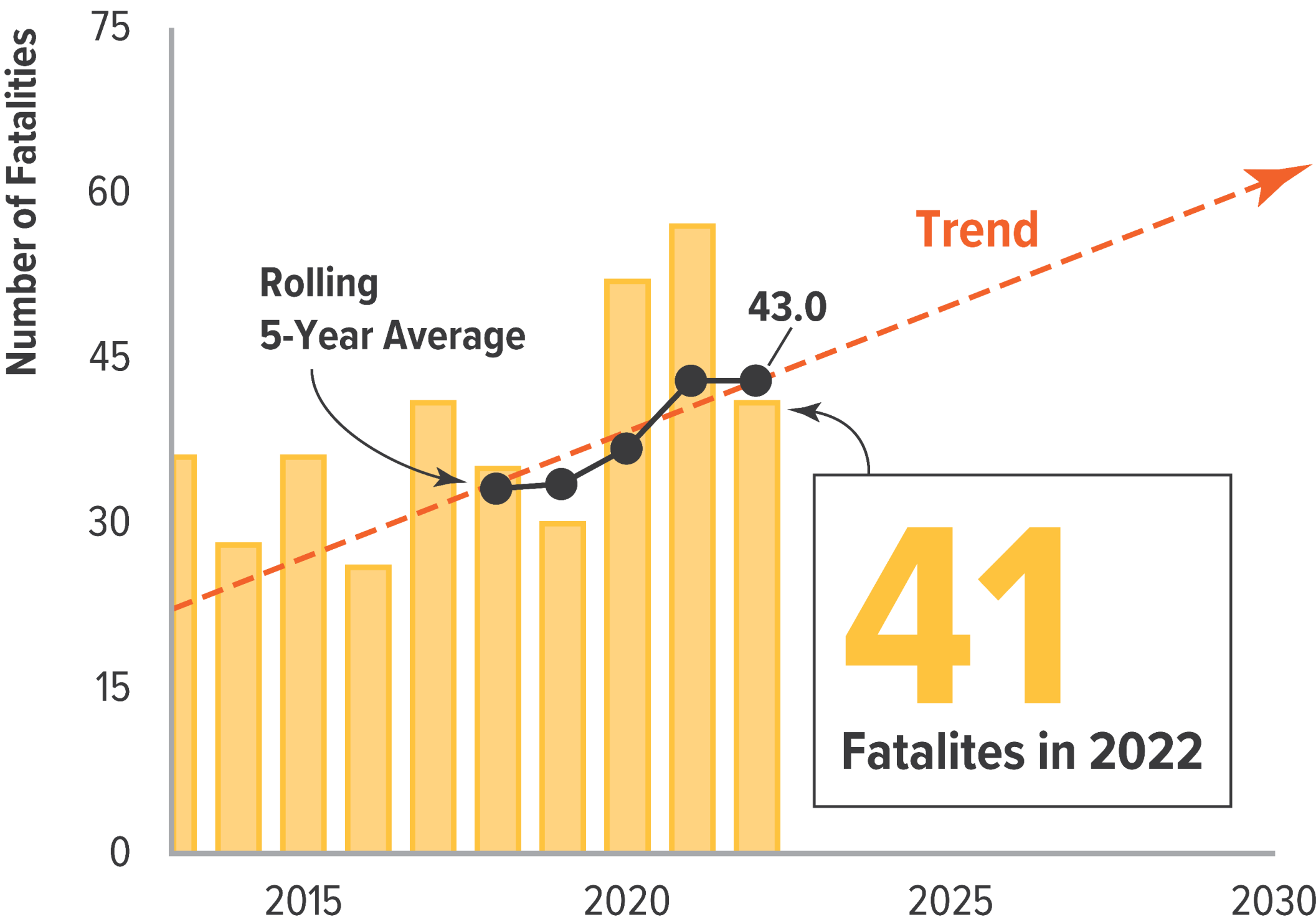
3. Serious injuries

4. Serious injuries per 100M vehicle miles traveled

5. Non-motorist fatalities and serious injuries

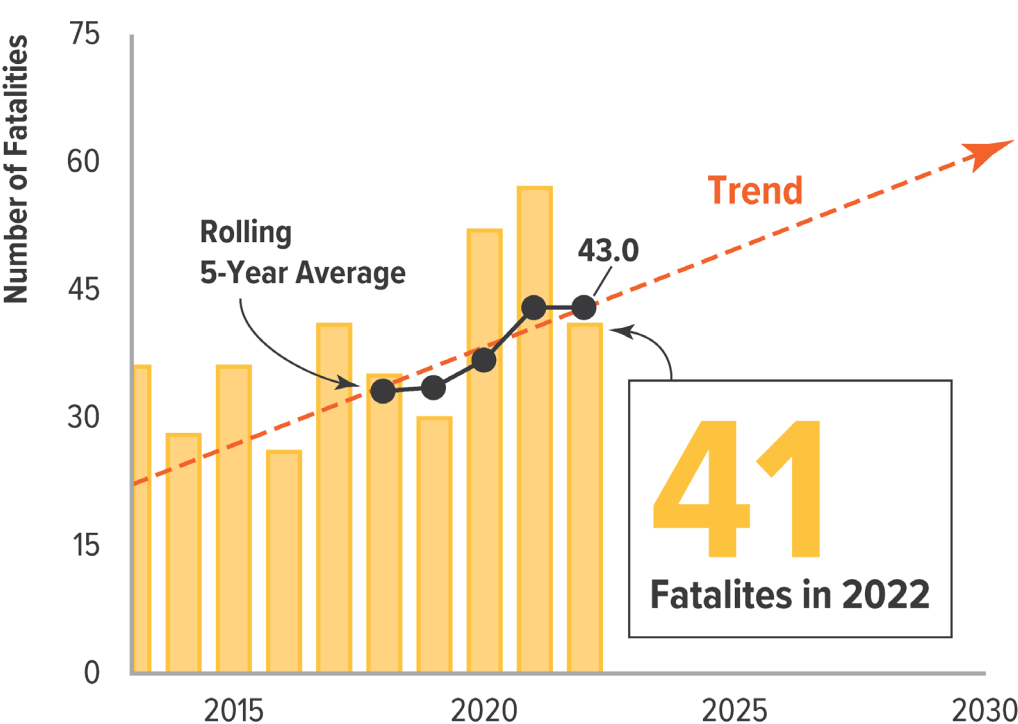
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

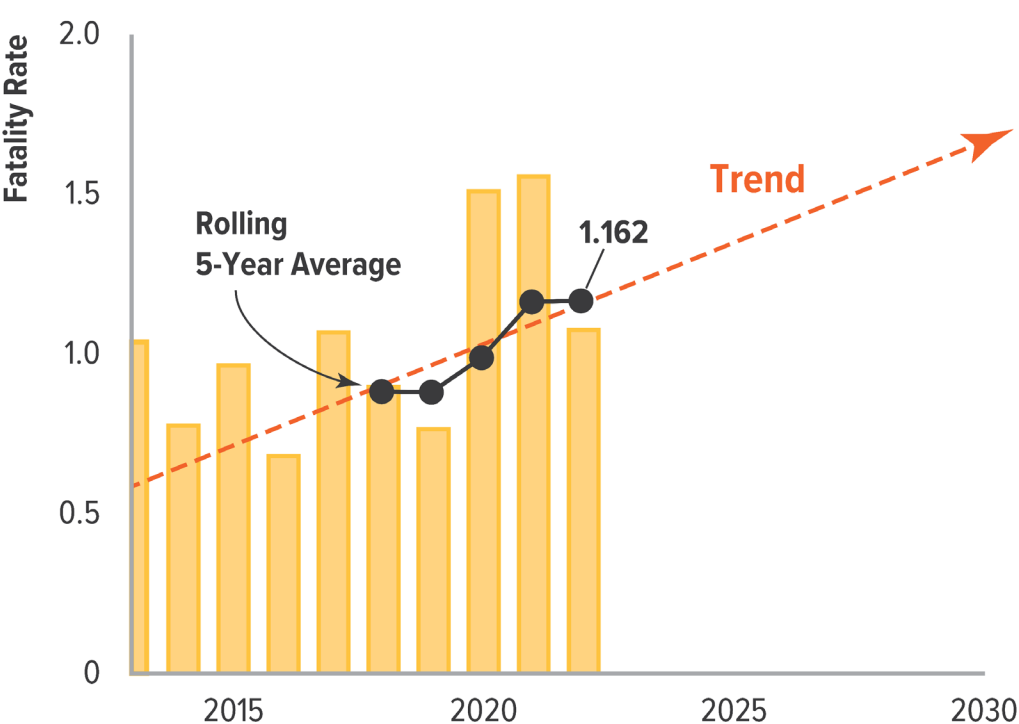


SRTC Metropolitan Planning Area (Spokane County)

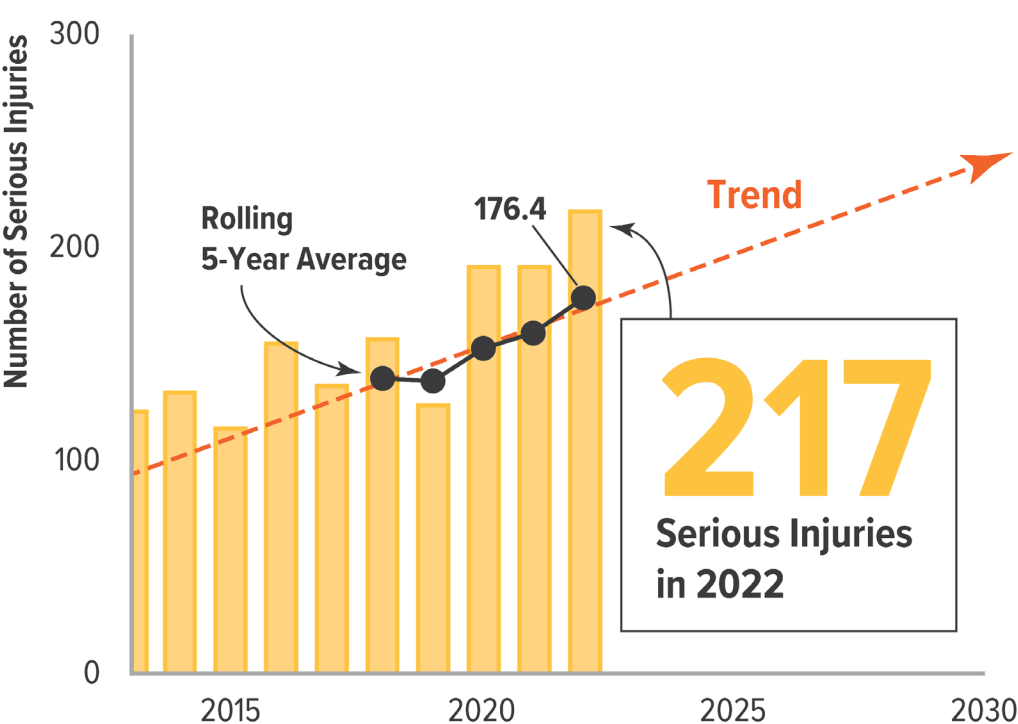
Measure #1: Fatalities



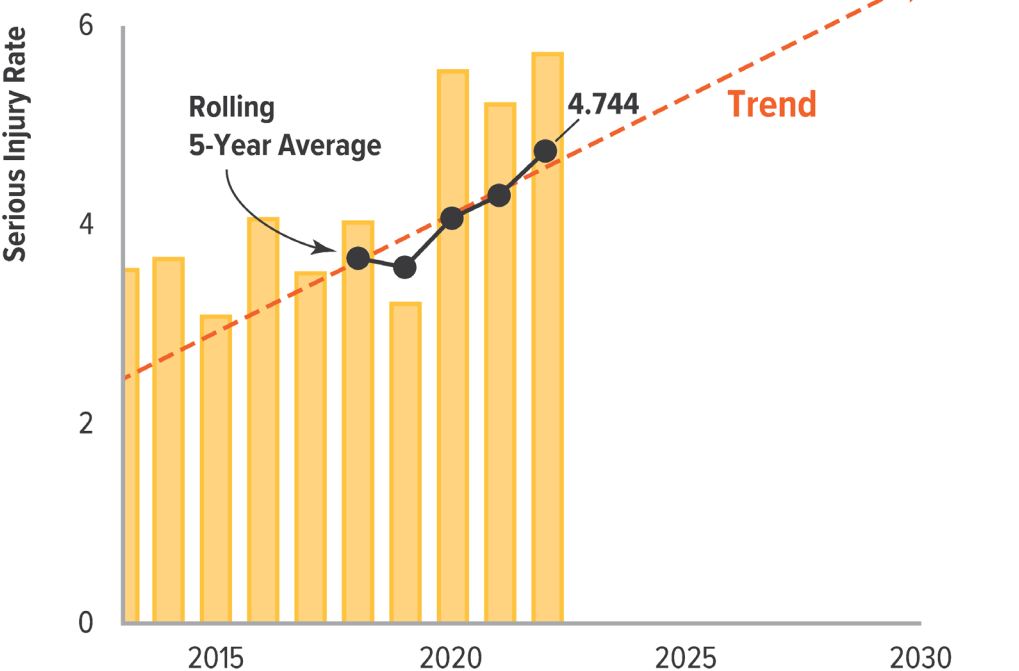
Measure #2: Fatality Rate *per 100 million VMT*



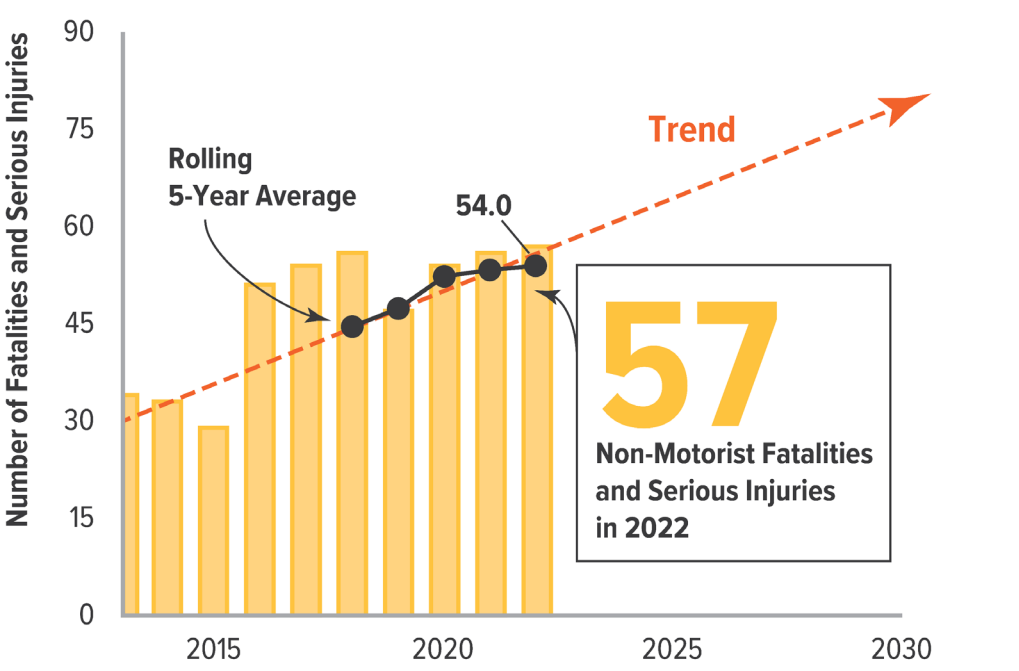
Measure #3: Serious Injuries



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



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

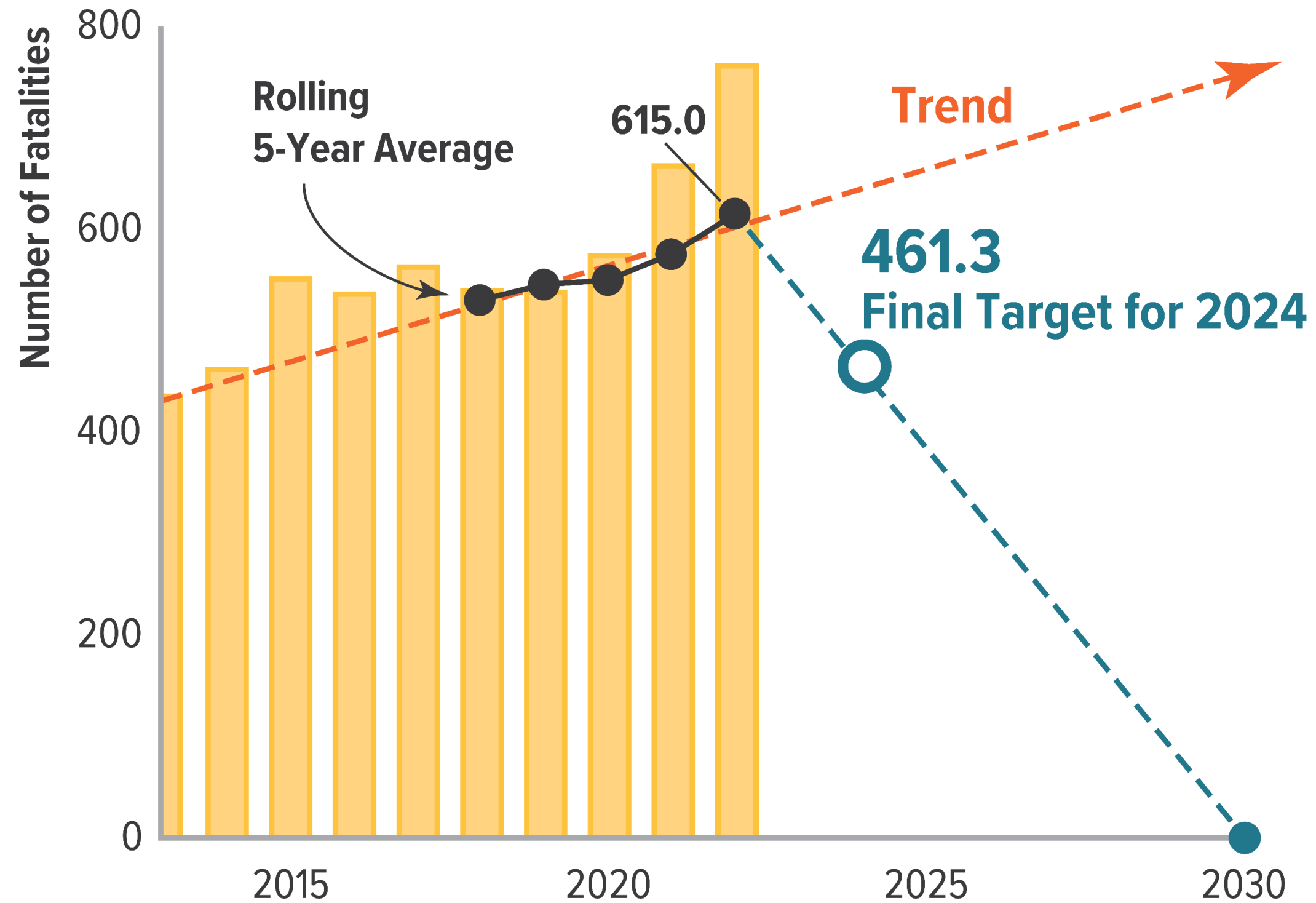




WSDOT Target Zero

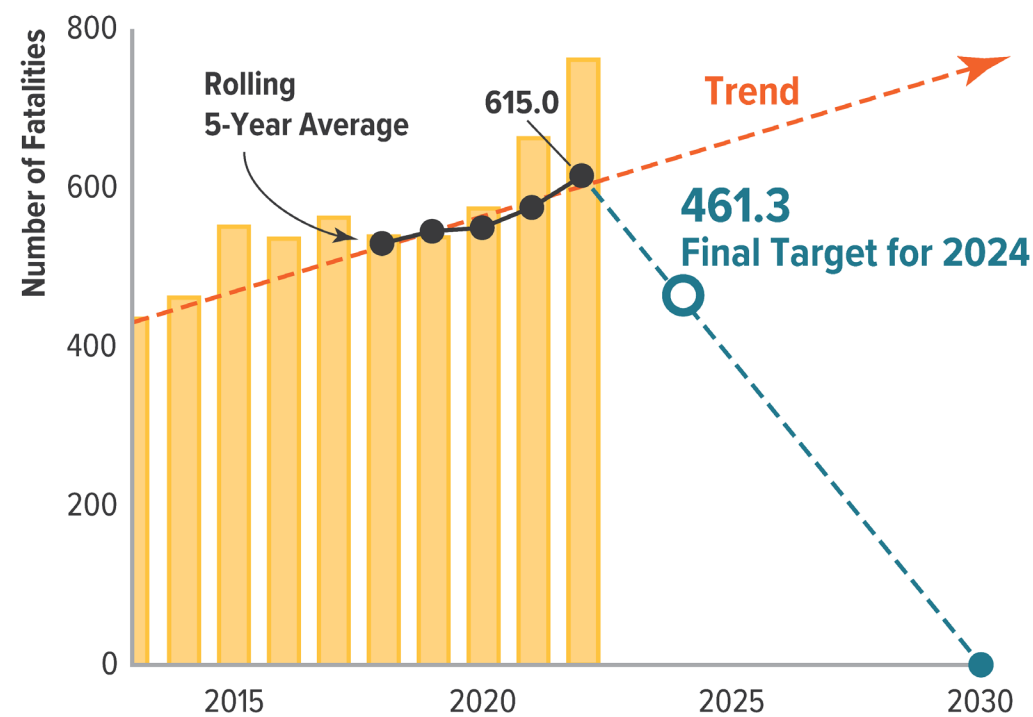
Washington - Statewide

Measure #1: Fatalities

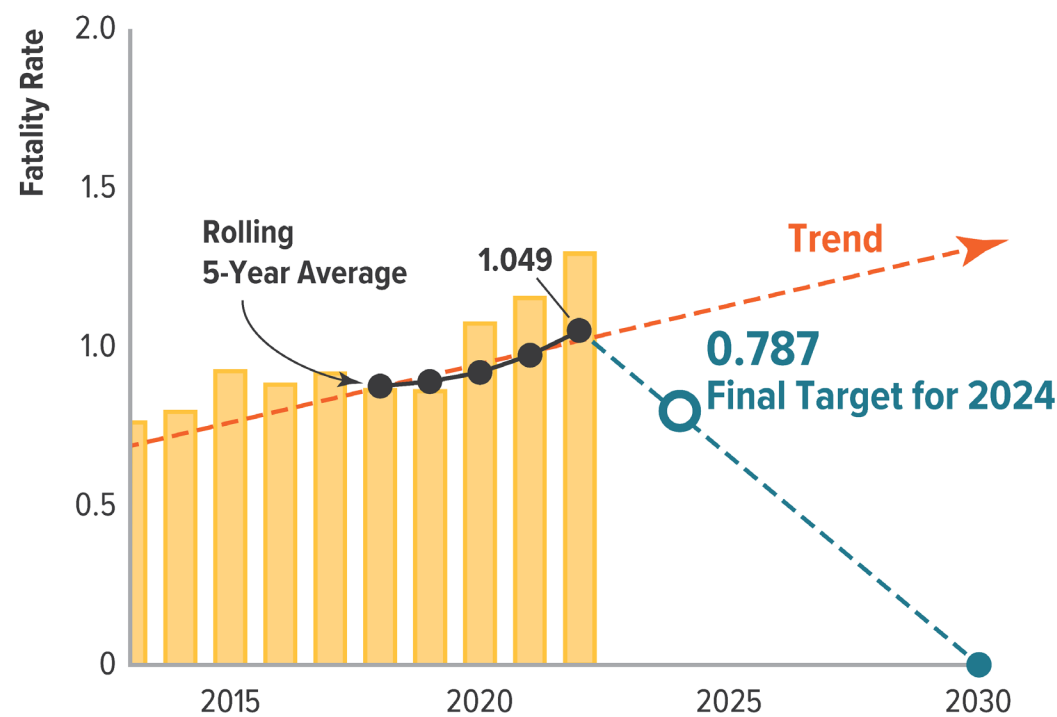


Washington - Statewide

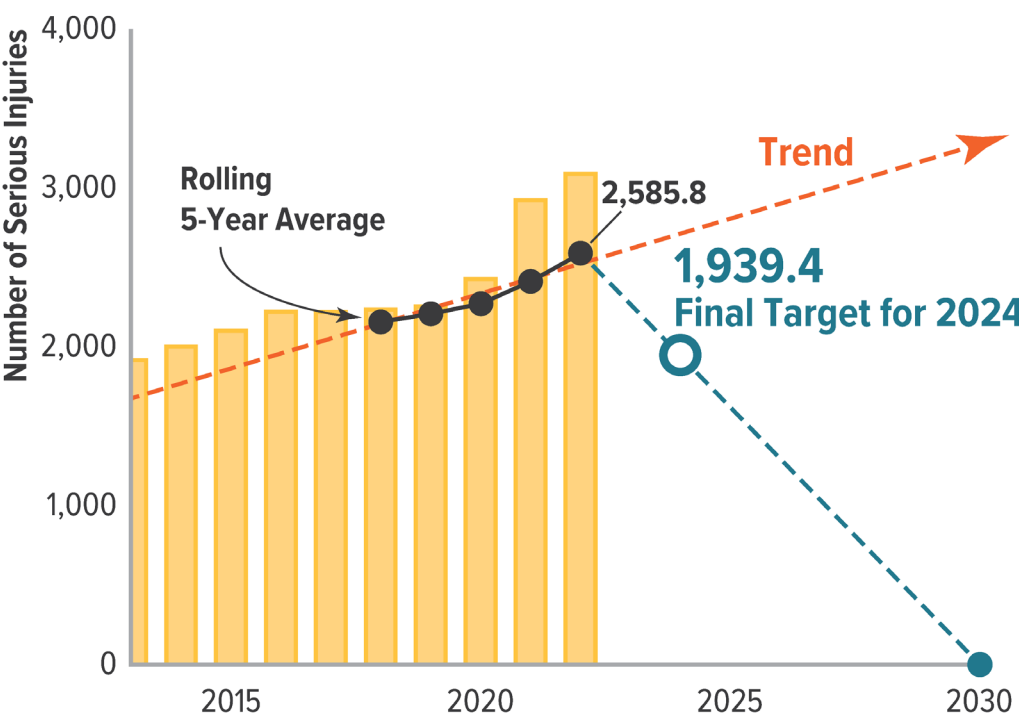
Measure #1: Fatalities



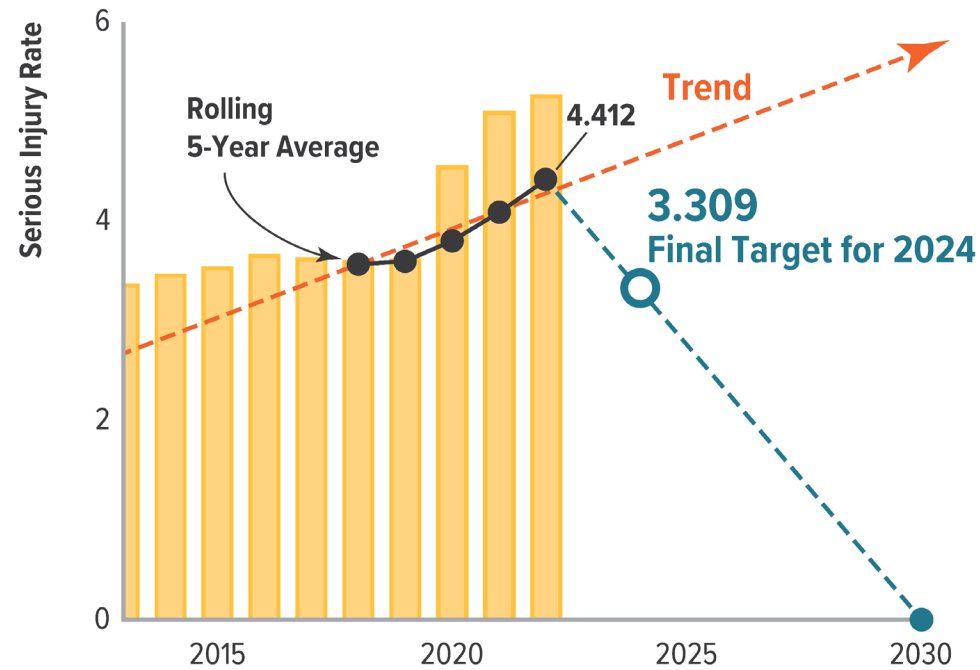
Measure #2: Fatality Rate *per 100 million VMT*



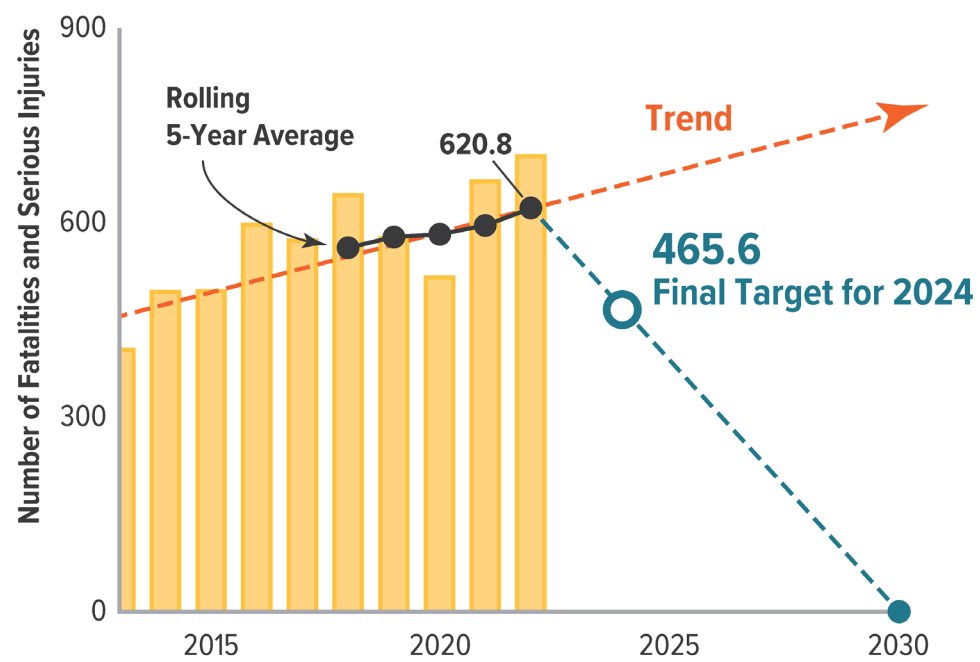
Measure #3: Serious Injuries



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



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





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

Options

1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target
2. Commit to a quantifiable target for the metropolitan planning area



Safe Streets and Roads for All (SS4A)

Deadline + Committee Feedback

SRTC Board must establish PM1 targets by February 28th, 2024.

Both committees unanimously recommended approval.

Requested Action

Approval of Resolution R-24-05 (Attachment) establishing annual performance targets for safety.

Regional Safety Action Plan: Update

Board of Directors

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February 8, 2024



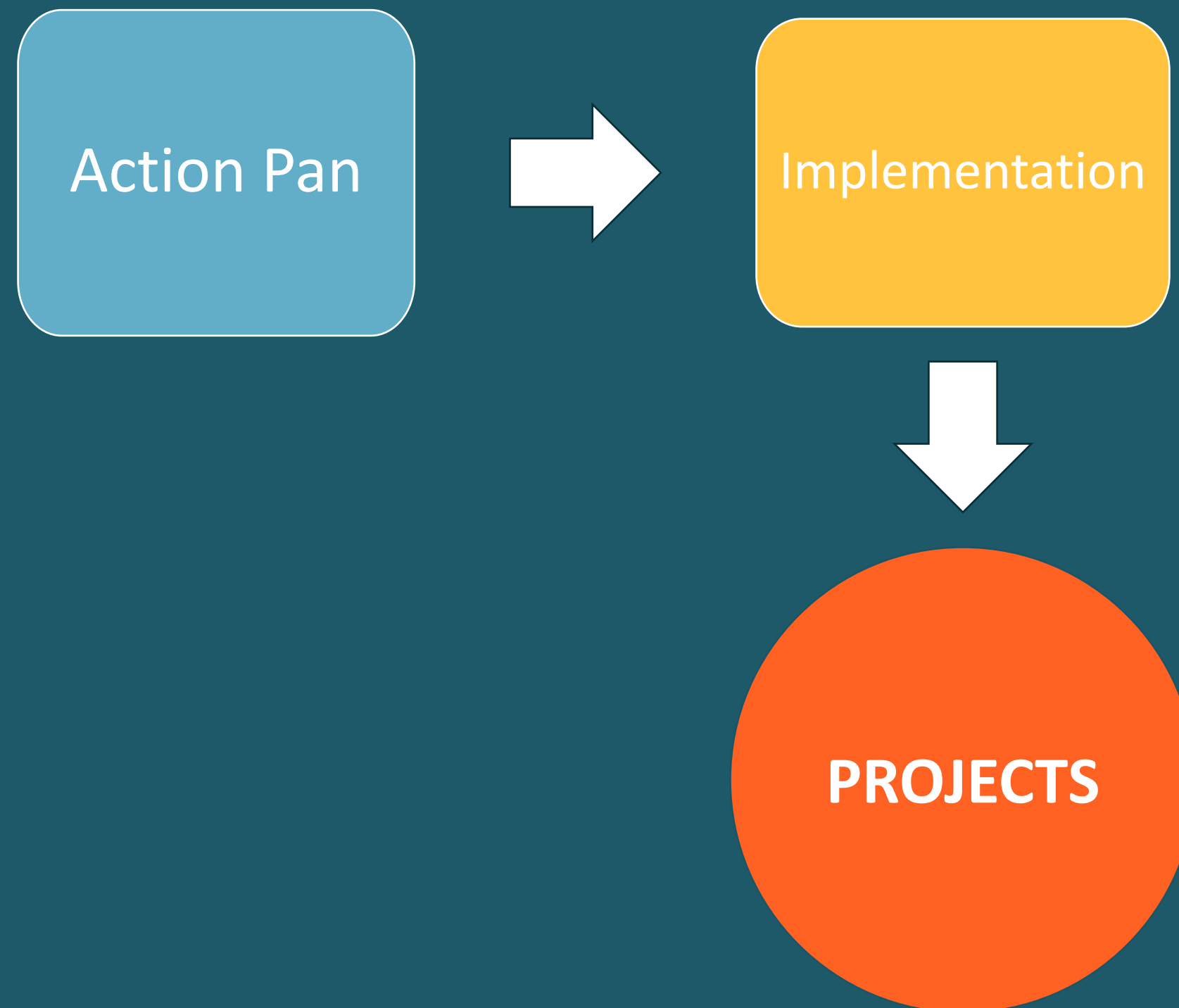
Regional Conversation

- PM1 Target Setting Process
- 2022 Discussion Series (need for regional plan identified)
- SS4A Grant Program Announced
- Board Authorized Grant Application

SS4A Grant Program Highlights

- Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A)
- A discretionary program with \$5 billion in appropriated funds over 5 years
- FY22: \$813M / 385 grants nationwide

Funding Options





Action Plan Components

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

Award + Plan Structure

- \$500,000 total project cost
- \$400,000 federal, \$100,000 local match
- City of Spokane, Spokane County, City of Spokane Valley: \$15,000 each
- SRTC: \$55,000 in reserve (local) funds
- SRTC: project management; consultant supported (RFP)
- Plan developed to include “chapters” with localized data analysis and project identification and rolled up into regional priorities

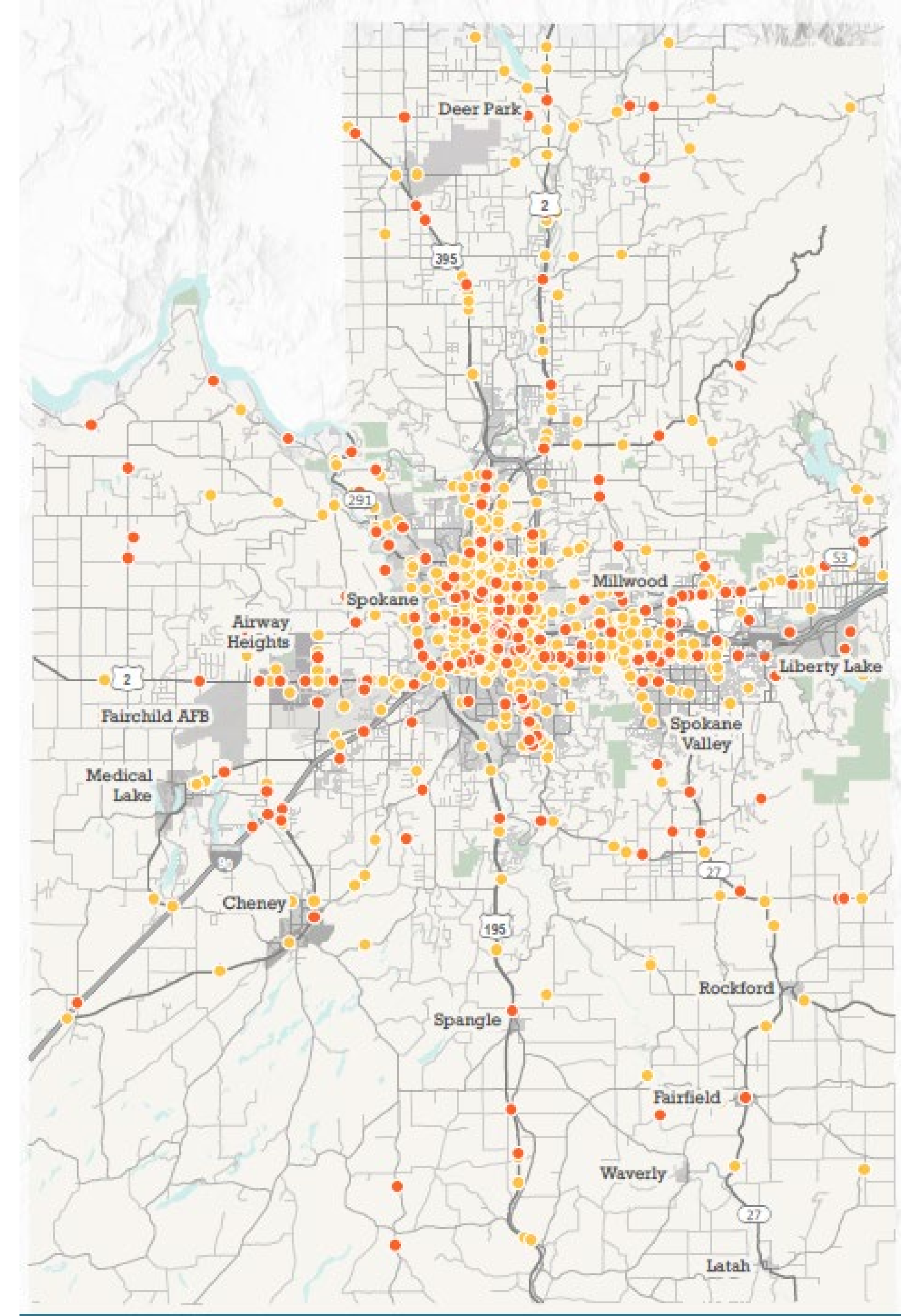
Steering Committee

- Spokane County
- City of Spokane
- City of Spokane Valley
- Spokane Transit Authority
- WTSC Target Zero Task Force
- Spokane Regional Health District
- Transportation Advisory Committee

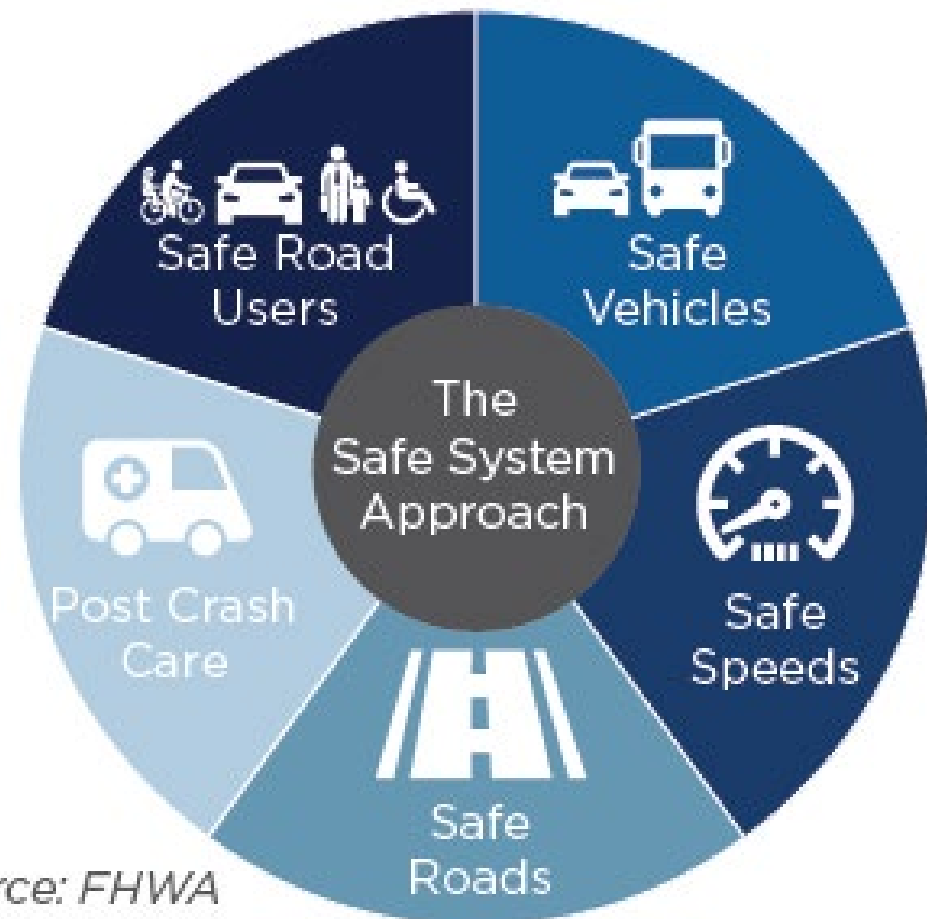
Project Purpose: An Actionable Safety Plan

Organize around a collective desire to save lives and prevent life altering injuries.

Fatal and Serious Injury Crashes – All Modes
WSDOT Data – 2028 -2022



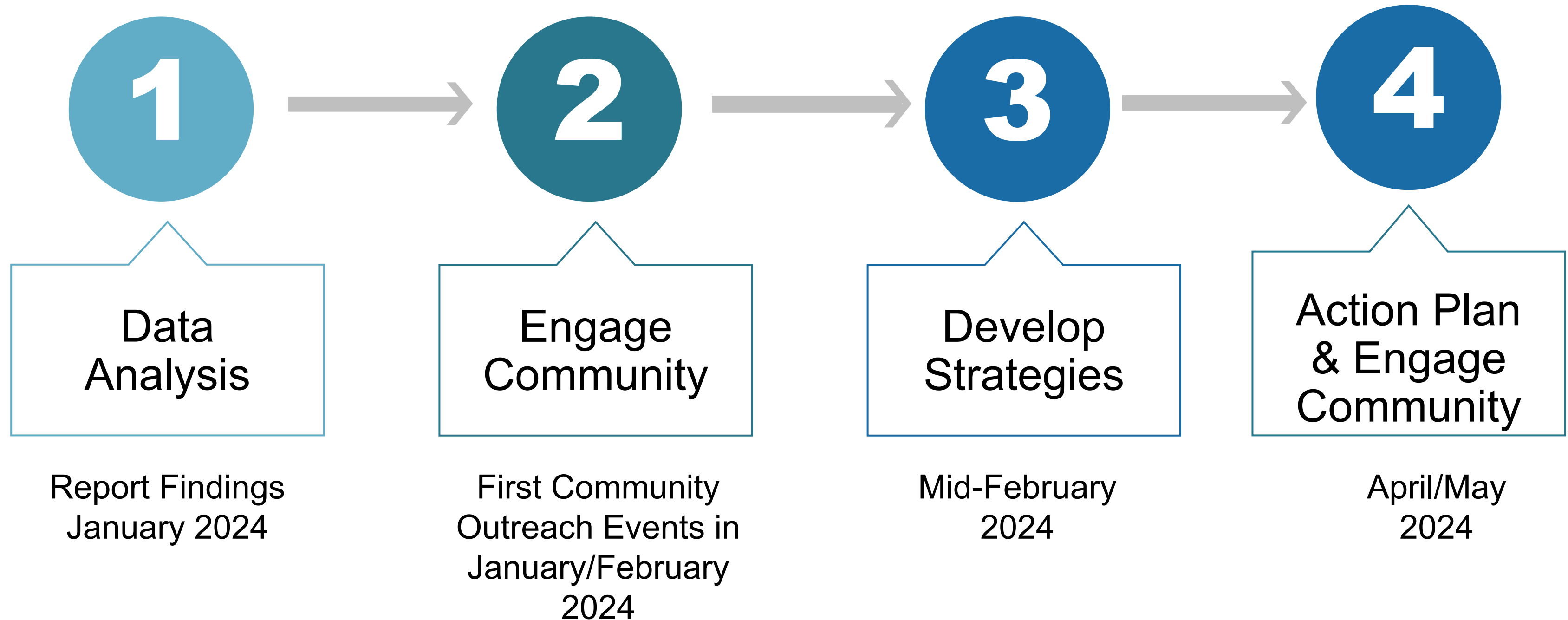
Safe System Approach



Source: FHWA



Schedule





Community/Stakeholder Engagement – The WHY

Community/Stakeholder Engagement Insights to Date

- **Seat Belts.** Usage may be lower than national/state averages.
- **Priority Projects.** Starting to develop a list.
- **Key Themes:**
 - Where you learn how to drive and interact with roadways matters
 - Marshallese community dependence on transit and walking in Airway Heights
 - Arterials/super blocks – significant barriers
 - Crossing locations in relation to transit stops/services
 - Lighting
- **Support.** It is time to do something.
- **Need for Transparency.** Dispel myths.



The Story the Data Tells



How Many?

WSDOT Data; 2018 - 2022

City	Bicyclist	Motorcycle	Pedestrian	Vehicle-Only	Total
City of Spokane	36	95	151	197	479
Unincorporated	8	54	18	176	256
Spokane Valley	12	40	31	73	156
Airway Heights	1	2	8	6	17
Liberty Lake	0	1	1	2	4
Cheney	0	0	0	3	3
Medical Lake	0	0	0	2	2
Deer Park	0	1	0	0	1
Fairfield	0	0	0	1	1
Millwood	No Fatal or Serious Injury Crashes				
Rockford					
Latah					
Spangle					
Waverly					
Total	57	193	209	460	919

*Crashes are categorized based on the ‘Jurisdiction’ field in the crash report.



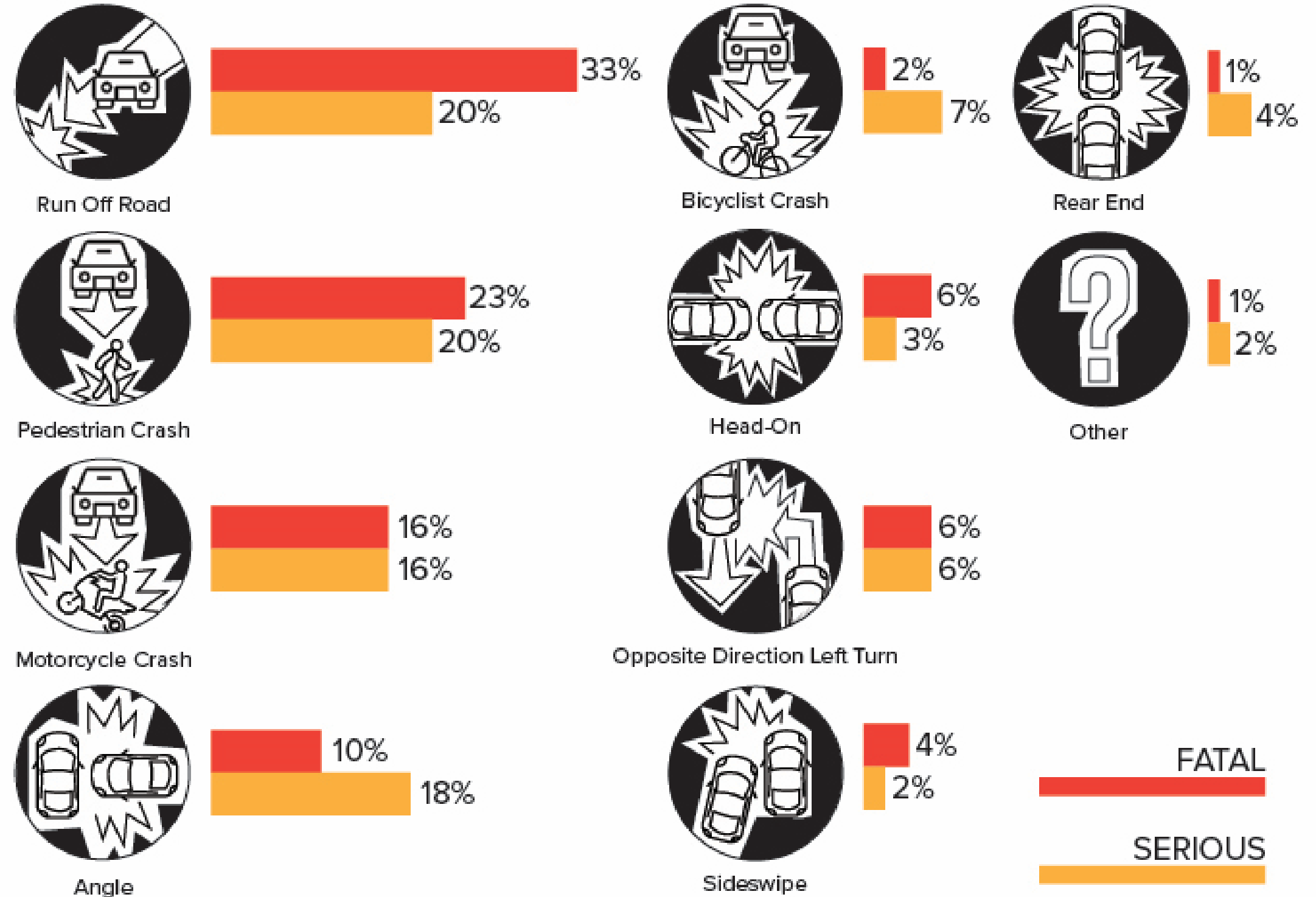
Key Trends

WSDOT Data; 2018 – 2022

FSI crashes are increasing, particularly within the pedestrian, motorcycle, and vehicle-only modes.

Run-off-road, pedestrian, motorcycle, and angle crashes are most common.

MOST COMMON CRASH TYPES BY MANEUVER

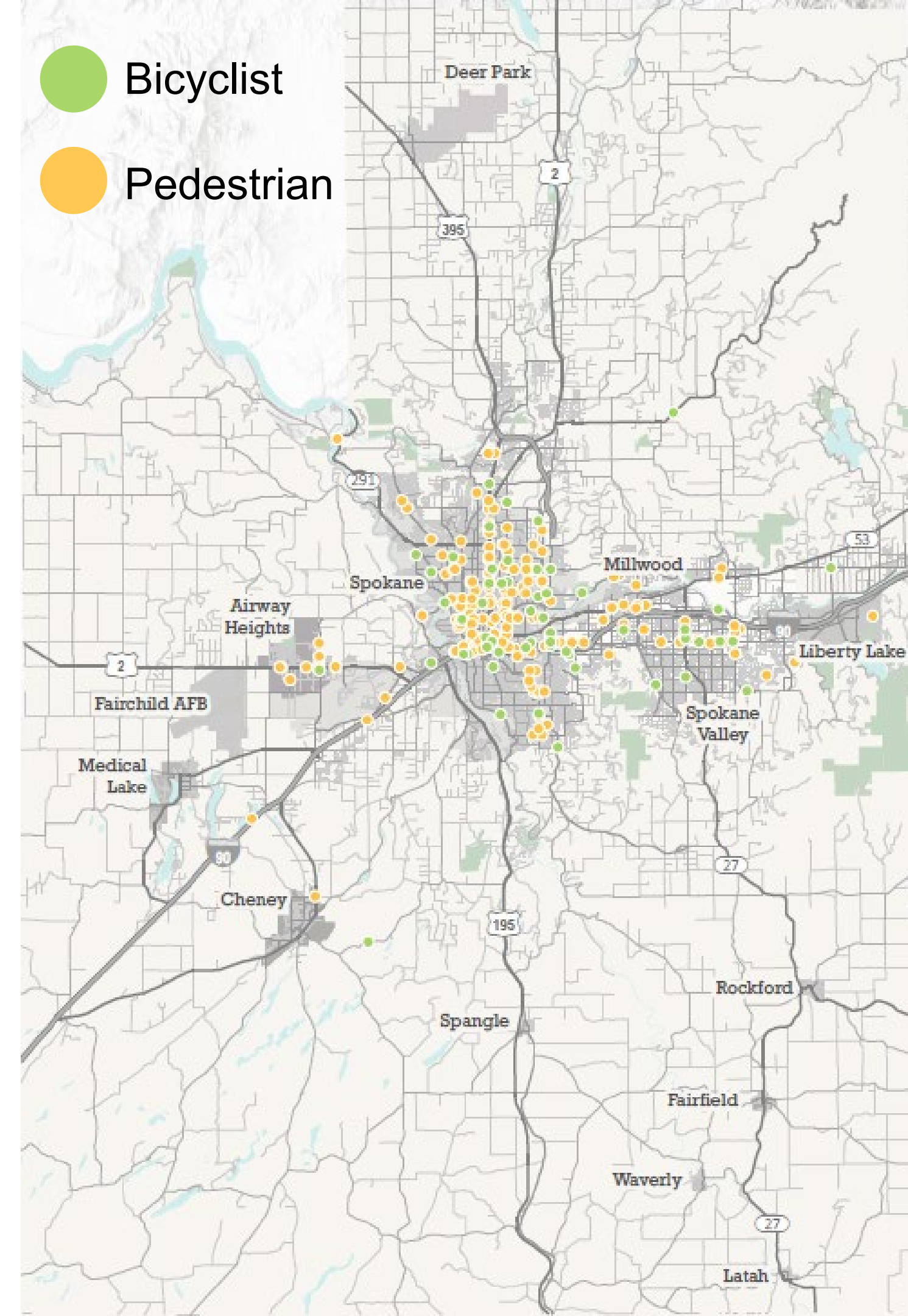
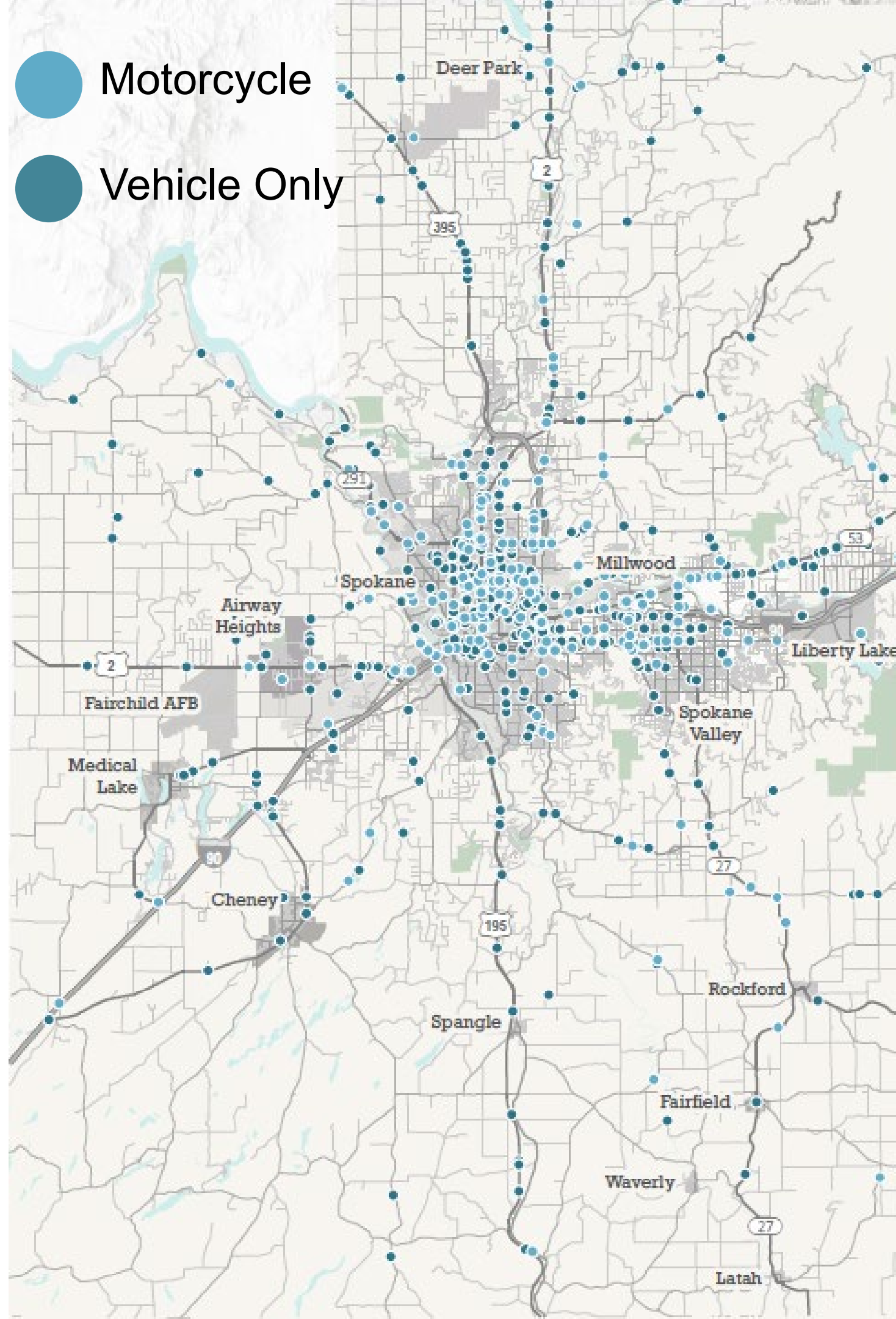


Key Trends

WSDOT Data; 2018 – 2022

Most crashes occur on **city streets**.

80% of the region's FSI crashes occur in the **City of Spokane** and **Unincorporated Spokane County**.

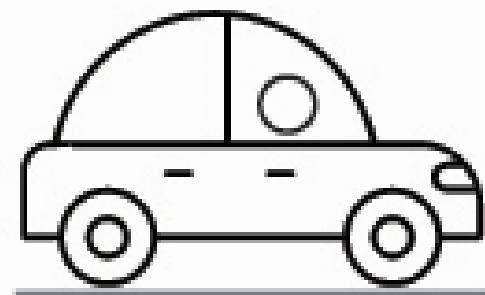




Key Trends

WSDOT Data; 2018 – 2022

WHO IS DYING OR GETTING SERIOUSLY INJURED?



22%

of drivers are
15 TO 24



24%

of cyclists are
10 TO 29



13%

of motorcyclists are
45 TO 49



35 TO 39

is the most
common
age range for
pedestrians

Key Trends

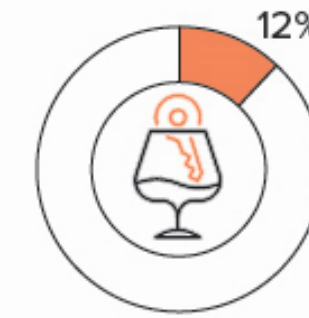
WSDOT Data; 2018 – 2022

Speeding, distracted driving, and impairment collectively contribute to 20% of FSI crashes.

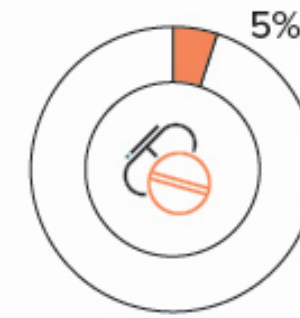
Speeding
disproportionately affects motorcyclists.

Distracted driving
disproportionately affects pedestrians.

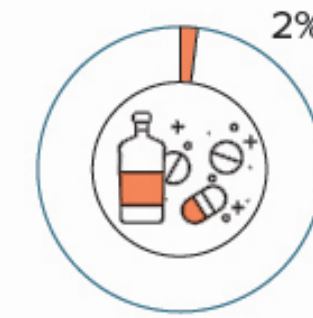
HOW OUR DECISIONS AFFECT OTHERS



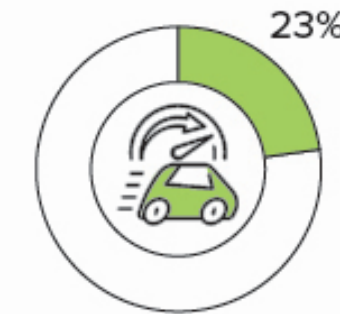
Alcohol-Impaired Person



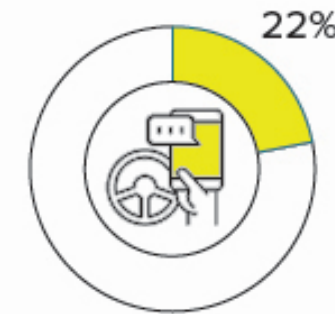
Drug-Impaired Person



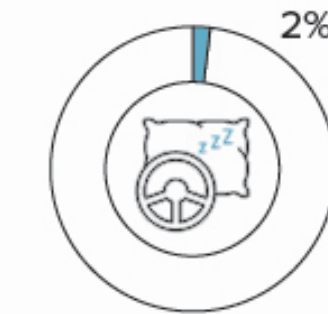
Drug & Alcohol Impaired



Speeding Driver



Distracted Driver



Drowsy Driver

19%
of fatal and serious injury crashes involved impairment.

Impairment was a factor in

12%

of fatal and serious injury bicyclist crashes.



IMPAIRED DRIVERS ARE STRIKING BICYCLISTS, NOT VICE VERSA.

Impairment was a factor in

16%

of fatal and serious injury pedestrian crashes.



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

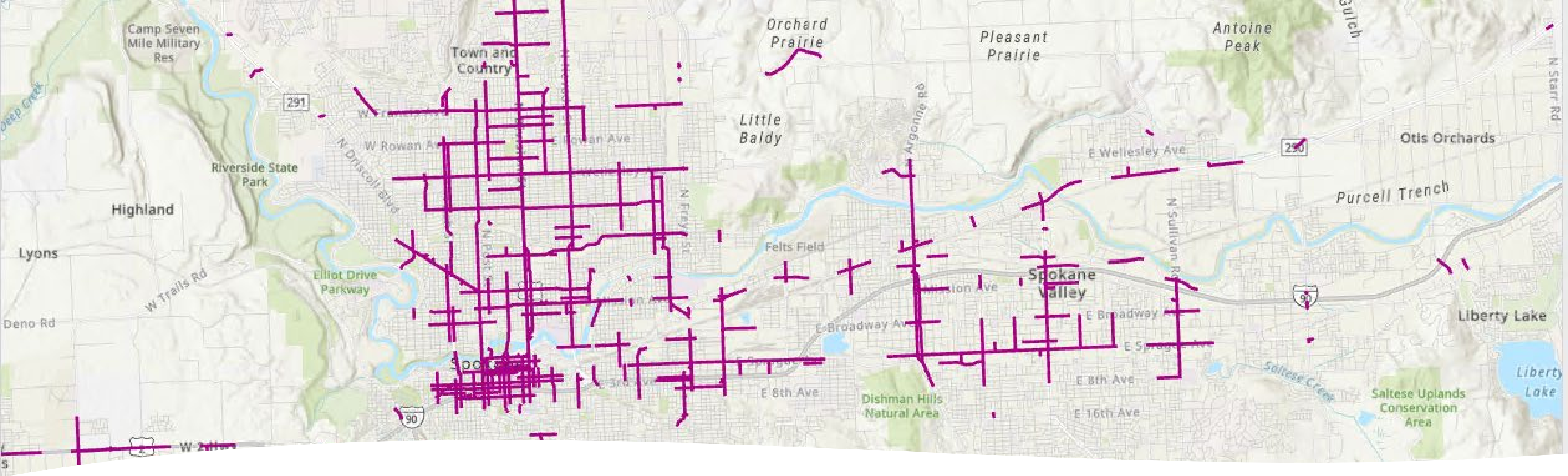
Systemic Analysis Emphasis Areas

WSDOT Data; 2018 – 2022

Collectors, arterials, and highways in...

- Commercial/mixed-use land uses
- 3+ lanes
- Posted speeds of 30+ mph

- Open space/agricultural land uses
- Posted speeds of 45+ mph



High Priority Network

In Progress

- Identifies corridors and intersections with:
 - Highest concentrations of fatal or serious injury crashes
 - Highest risk factors for fatal or serious injuries
- Used to identify and prioritize safety strategies and projects



Goals & Target Discussion

RSAP Goal: Zero Fatal and Serious Injuries

- **Achieve 50% reduction in fatal and serious injury crashes by 2030:**
 - on the SRTC Safety Priority Network
 - crashes impacting vulnerable roadway users
- **Achieve zero fatal and serious injury crashes within the SRTC planning area by 2042.**
- **Reassess data and targets at least every 4 to 5 years to make significant and continuous progress in achieving zero and fatal serious injury crashes.**

Questions?

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Principal Transportation Planner
mulrich@srtc.org | 509.343.6384

Wende Wilber, PTP
Kittelson & Associates, Inc.
Senior Transportation Planner
wwilber@kittelson.com | 509.508.0939

WA State County Road Administration Board (CRAB)

Agenda Item 6
JANE WALL



WASHINGTON STATE
COUNTY ROAD
ADMINISTRATION BOARD

Our Agency, Programs,
Funding, & Today's Challenges

Jane Wall, Executive Director

What We'll Cover Today

A Brief Agency Overview

Our Programs

Motor Vehicle Fuel Tax Funding

Challenges and Opportunities

Counties are an Integral Part of WA's Transportation System

- County road departments are responsible for over **59%** of all public roads in Washington
- It is a **multi-faceted network** including bridges, ferries, sidewalks, bike lanes, streetlights and other infrastructure in a diverse range of rural and urban environments





CRAB is an Integral Part of Counties' Success

CRAB ensures the success and accountability of Washington's 39 County Road Departments





Our Agency's 9 Member Board is Supported by 16 Staff

Executive Director

Jane Wall

Administration

Jason Bergquist

Toni Cox

Communications

Jacque Netzer

Engineering Services

Andrew Woods, P.E.

Derek Pohle, P.E. Mike Clark

Steve Johnson, P.E. Brian Bailey

Information Services

Eric Hagenlock

Scott Campbell James Rea

Cameron Cole Angela Rice

Donna Quach Liana Roberson



Our Funding Programs

Rural Arterial Program (RAP)

County Arterial Preservation Program (CAPP)

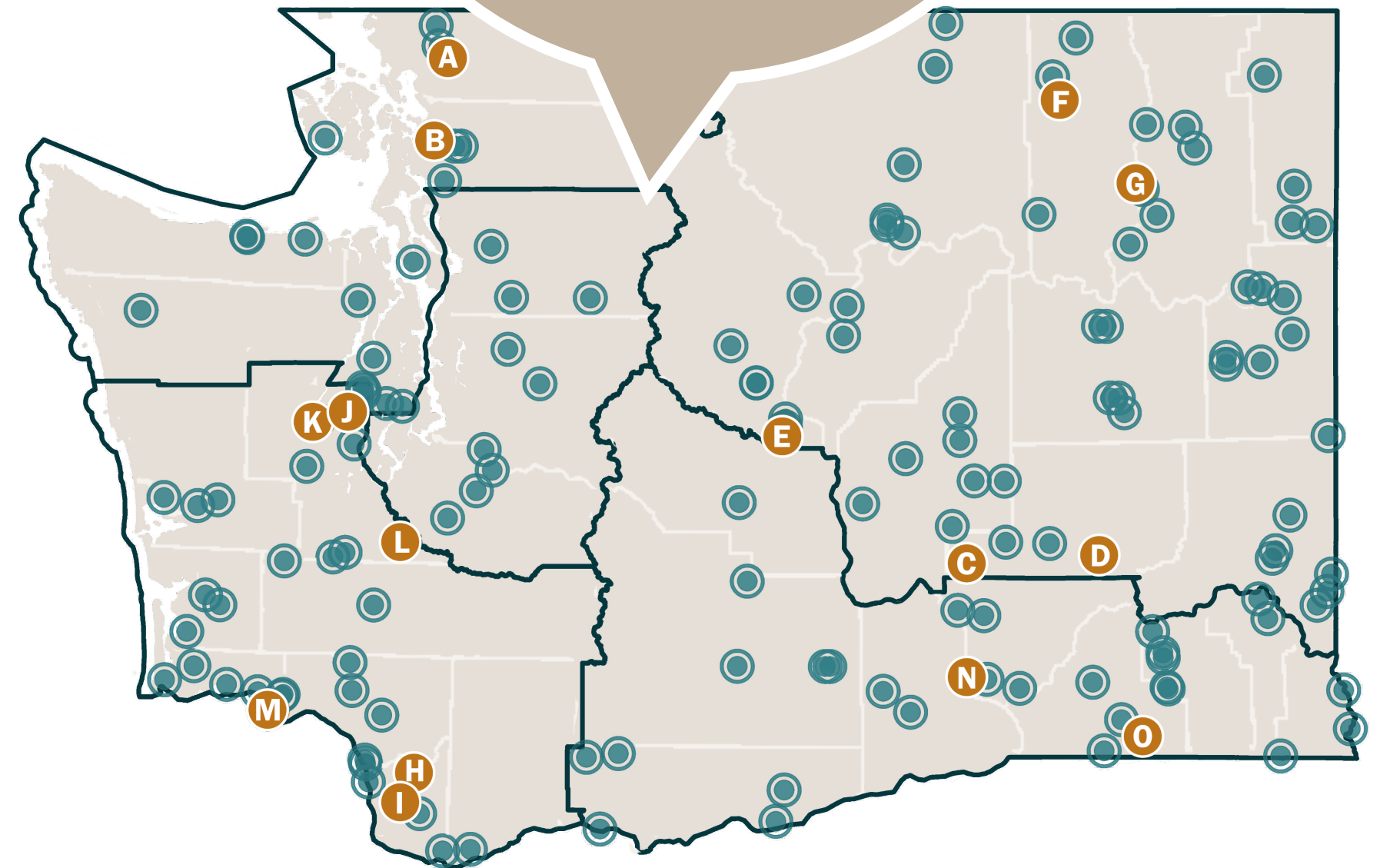
County Ferry Capital Improvement Program (CFCIP)

Emergency Loan Program (ELP)

Rural Arterial Program (RAP)

- Created in 1983 to address improvements on rural county arterial roads, collector roads, and bridges
- It is a regionally competitive grant program funded with 2.5363% of the state fuel tax
- It has improved 2,225 miles of county roads through 1,287 projects, investing \$672 million with <3% administrative overhead expense

IN 2023,
15 PROJECTS
WERE COMPLETED AND
138 ARE IN PROGRESS
– REPRESENTING
\$167.5 MILLION IN
COMMITTED INVESTMENT
IN ALL 39 COUNTIES!



The background of the slide features a photograph of a paved road. A person's hand is visible on the left side, with the index finger pointing down at a deep, jagged crack in the asphalt. The road stretches into the distance under bright, warm sunlight, with trees and foliage visible on the right side.

County Arterial Preservation Program (CAPP)

- Created in 1990 to help counties preserve their existing paved road networks, it was intended to cover roughly 50% of the cost of preservation work
- The program is funded with 1.9565% of the state fuel tax
- Funds are distributed directly to counties based on their proportion of paved county arterial roads

DEMAND FOR
CAPP PROGRAM
FUNDS IS

3x

HIGHER THAN IT
CAN CURRENTLY
SUPPORT

County Ferry Capital Improvement Program (CFCIP)

- Created in 1991 to support capital improvements such as vessel replacements or major vessel or dock upgrades for county-operated ferries
- It is funded by 19.2287% of the counties' direct fuel tax distribution and selected projects must be approved by the state legislature
- Currently, Pierce, Skagit, Wahkiakum and Whatcom counties provide vehicle ferry transportation





Emergency Loan Program (ELP)

- Created in 2019 to assist counties during natural and manmade disasters waiting on federal and state financial assistance
- The revolving loan program is funded by \$1 million from the fuel tax account
- Funds may be requested by an eligible county after an emergency is declared
- Allowable work include temporary and permanent repairs relating to the identified emergency

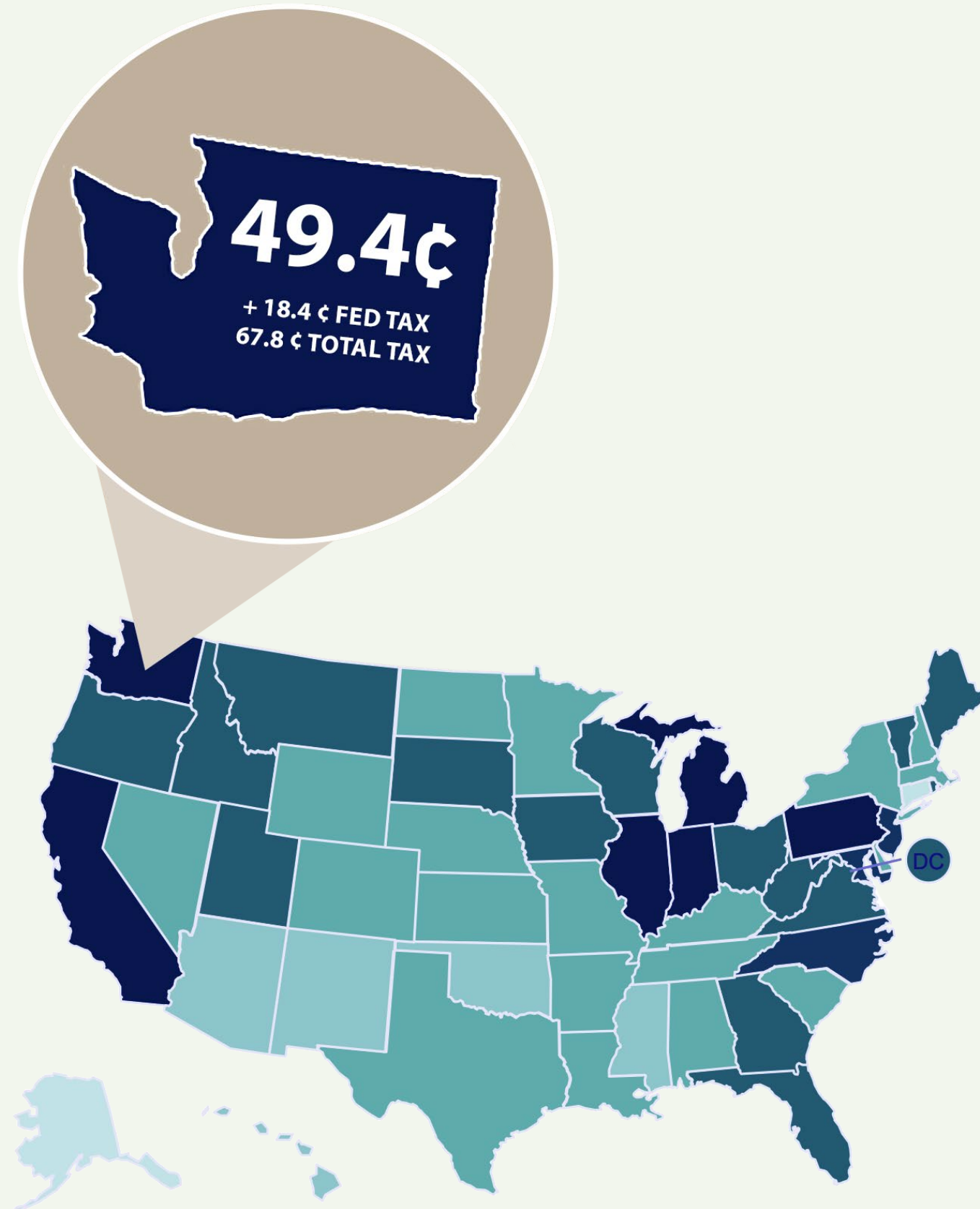


Motor Vehicle Fuel Tax

What is the MVFT?

Historical Fuel Tax Rates and the Future
Distribution

What is the Motor Vehicle Fuel Tax (MVFT)?



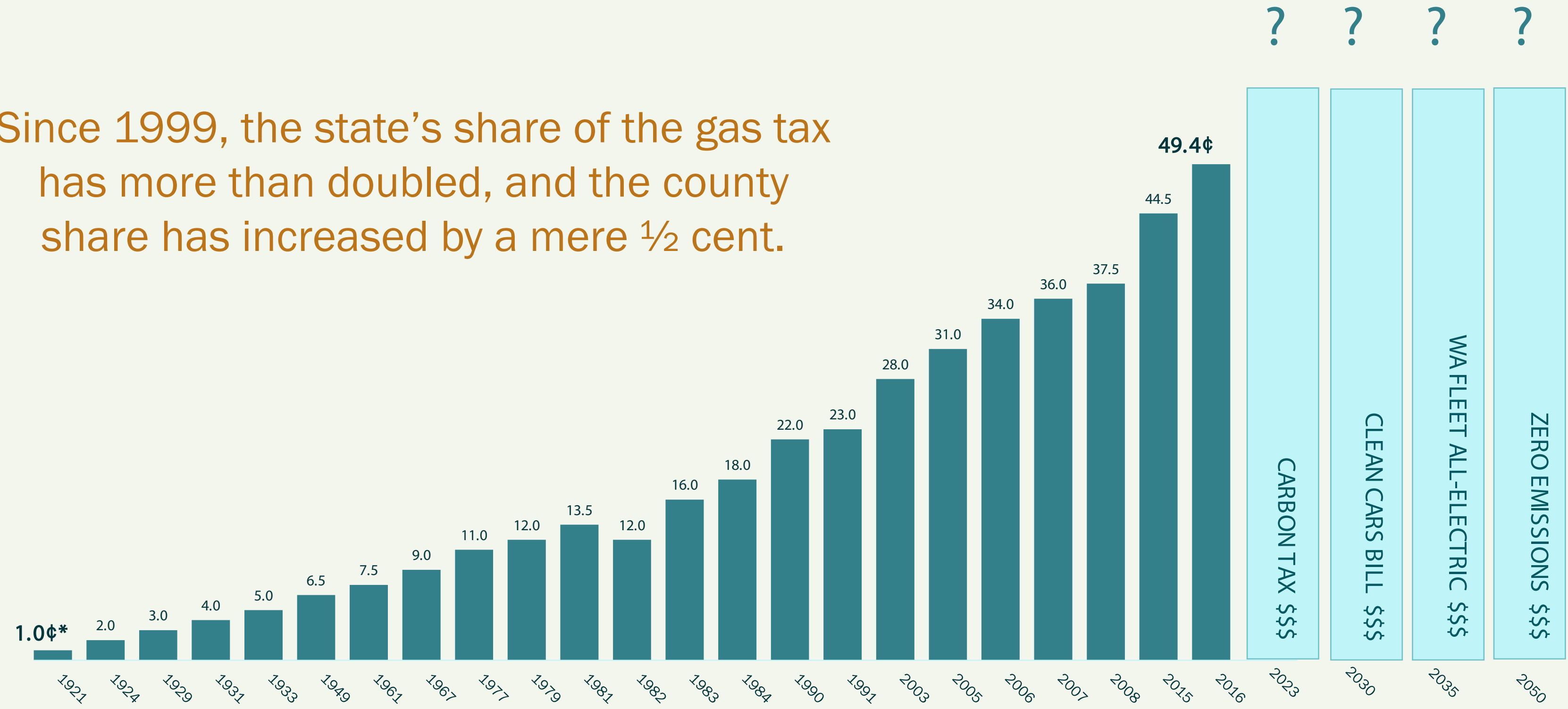
The MVFT is an excise tax on the sale of fuel for transportation and other purposes.

- The tax revenue is shared among the cities, counties and WSDOT; it includes a dedicated portion for grant programs managed by the Transportation Improvement Board (TIB) and our agency.
- Each year, CRAB collects and certifies the county road log to determine the distribution formula for the counties' share, which totals ~ 16% of the net state fuel taxes collected.



Historical MVFT Rates and Disproportionate Distribution

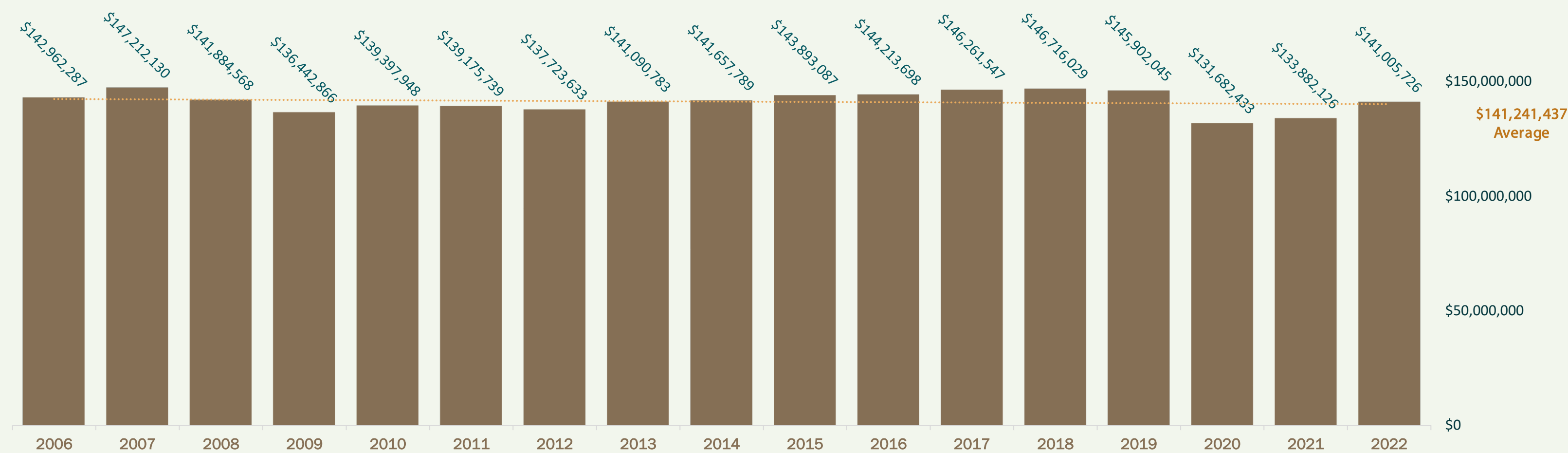
Since 1999, the state's share of the gas tax has more than doubled, and the county share has increased by a mere 1/2 cent.



*Adjusted for inflation, 2.0¢ in 1921 = 28.0¢ in 2022

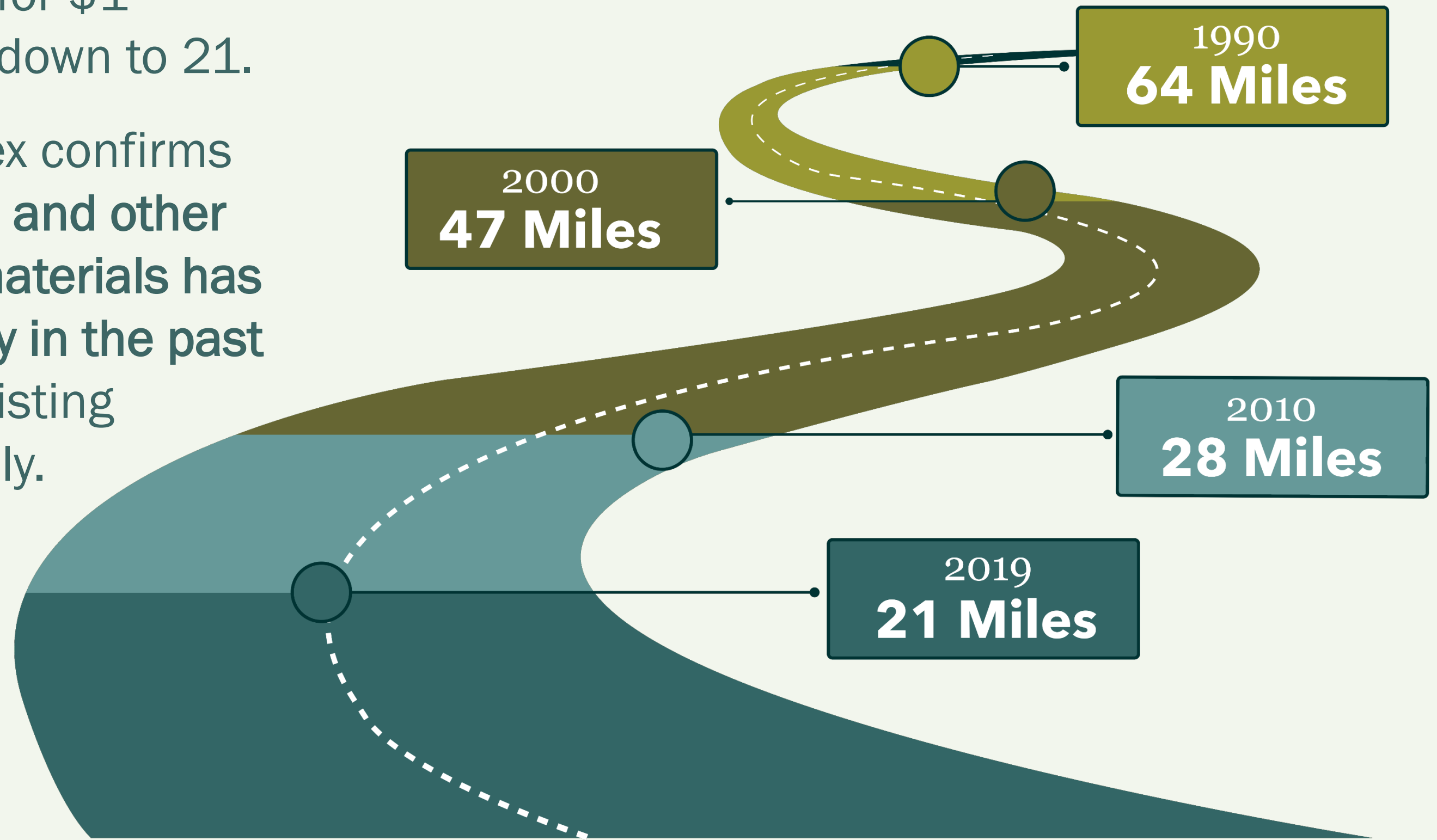
Annual MVFT Direct Share to Counties

As a result, despite increasing demands and increasing costs, the funding for county roads has remained **stagnant**.



MVFT Funds Don't Stretch as Far as They Used To

- In 1990, counties could resurface about 64 miles of road for \$1 million; as of 2019, it's down to 21.
- The Producer Price Index confirms that the costs for gravel and other roadway construction materials has skyrocketed, particularly in the past two years, spreading existing budgets even more thinly.



Challenges and Opportunities

Historic Underinvestment
in Preservation and Maintenance

Funding Program Gaps

The Challenge

**Historic
Under-Investment
in Preservation
& Maintenance**

**1%
Property
Tax Cap**

**Declining
Gas Tax
Funding**

- Once a 50/50 partnership, **the state has provided less and less support for counties**, while also prohibiting counties from raising the revenues locally needed for these investments.
- The Rural Arterial Program is averaging \$190 million/biennium in applications, but it is only able to support \$50 million/biennium of projects.

DEMAND FOR
RAP PROGRAM
FUNDS IS

4x

HIGHER THAN IT
CAN CURRENTLY
SUPPORT

Opportunities to Correct

**Historic
Under-Investment
in Preservation
& Maintenance**

**1%
Property
Tax Cap**

**Declining
Gas Tax
Funding**

- Fully invest in the preservation and maintenance needs of county roads through the **Rural Arterial Program (RAP)** and **County Arterial Preservation Program (CAPP)**.
- **Expand EXISTING funding sources** such as the Climate Commitment Act and indexing the Motor Vehicle Fuel Tax.
- **Explore NEW funding sources** such as the Road Usage Charge.



The Challenge

Funding Program Gaps

Local Access Roads

- There are **holes in the county transportation system** that do not currently qualify for existing funding programs.

Some examples include:

- Local Access Roads Short Span Bridges
- Orphaned County Roads
- Rural/Urban Zoning
- Gravel Roads
- Jurisdictional “doughnut holes”

Opportunities to Correct

Funding Program Gaps

Local Access Roads



- Recognize county roads are a critical part of the big picture and **include representative voices in all levels of planning and decision-making.**
- **Ensure that road programs are effective and comprehensive, including local access roads, short span bridges, orphaned county roads, rural/urban zoning).**
- **Ensure existing programs and resources are targeting the greatest needs (ex: economies of scale, workforce).**



WASHINGTON STATE
COUNTY ROAD
ADMINISTRATION BOARD

SRTC Office Lease Update

Agenda Item 7
GREG GRIFFIN

Cooperative Planning 3 14 Agreement

Agenda Item 8
LOIS BOLLENBACK