

Transportation Performance Management: PM1 - Safety

SRTC Committees

Agenda Item 6 | Page 6

January 24, 2024

Requested Action

Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.

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

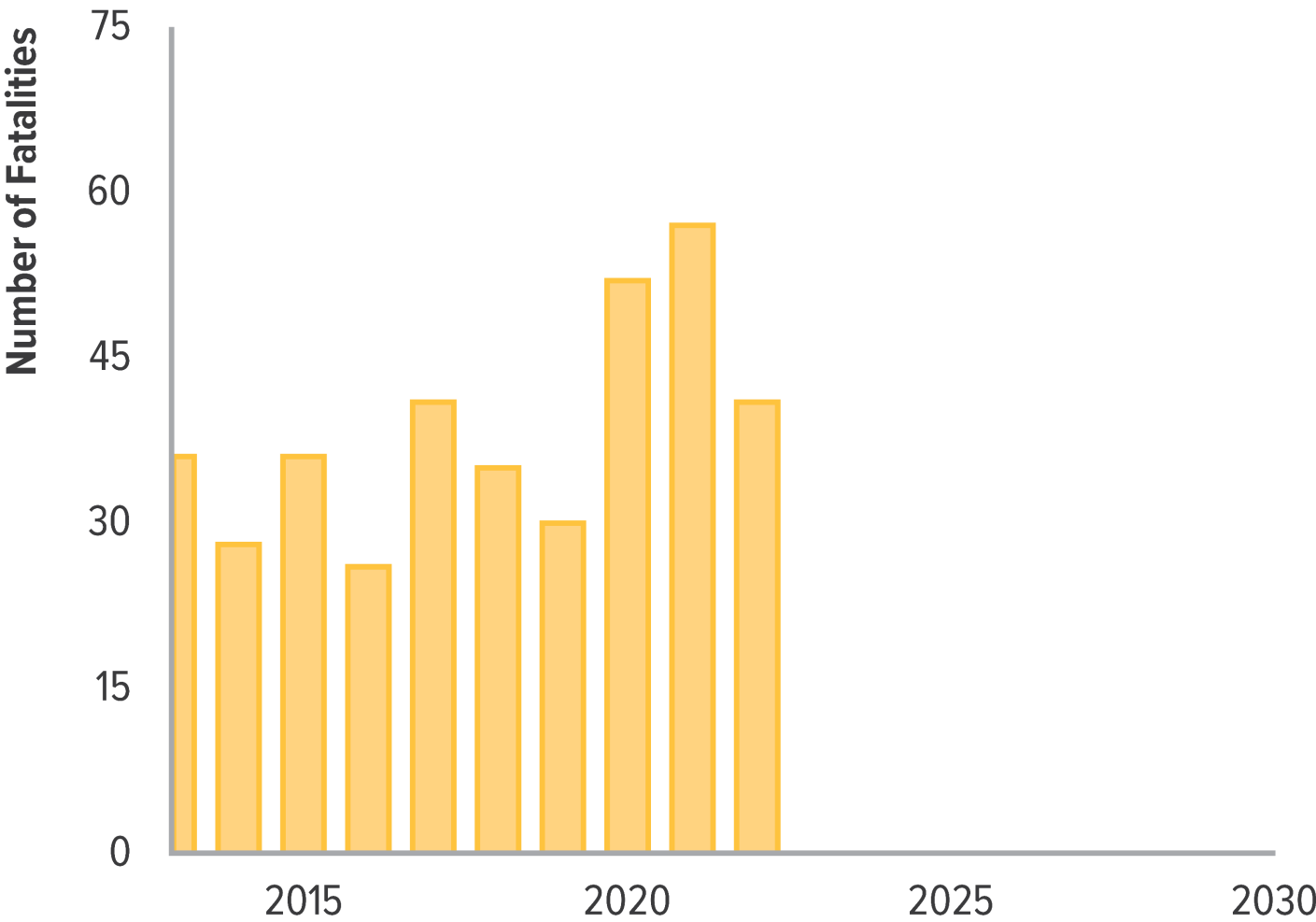
3.Serious injuries

4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries

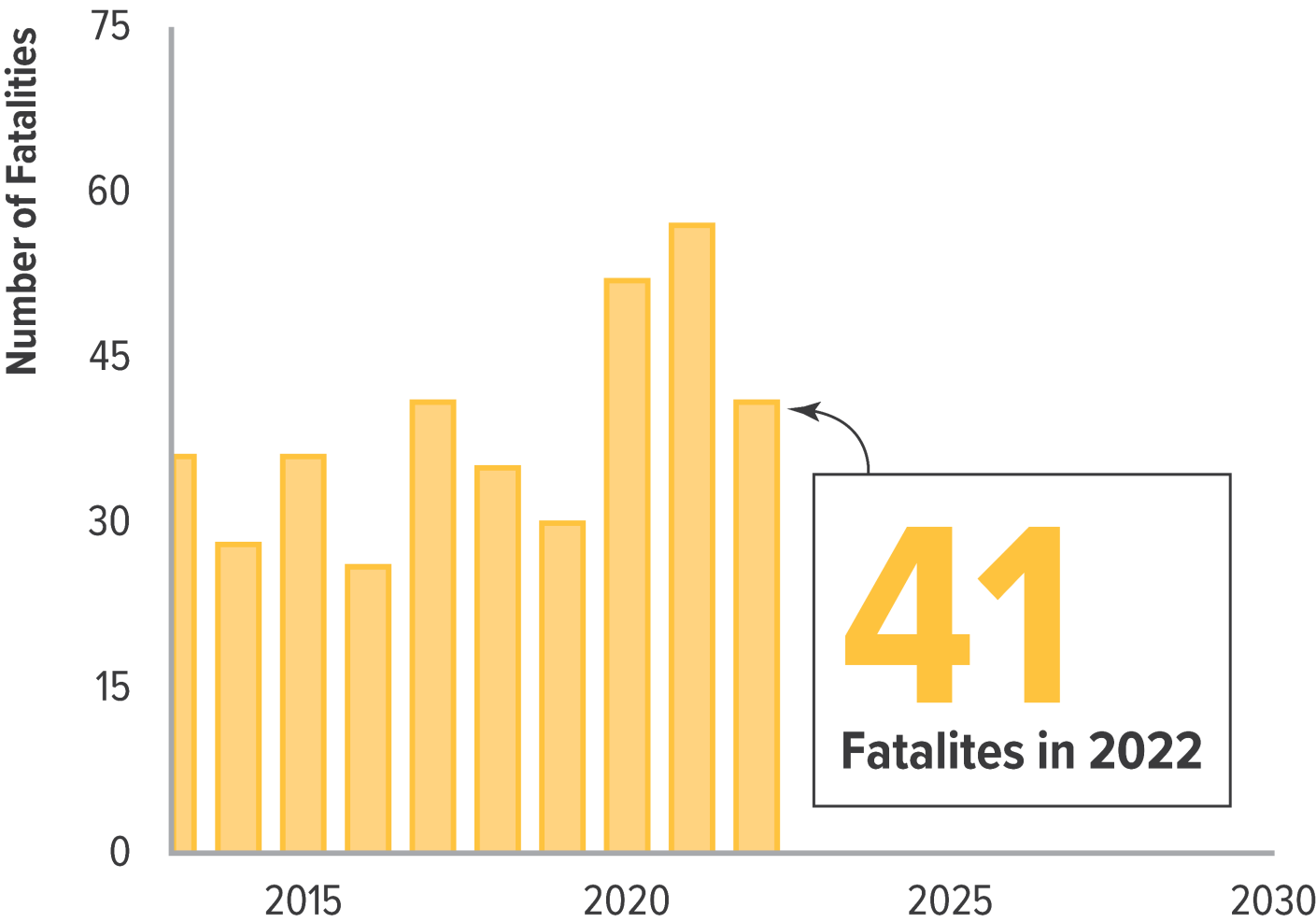
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



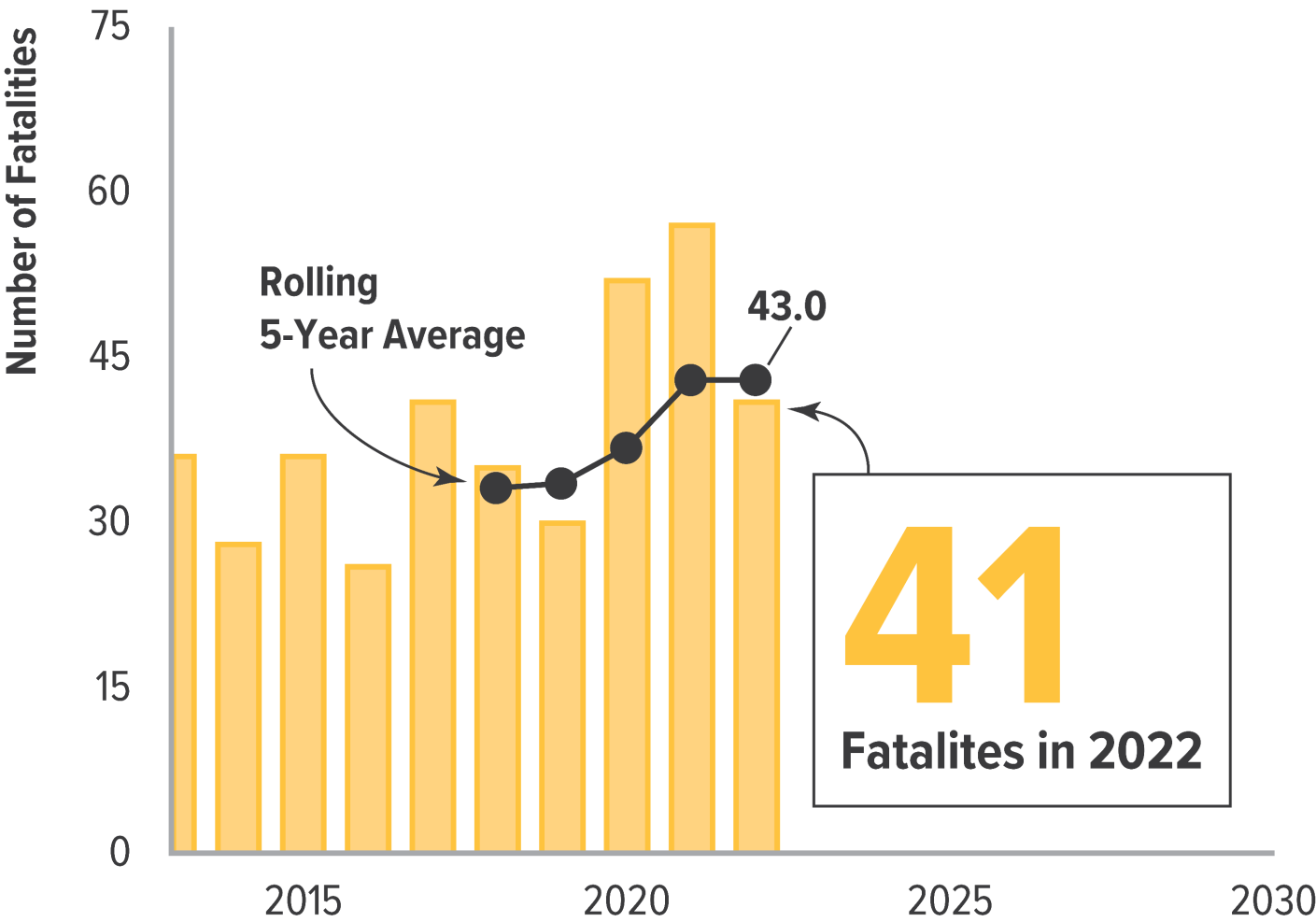
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



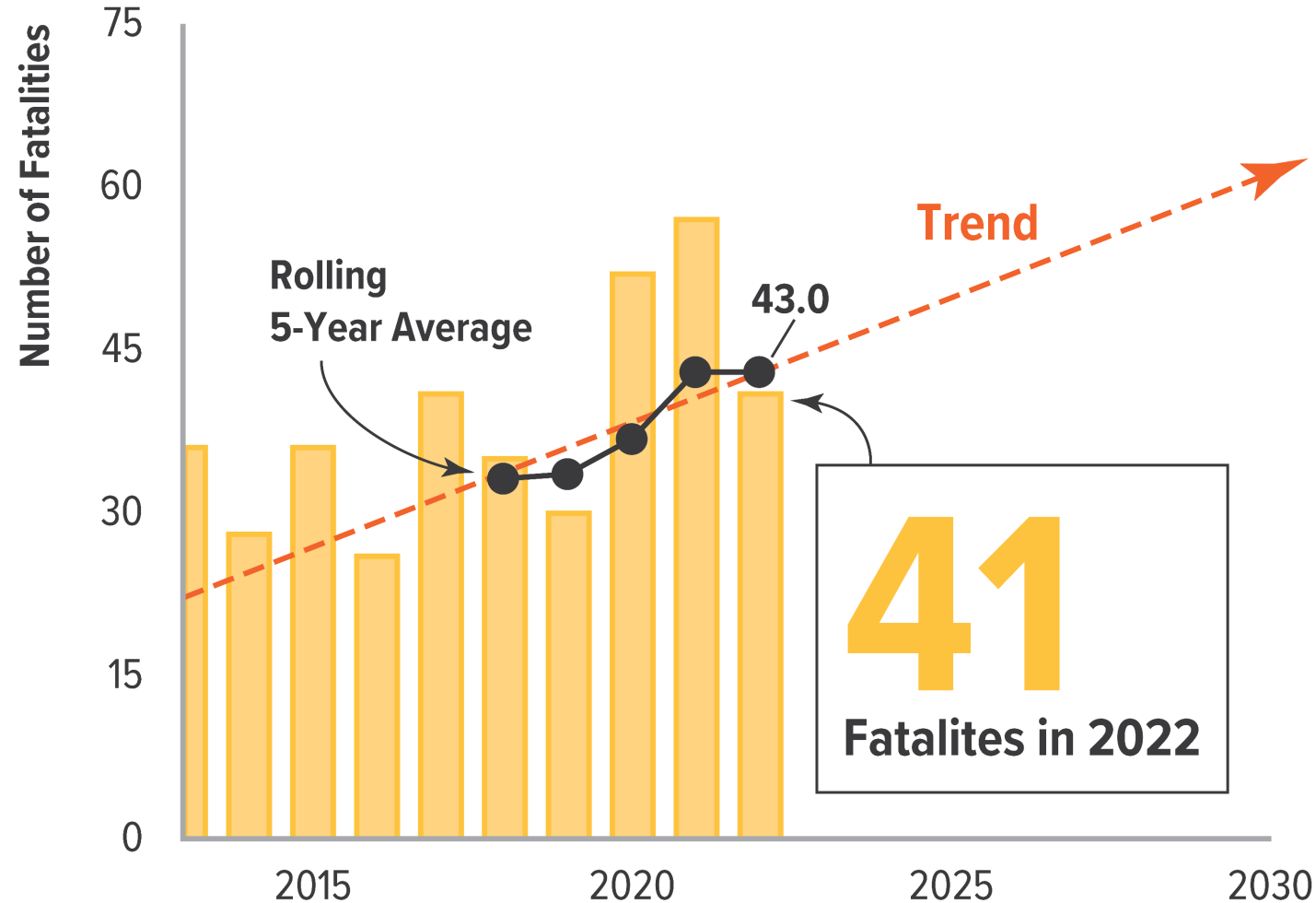
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities



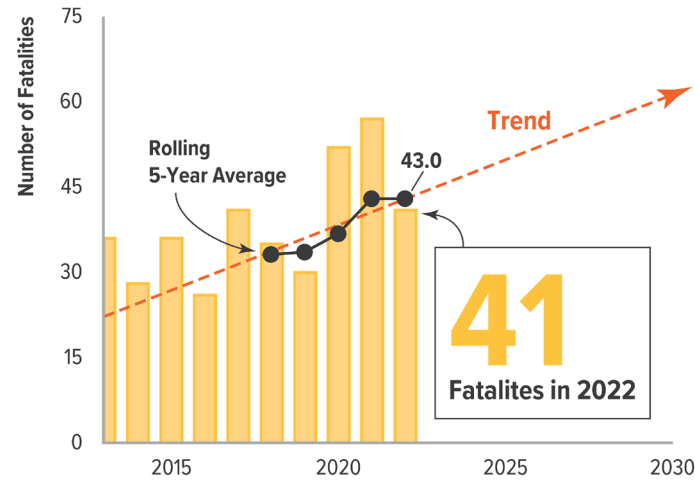
SRTC Metropolitan Planning Area (Spokane County)

Measure #1: Fatalities

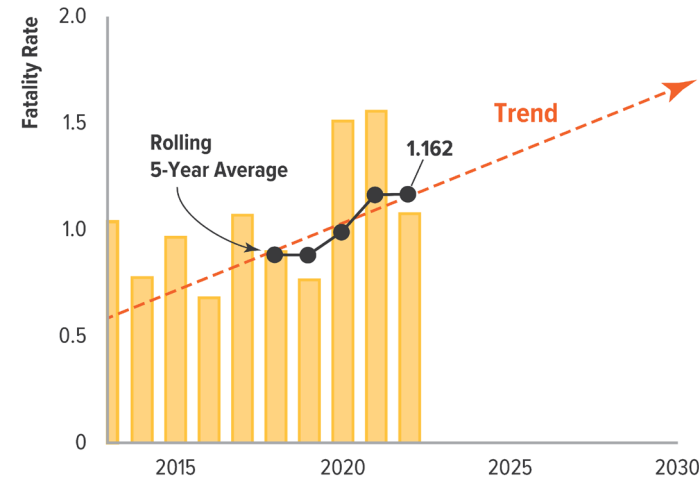


SRTC Metropolitan Planning Area (Spokane County)

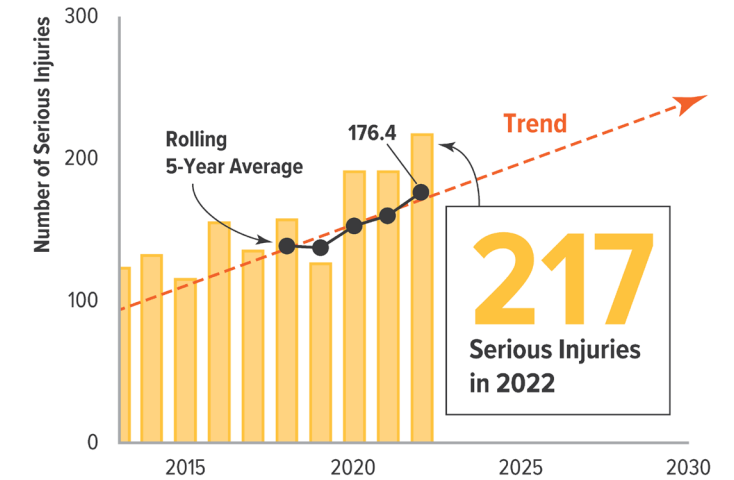
Measure #1: Fatalities



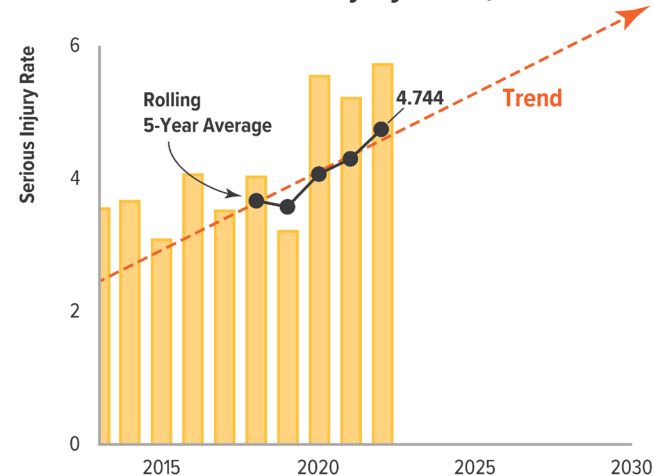
Measure #2: Fatality Rate *per 100 million VMT*



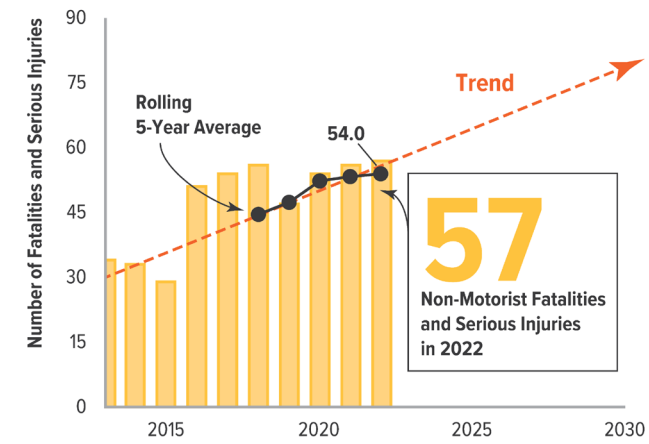
Measure #3: Serious Injuries



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



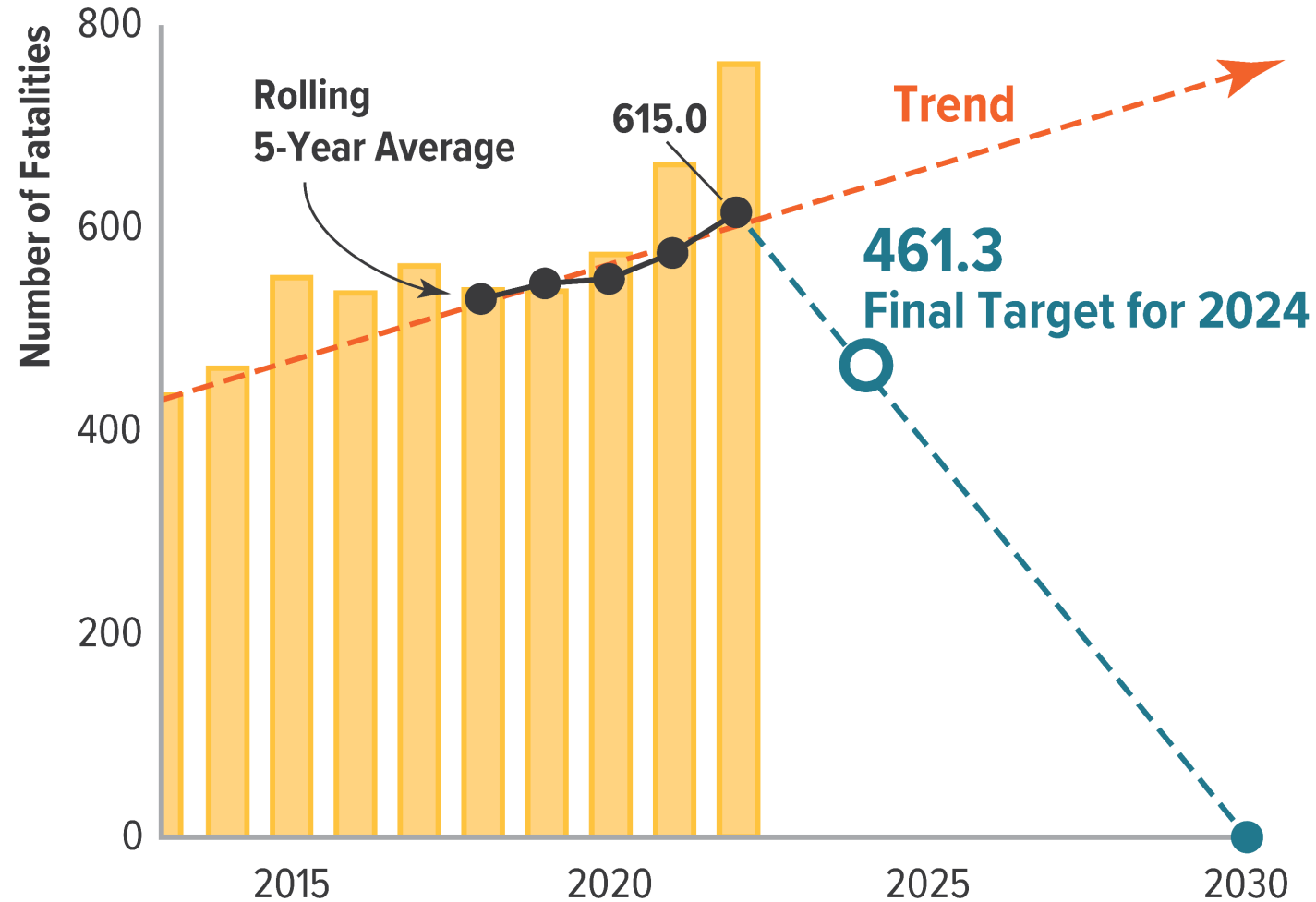
Measure #5: Non-Motorist *Fatalities and Serious Injuries*



WSDOT Target Zero

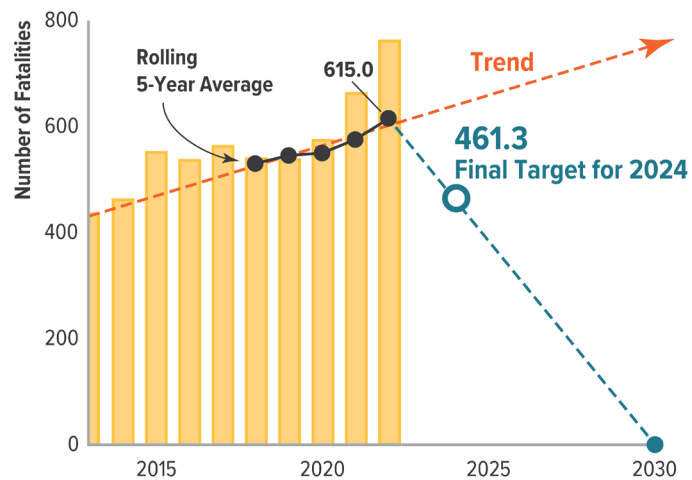
Washington - Statewide

Measure #1: Fatalities

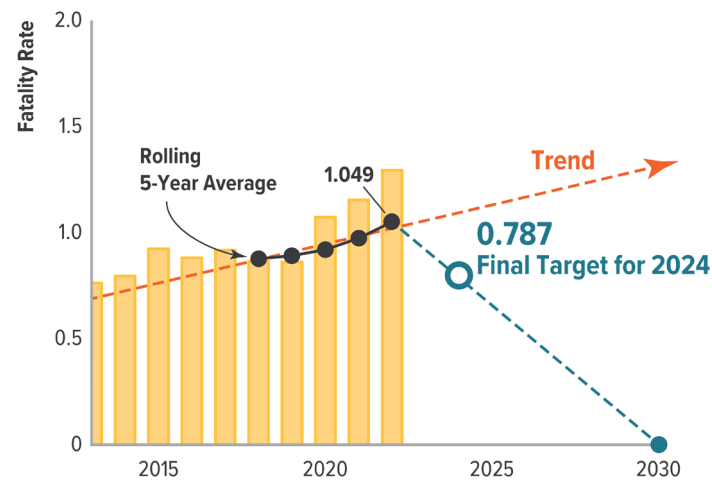


Washington - Statewide

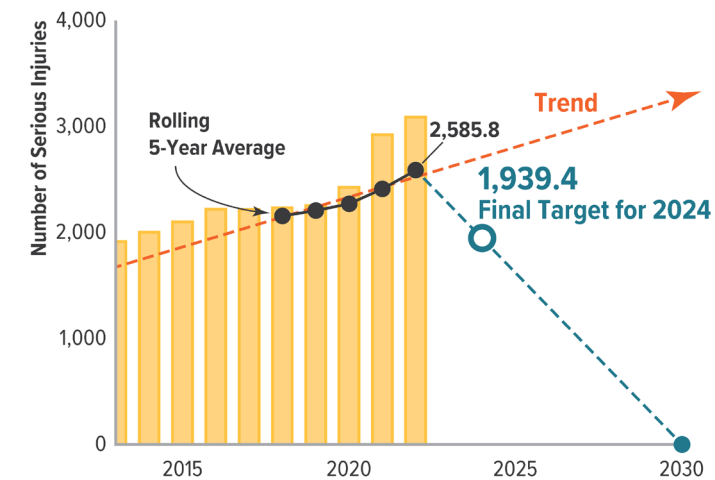
Measure #1: Fatalities



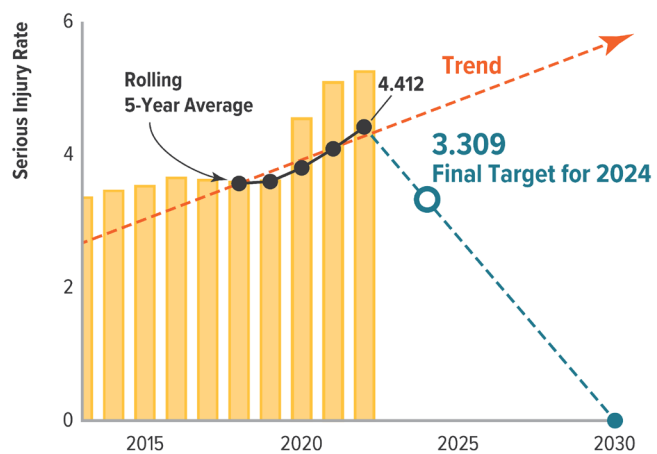
Measure #2: Fatality Rate *per 100 million VMT*



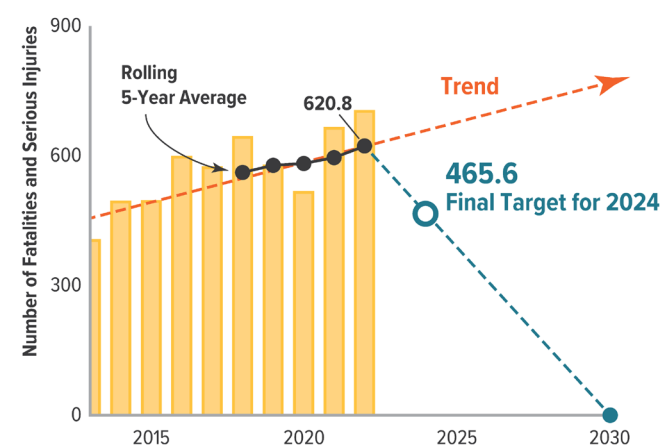
Measure #3: Serious Injuries



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

Deadline

SRTC Board must set PM1 target by February 28th, 2024.

Safe Streets and Roads for All (SS4A)

Requested Action

Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384



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

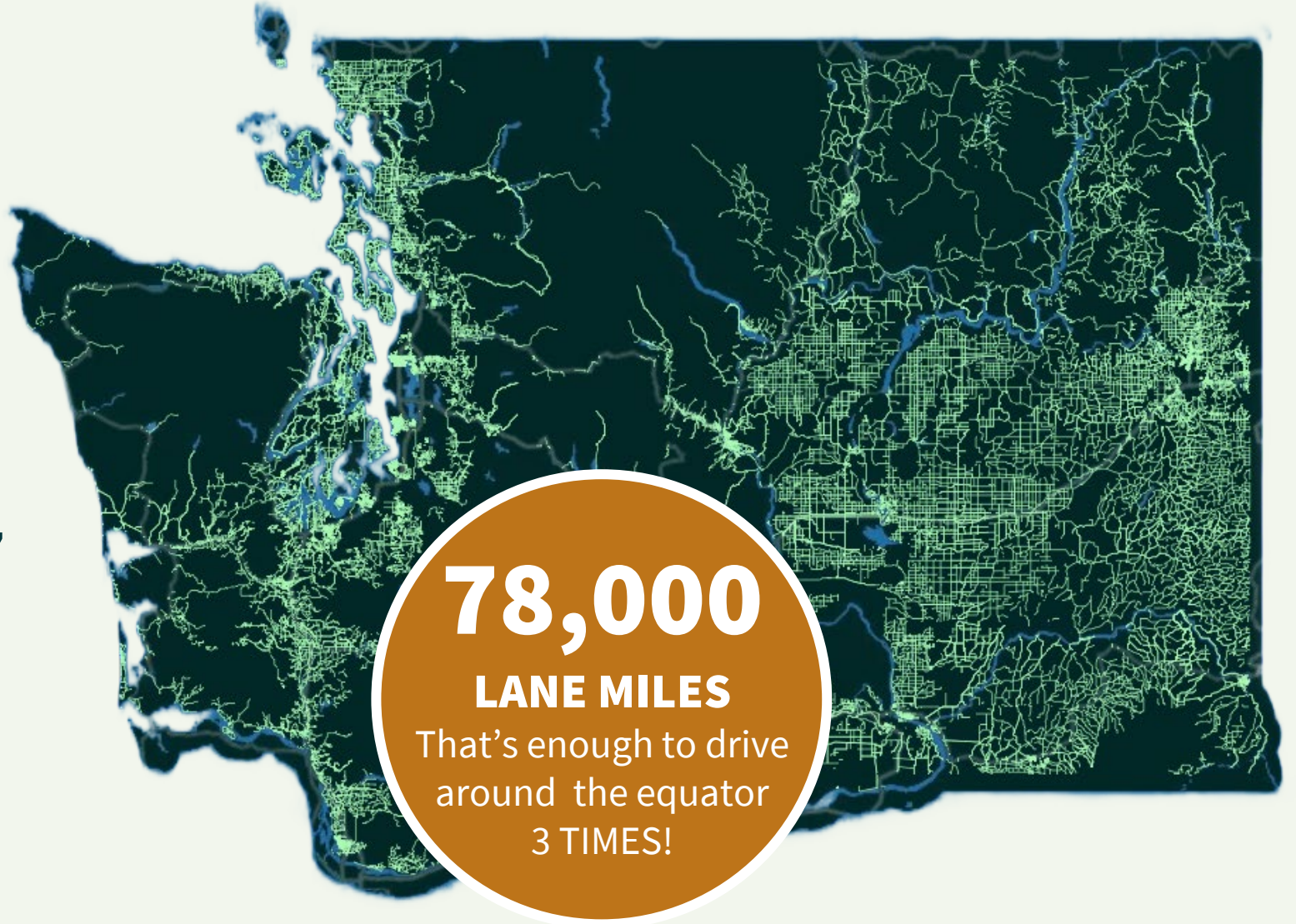
Our Programs

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)

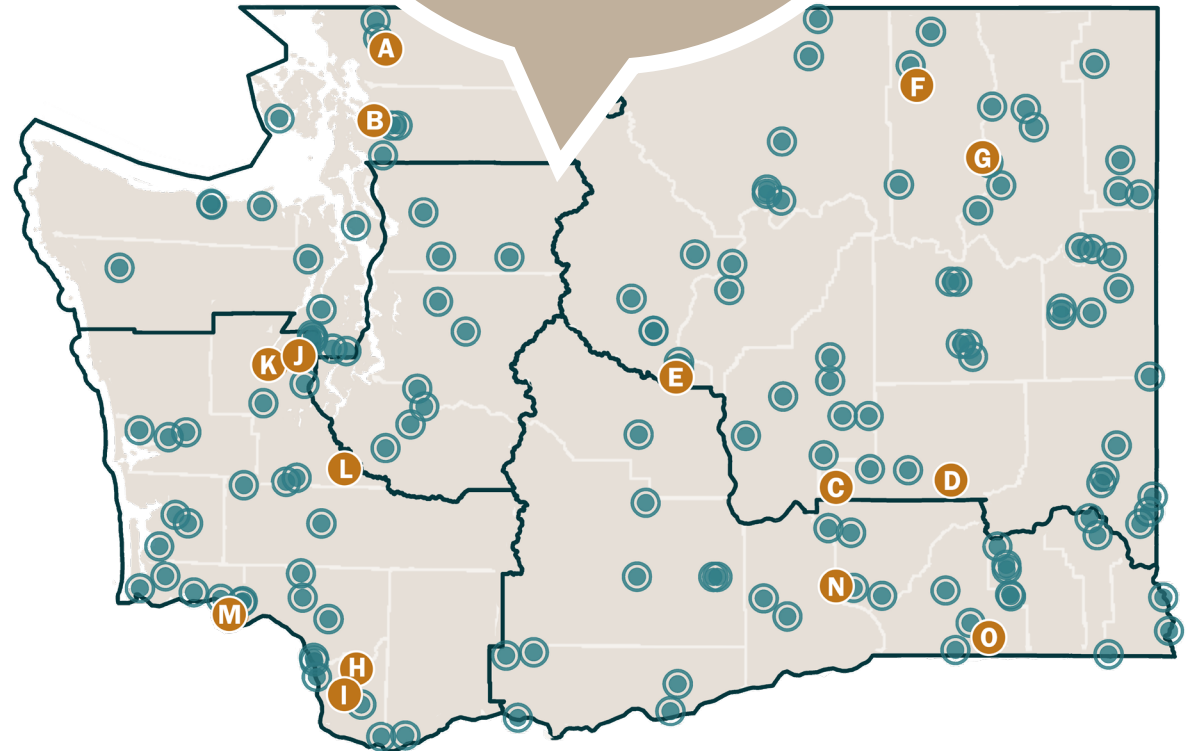
County Ferry Capital Improvement Program (CFCIP)

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!



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

A close-up photograph of a person's hand pointing to a deep, jagged crack in a paved road surface. The crack runs along a concrete curb. The background shows a blurred asphalt road and some greenery under bright sunlight.

**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

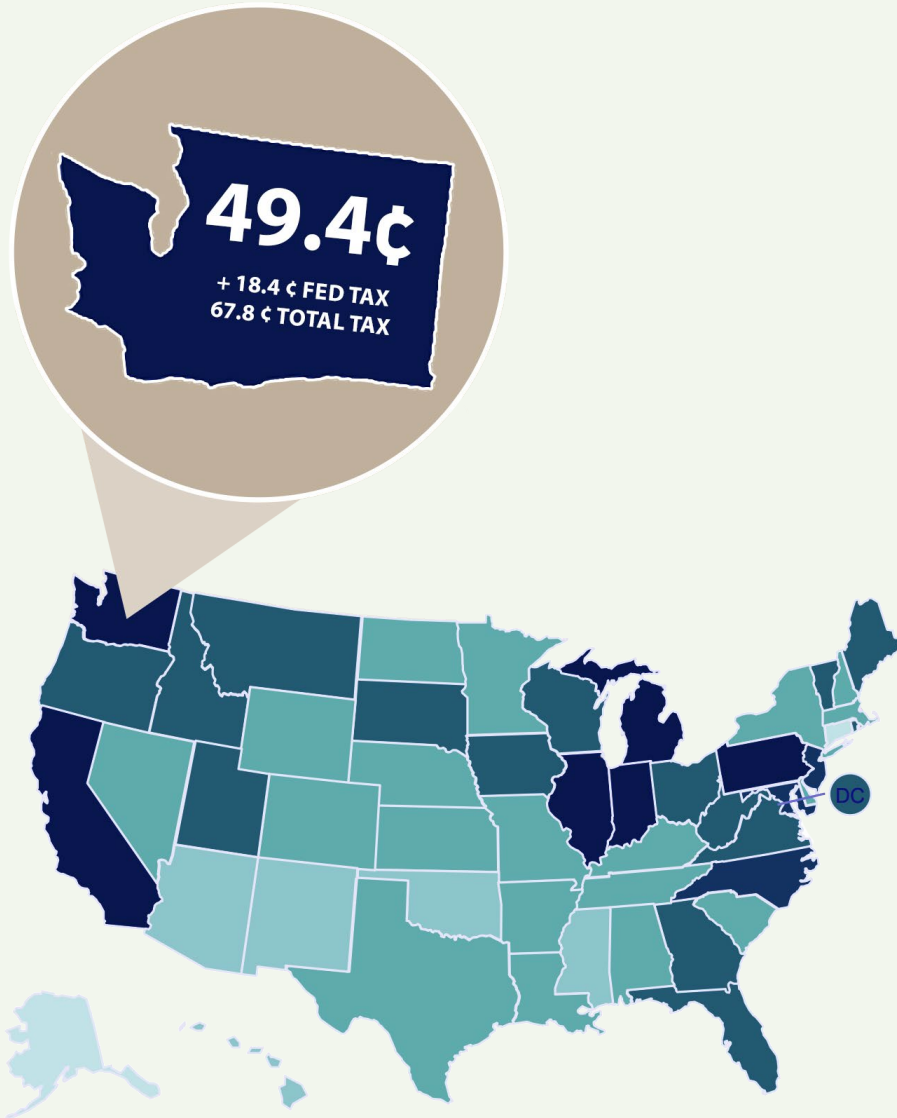


Motor Vehicle Fuel Tax

What is the MVFT?

Historical Fuel Tax Rates and the Future
Distribution

What is the Motor Vehicle Fuel Tax (MVFT)?

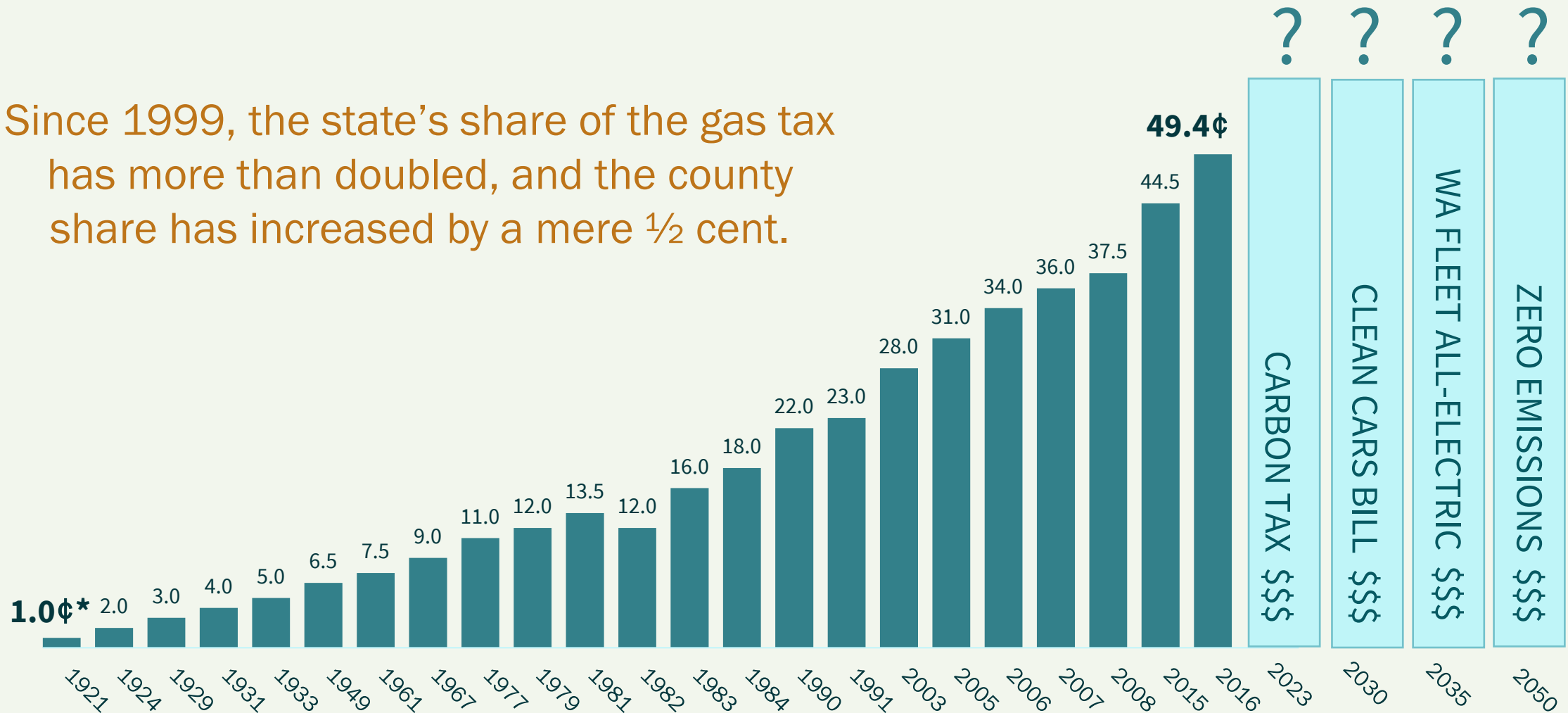


The MVFT is an excise tax on the sale of fuel for transportation and other purposes.

- 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

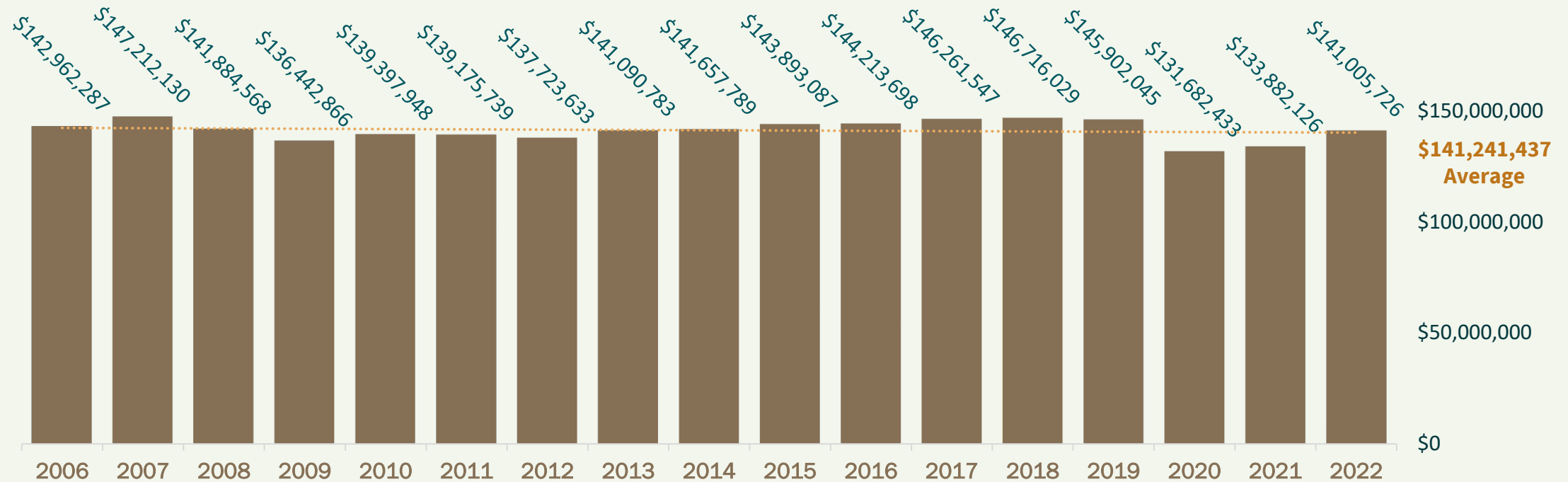
Since 1999, the state's share of the gas tax has more than doubled, and the county share has increased by a mere ½ cent.



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

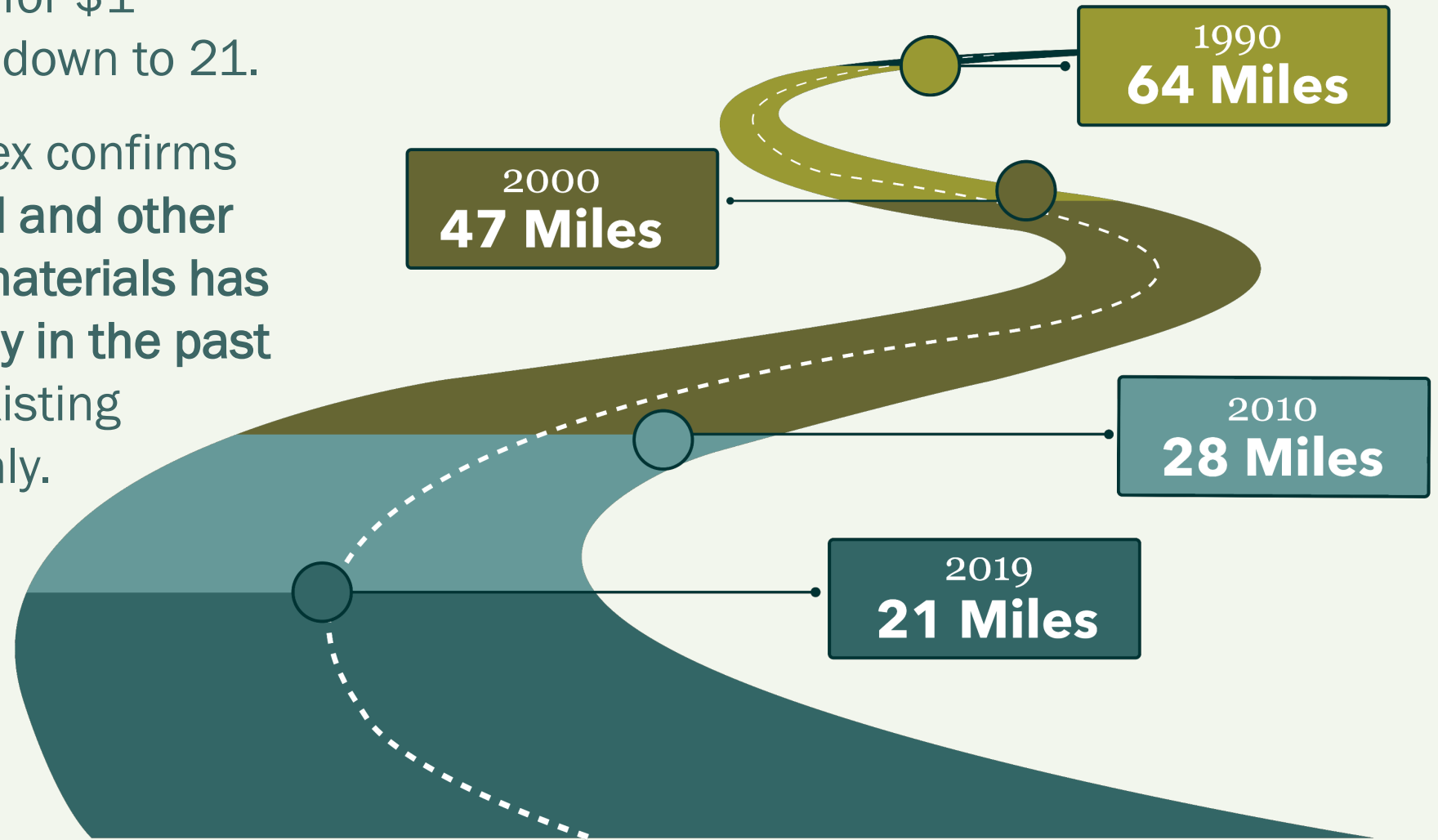
Annual MVFT Direct Share to Counties

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**

**Declining
Gas Tax
Funding**

**1%
Property
Tax Cap**

- 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**

**Declining
Gas Tax
Funding**

**1%
Property
Tax Cap**

- 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

REGIONAL SAFETY ACTION PLAN: UPDATE

Transportation Advisory Committee

Agenda Item 8 | Page 7

January 24, 2024

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

- Develop or complete a safety action plan
- Conduct supplemental activities
- Can self certify

Implementation

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental activities

PROJECTS

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

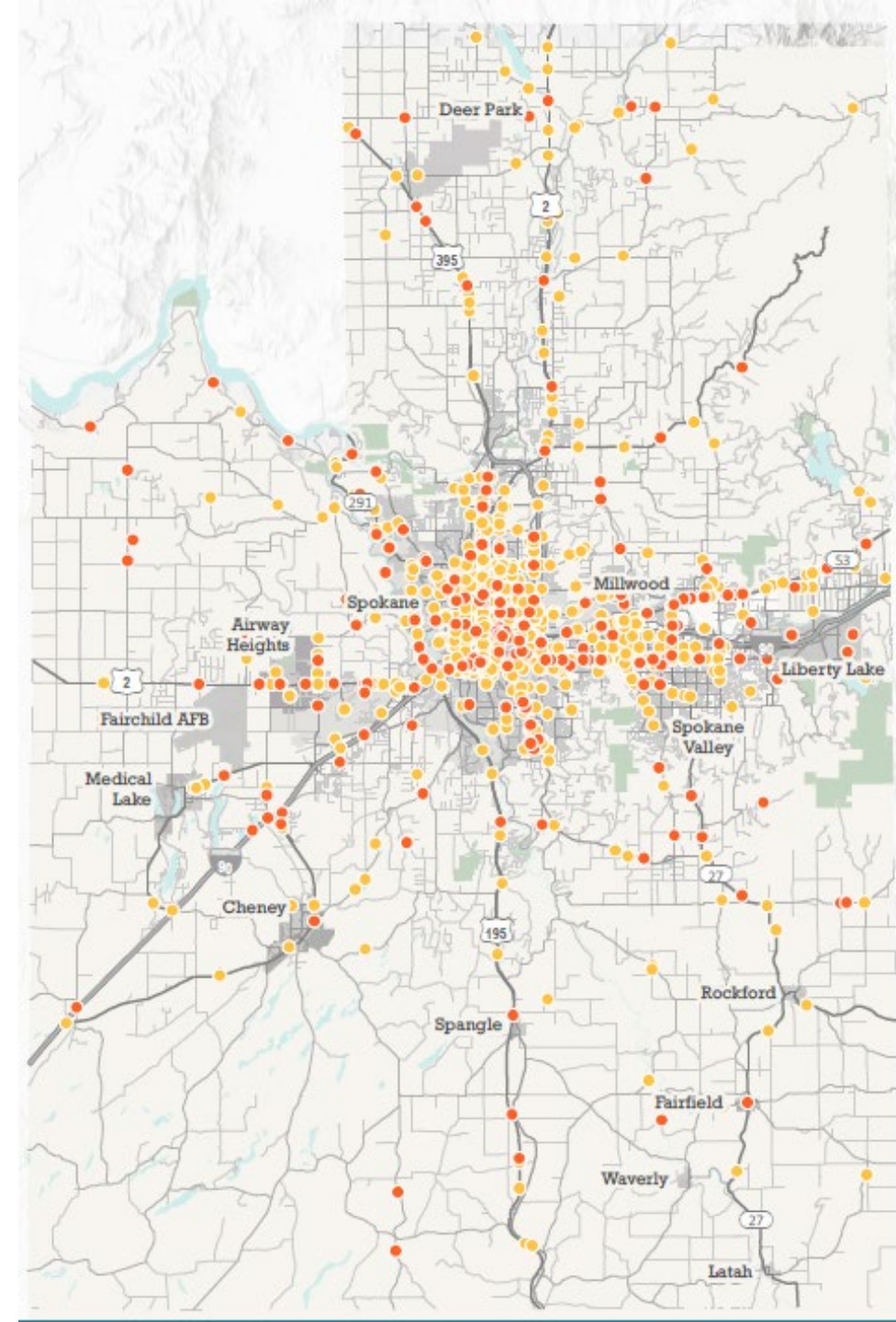
Committee Input

Technical and Advisory committees both unanimously recommended approval of resolution.

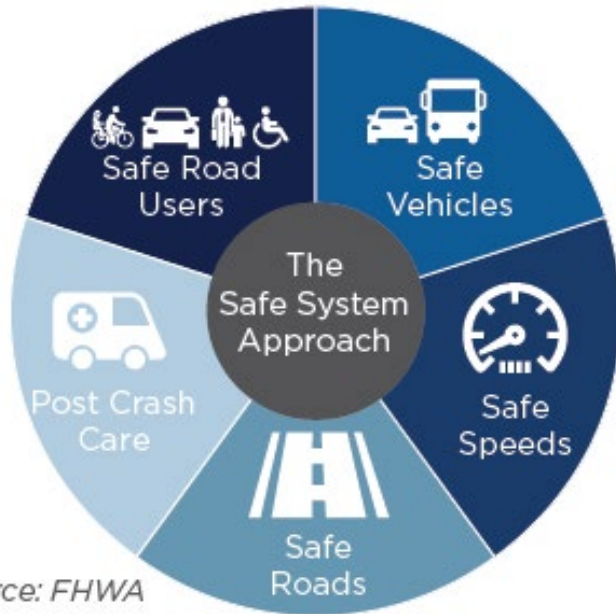
Project Purpose: An Actionable Safety Plan

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

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



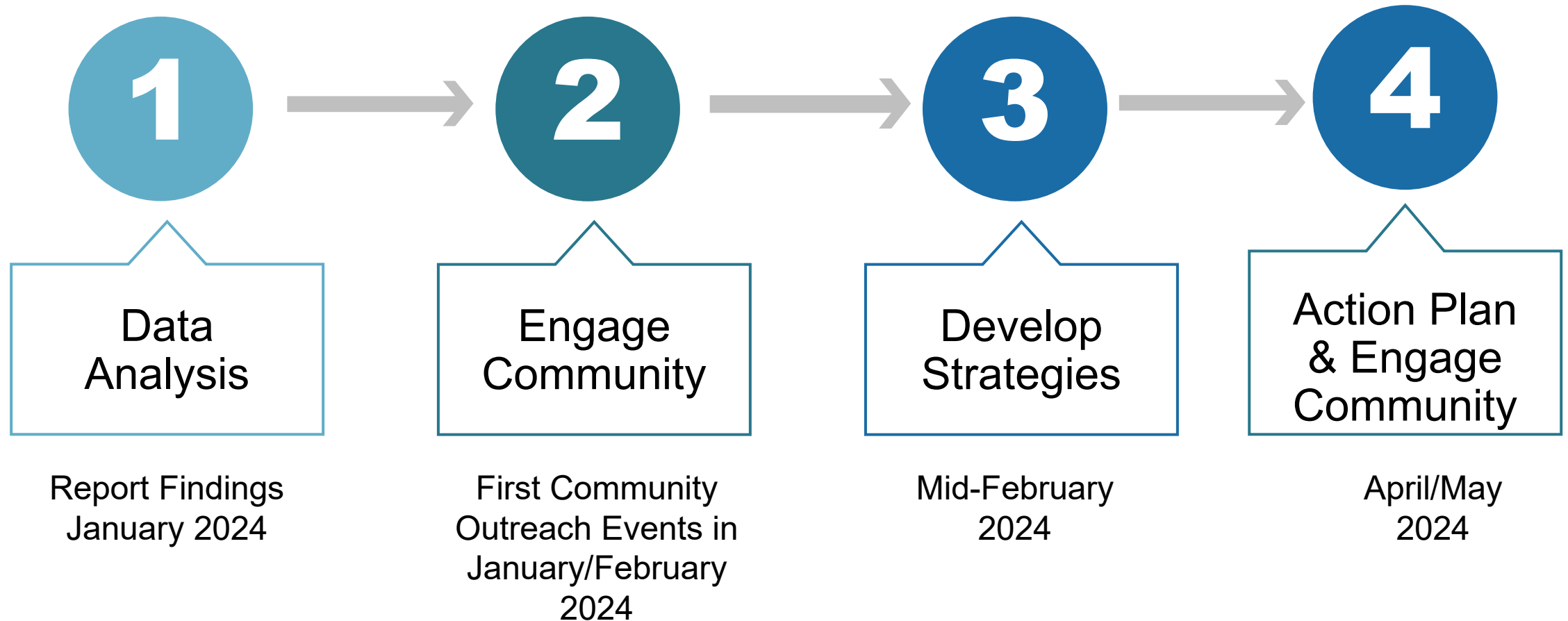
Safe System Approach



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**

Fatal and Serious Injury Crashes

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

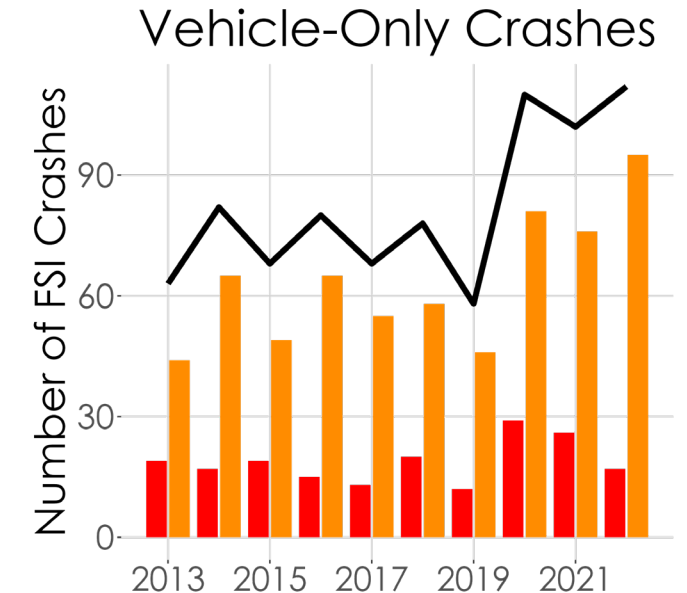
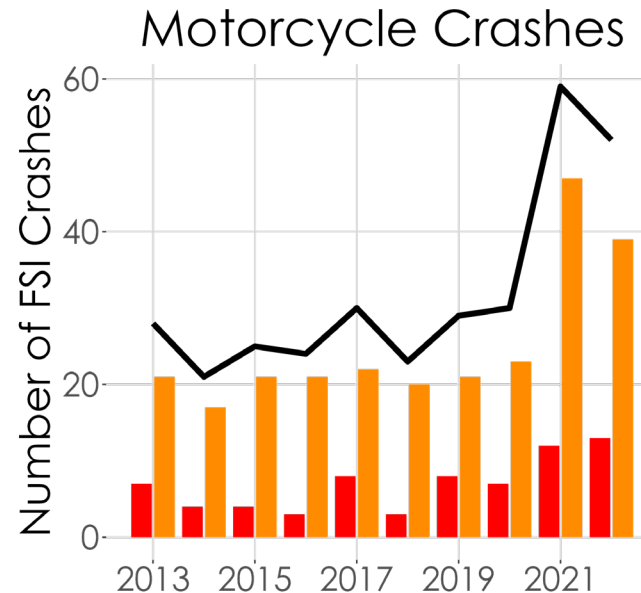
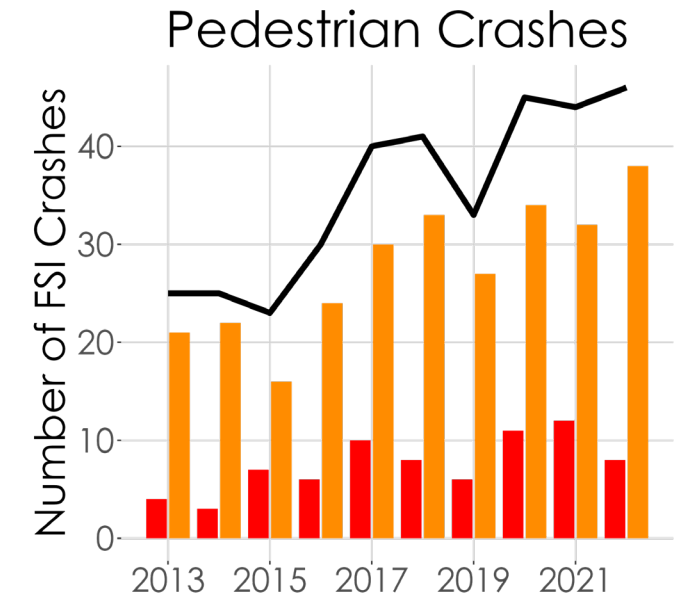
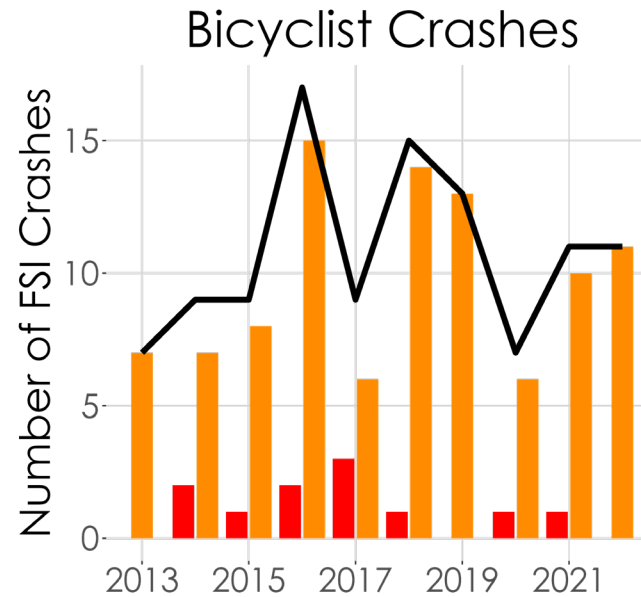
*Crashes are categorized based on the ‘Jurisdiction’ field in the crash report.

Region: Key Findings

Fatal and serious injury crashes are increasing

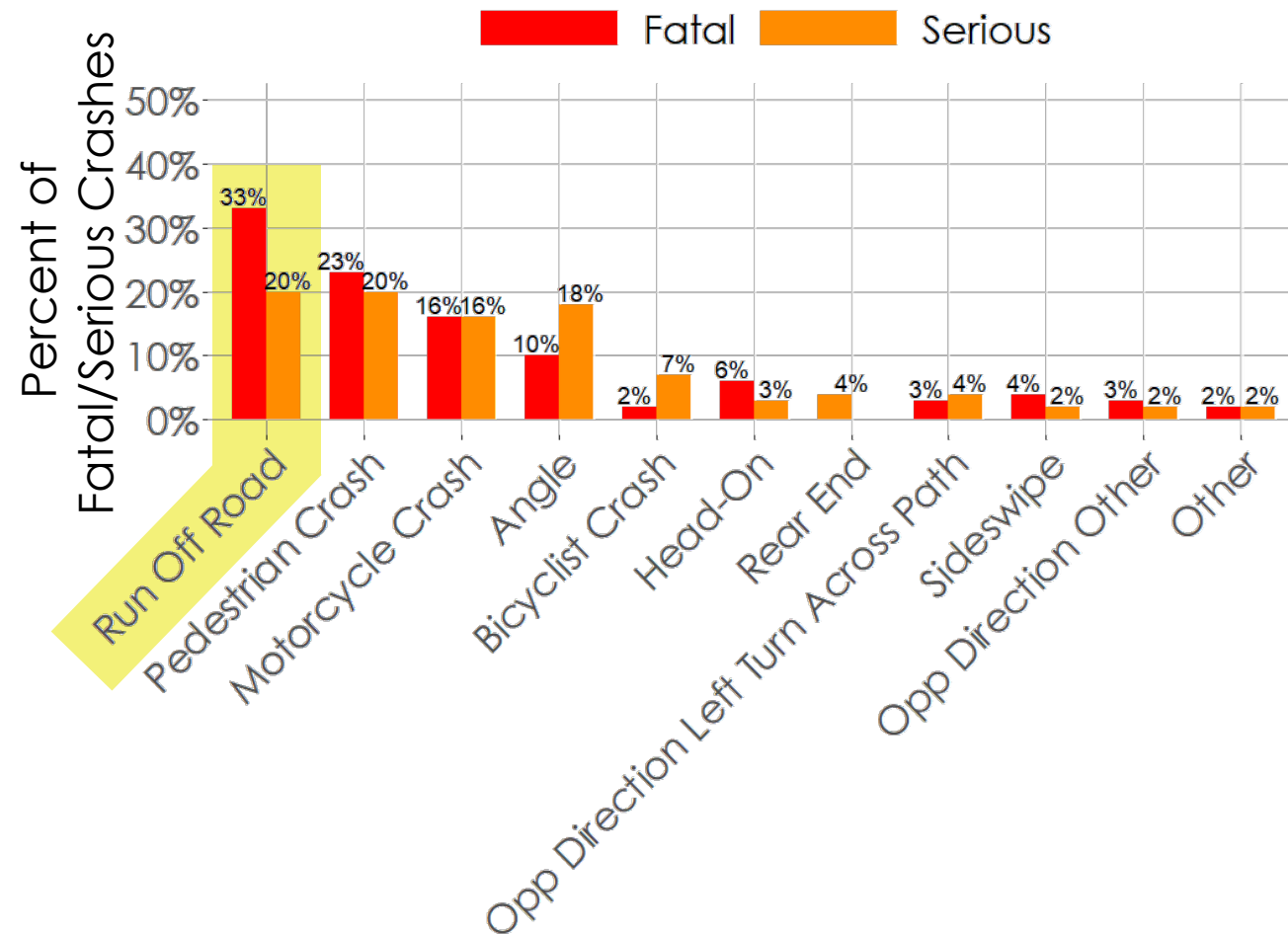
2023 numbers for bicyclists and pedestrians are already trending higher than 2022

- ✓ 24% of bicyclists are **younger than 20**
- ✓ 51% of pedestrian crashes happen in **dark conditions**



Region: Key Findings

- ✓ **Collectors, arterials, and highways in commercial/mixed land use (3 or more lanes, posted 30+ mph)**
- ✓ **Collectors, arterials, and highways in open space/agricultural land use areas (posted 45+ mph)**
- ✓ **Run-off-road, pedestrian, motorcycle, and angle crashes occur most often**
- ✓ **80% of FSI crashes are in the City of Spokane and unincorporated areas**



Region: Key Findings

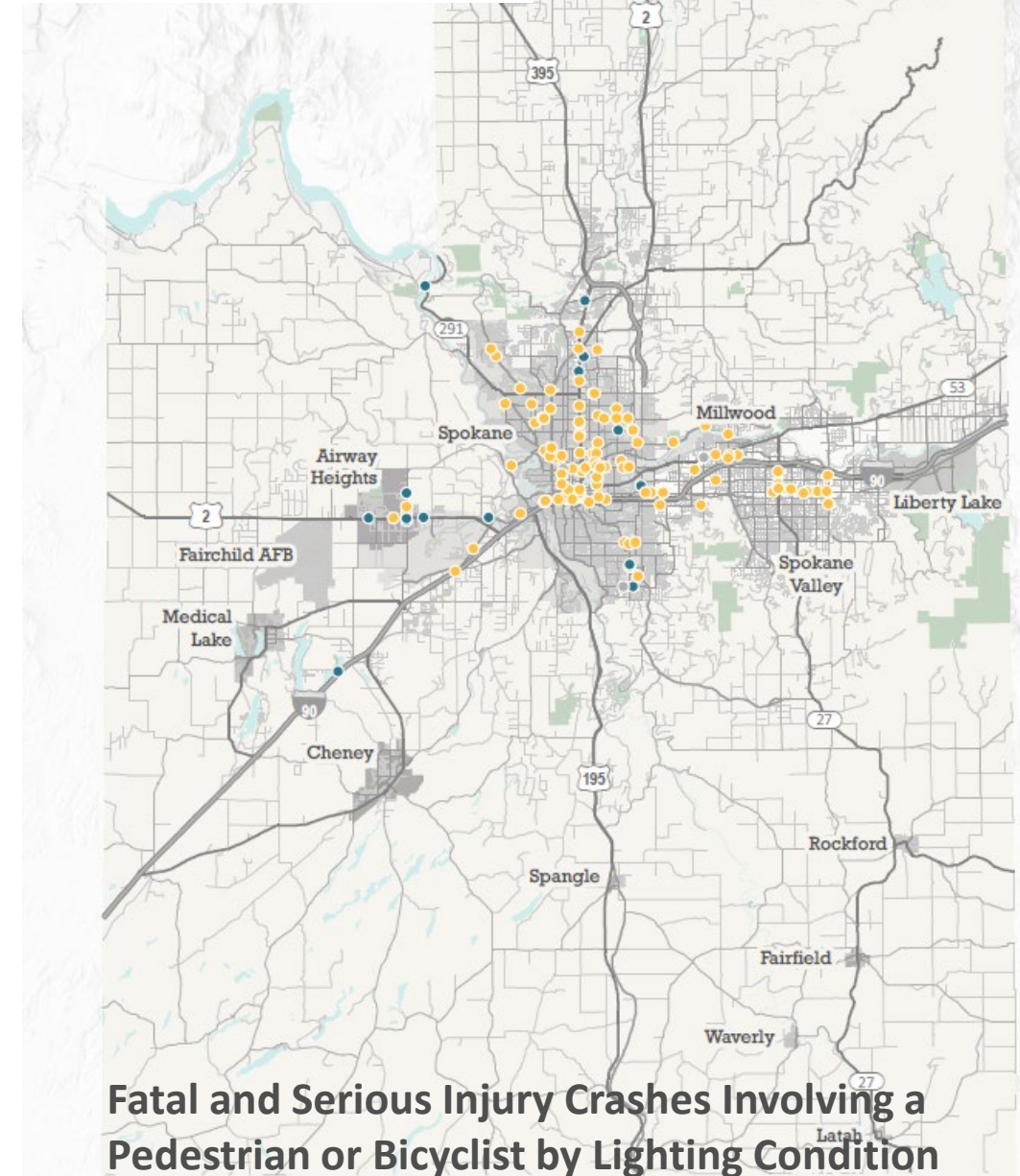
WSDOT Data; 2018 – 2022

✓ Ages

- ✓ Around 22% of **drivers** are 15 to 24
- ✓ About 24% of **bicyclists** are 10 to 19
- ✓ 35 to 39 is most common age range for **pedestrians**
- ✓ 13% of **motorcyclists** are 45 to 49
- ✓ Pedestrian crashes occur more often in the **evening** hours and in **fall/winter** months.

Lighting Condition

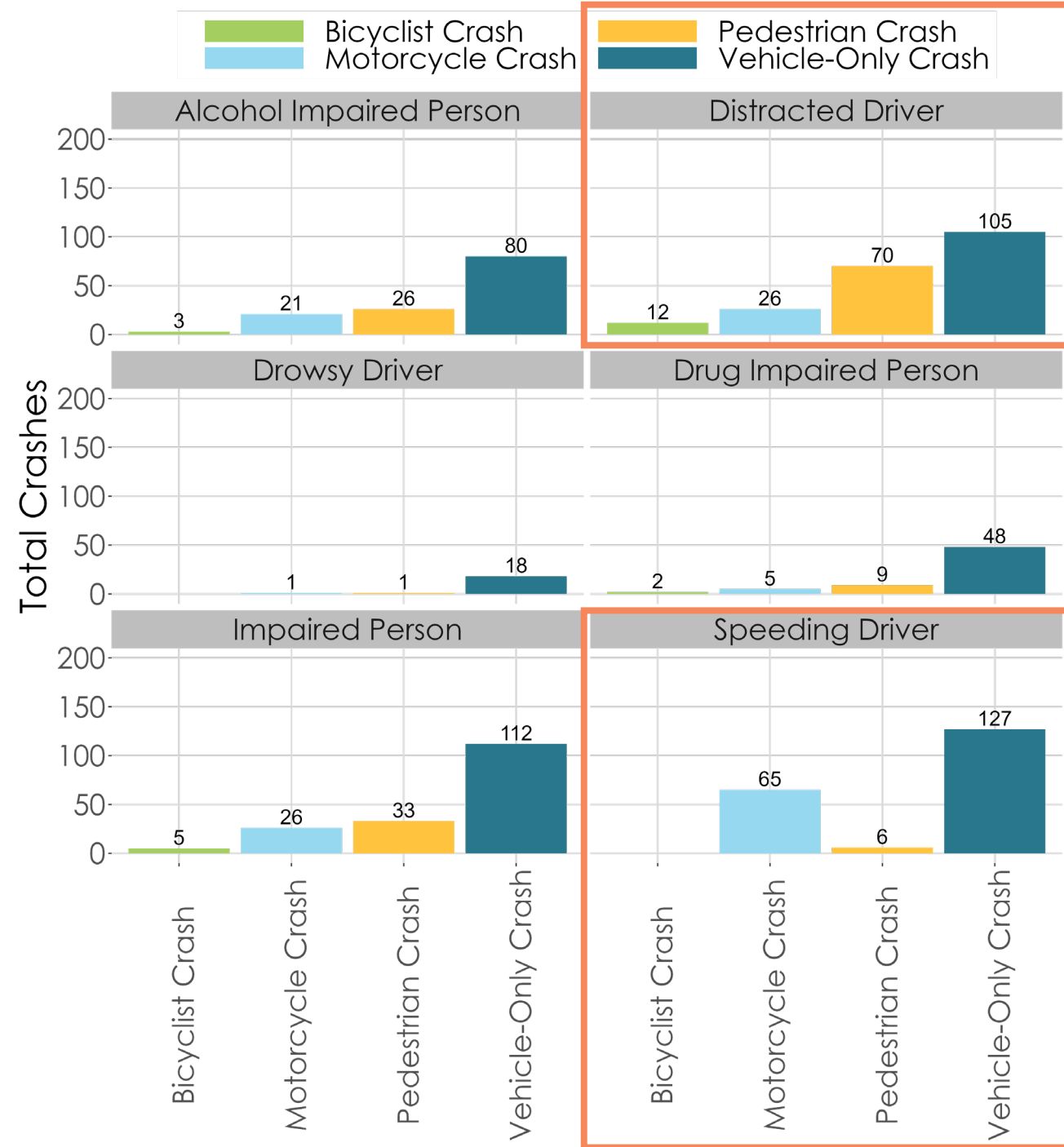
- Dark without Streetlights
- Dark with Streetlights
- Dark with Unknown Lighting



Human Behaviors & FSI Crashes

WSDOT Data; 2018 – 2022

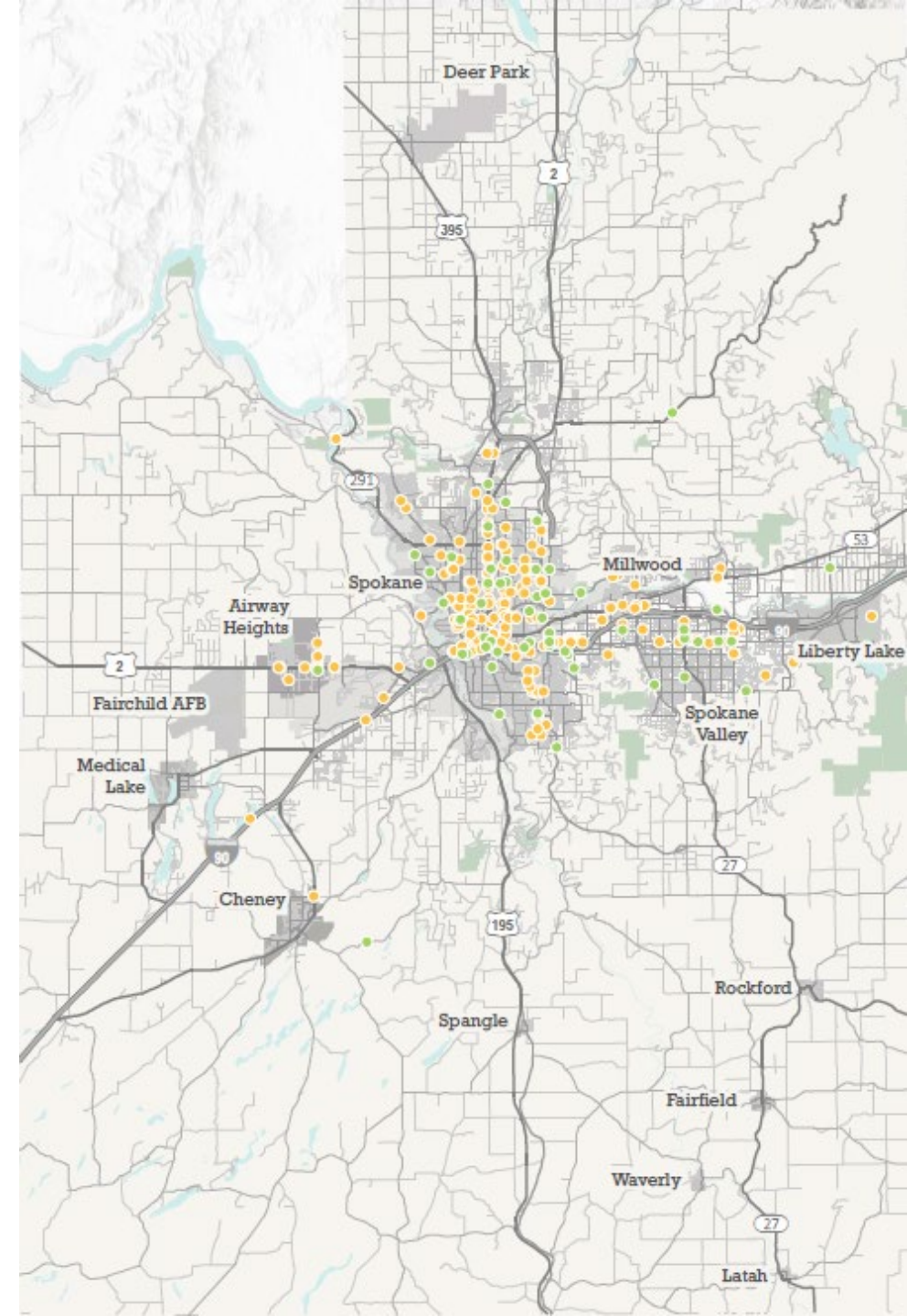
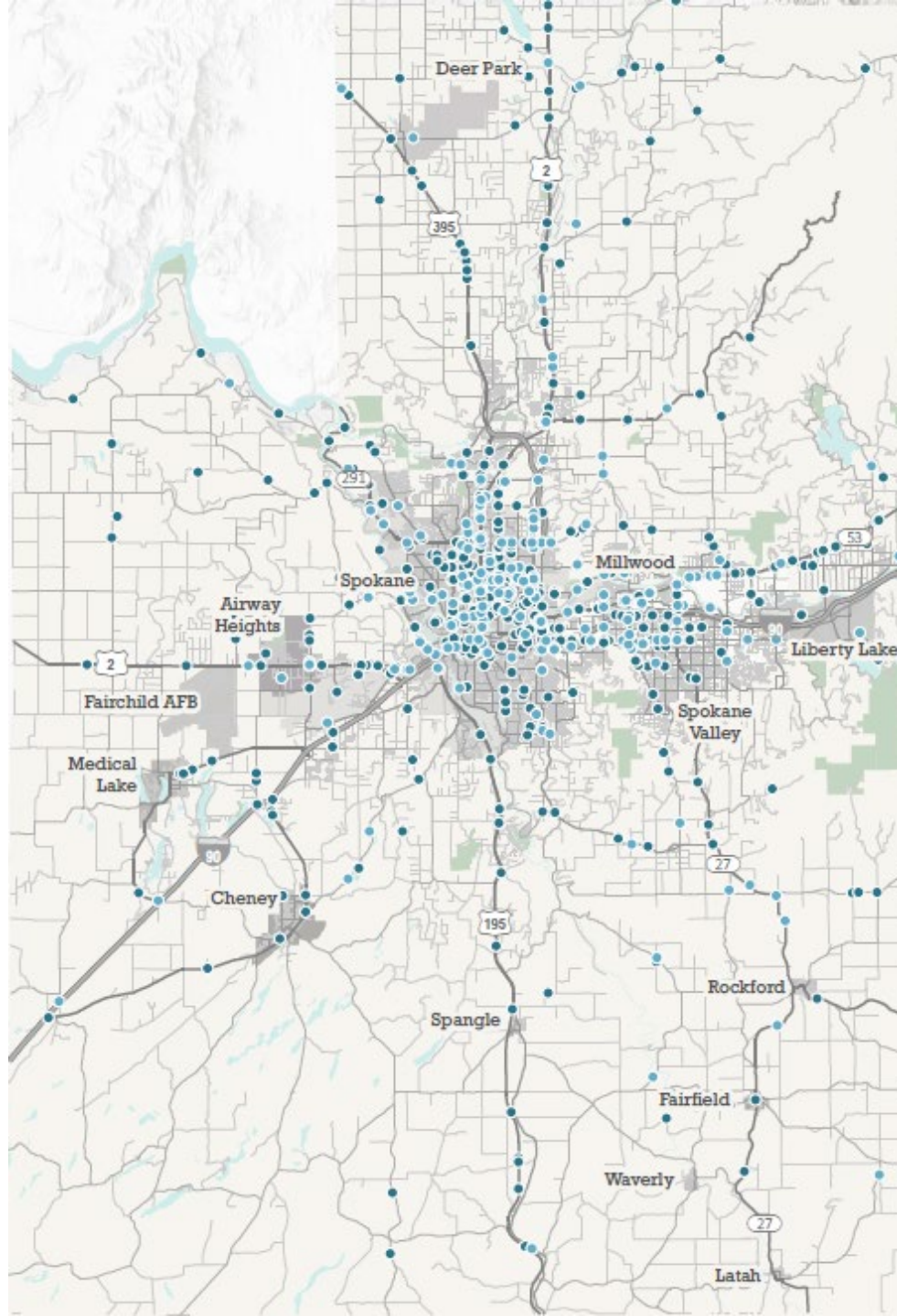
- ✓ **Speeding, distracted, and impaired** driving contribute to approximately 20% of FSI crashes.
- ✓ **Distracted** driving disproportionately affects **pedestrians**.
- ✓ **Speeding** disproportionately affects **motorcyclists**.



FSI Crash Locations

WSDOT Data;
2018 – 2022

- Motorcycle
- Vehicle Only
- Bicyclist
- Pedestrian



Goals & Target Discussion

RSAP Goal: Zero Fatal and Serious Injuries

- Plan and program projects in support of the WSDOT target of zero and fatal injury crashes by 2030
- Achieve 50% reduction in fatal and serious injury crashes on the SRTC Priority Network and fatal and serious injury crashes impacting vulnerable roadway users (bicyclists and pedestrians) within the SRTC boundary.
- 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.

Welcome to the SRTC Transportation Advisory Committee (TAC)

An introduction

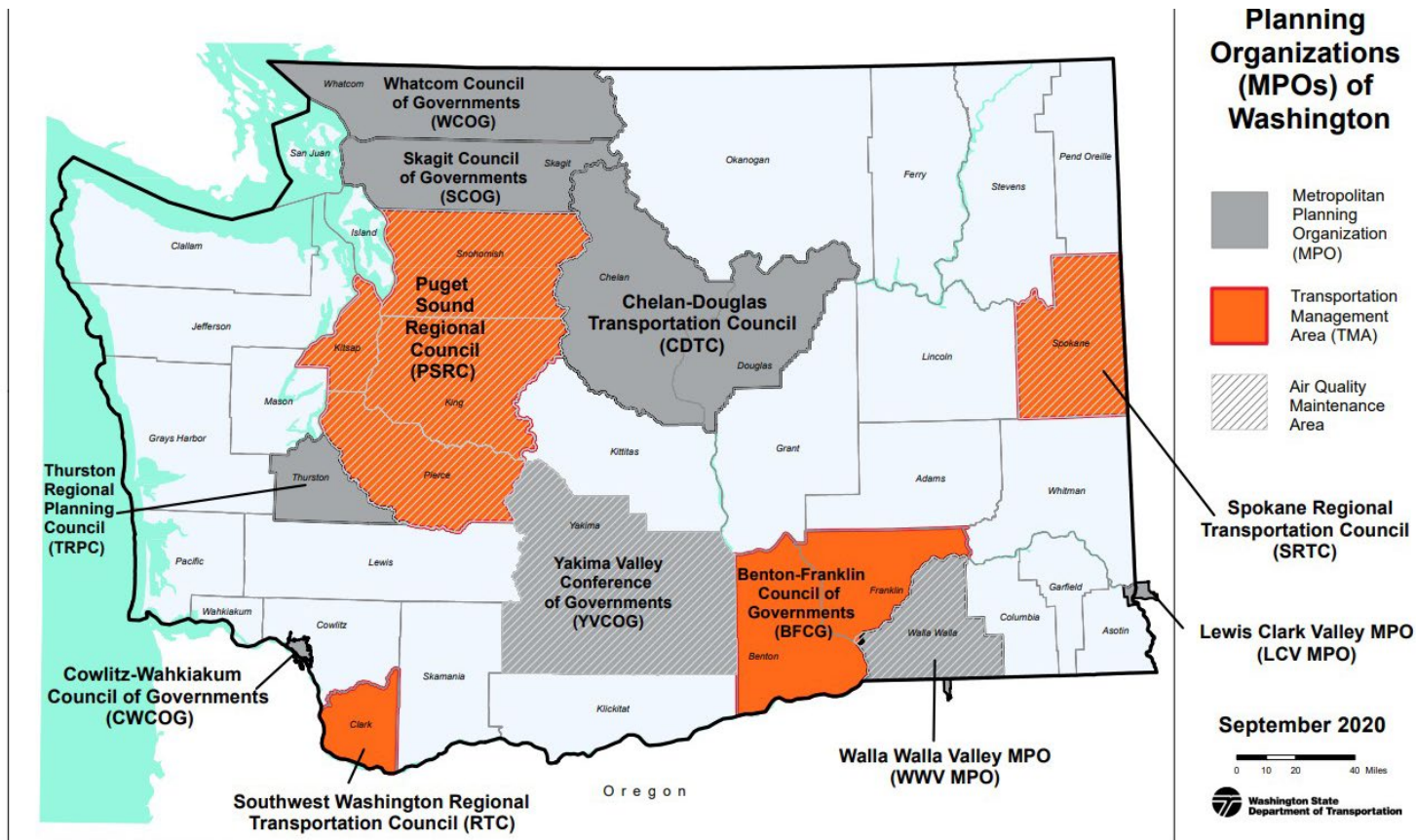
SRTC Federal and State Designations

FEDERAL: Metropolitan Planning Organization (MPO)

FEDERAL: Transportation Management Area (TMA)

STATE: Regional Transportation Planning Organization (RTPO)





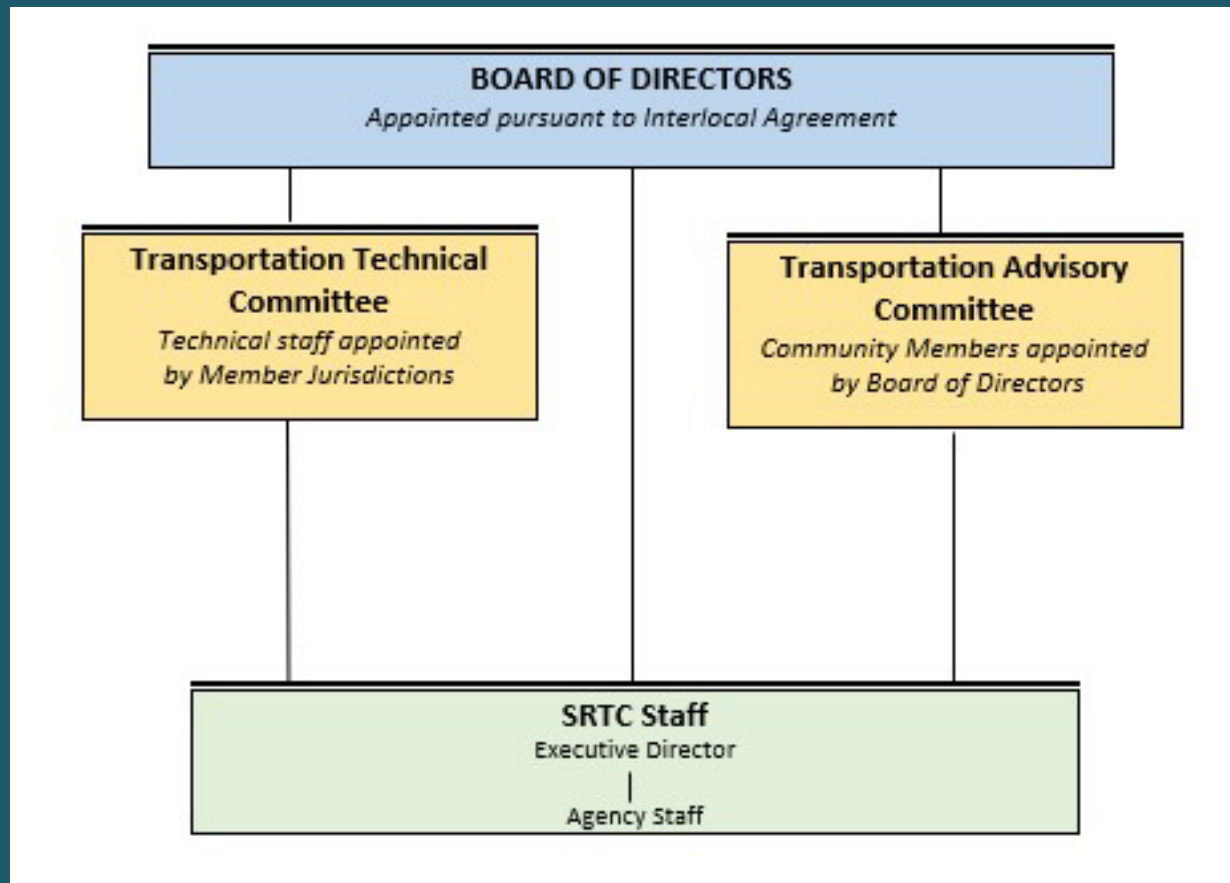
- There are 12 MPOs in Washington (urbanized areas of more than 50,000 residents)
- Ensure that the expenditure of federal transportation funds is based on a continuing, cooperative & comprehensive (3-C) process.

Metropolitan Planning Organizations (MPOs)

SRTC Member Agencies

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- City of Millwood
- City of Spokane
- City of Spokane Valley
- Kalispel Tribe of Indians
- Spokane County
- Spokane Transit Authority
- Spokane Tribe of Indians
- Town of Fairfield
- Town of Latah
- Town of Rockford
- Town of Spangle
- Town of Waverly
- Washington State Dept. of Transportation
- Washington State Transportation Commission

SRTC Organizational Structure



- **BOARD OF DIRECTORS** is the decision-making body; consists of 20 voting members and 2 non-voting members.
- **TRANSPORTATION TECHNICAL COMMITTEE** has 22 seats.
- **TRANSPORTATION ADVISORY COMMITTEE** has 14 seats.
- **SRTC** has 11 staff members.



2023 Board of Directors

Our Mission

To develop plans and programs that coordinate transportation planning in the Spokane region.

Our Values

Regional Leadership • Collaboration • Accountability • Innovation
Transparency • Inclusiveness • Integrity



Betsy Wilkerson
Chair
City of Spokane
Council Member



Al French
Vice Chair
Spokane County
Commissioner



Jennifer Morton
City of Airway Heights
Council Member



Paul Schmidt
City of Cheney
Council Member



Dee Cragun
City of Deer Park
Council Member



Mayor Cris Kaminskas
City of Liberty Lake



Mayor Terri Cooper
City of Medical Lake



Mayor Kevin Freeman
City of Millwood



Zach Zappone
City of Spokane
Council Member



Mayor Pam Haley
City of Spokane Valley



Rod Higgins
City of Spokane Valley
Council Member



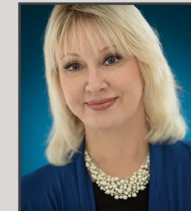
Mary Kuney
Spokane County
Commissioner



Sev Jones
Kalispel Tribe of Indians



Tiger Peone
Spokane Tribe of Indians
Council Member



E. Susan Meyer
Spokane Transit Authority



Mike Frucci
WSDOT—Eastern Region



Kelly Fukai
WA State Transportation
Commission



Doug Yost
Major Employer
Representative



Matt Ewers
Rail/Freight
Representative



Micki Harnois
Small Towns
Representative
Town of Rockford
Council Member



Kim Zentz
SRTC Transportation
Advisory Committee
Chair
(ex-officio)



Charlene Kay
SRTC Transportation
Technical Committee
Chair
(ex-officio)

SRTC Staff



Lois Bollenback



Mike Ulrich



Greg Griffin



Michael Redlinger



Eve McMenemy



Jason Lien



Savannah Hayward

Ben Kloskey



Ryan Stewart



David Fletcher



Angel Jackson

TAC Meetings

- 4th Wednesday of every month at 3:00pm and run approximately 90 minutes (hybrid in-person/online format)
- A link to meeting materials are distributed by email typically one week in advance of the meeting
- TAC Chair and Vice Chair are elected annually

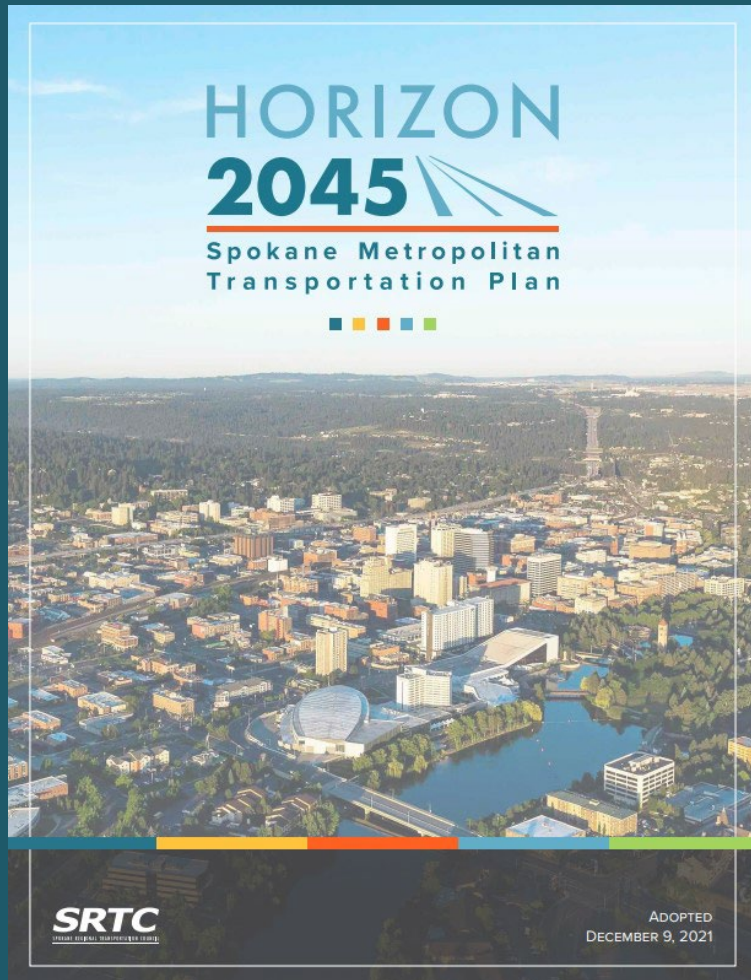
Role of the TAC

- Provide input on policy recommendations to staff and the Board of Directors
- To represent users of the transportation system and your community/industry perspectives
- Provide public context to regional transportation planning
- Other activities as directed by the SRTC Board

SRTC Core Program and Functions

PLANNING	PROGRAMMING	TECHNICAL MODELING/DATA	COORDINATION & ADMINISTRATION
Metropolitan Transportation Plan	Transportation Improvement Program	Travel Demand Modeling	Member agency support
Congestion Management Process	Call for Projects	Air Quality Modeling	Regional & statewide collaboration
GMA compliance		Socioeconomic data collection & forecasting	Unified Planning Work Program
Subarea studies/special studies		Performance Management	Annual budget development

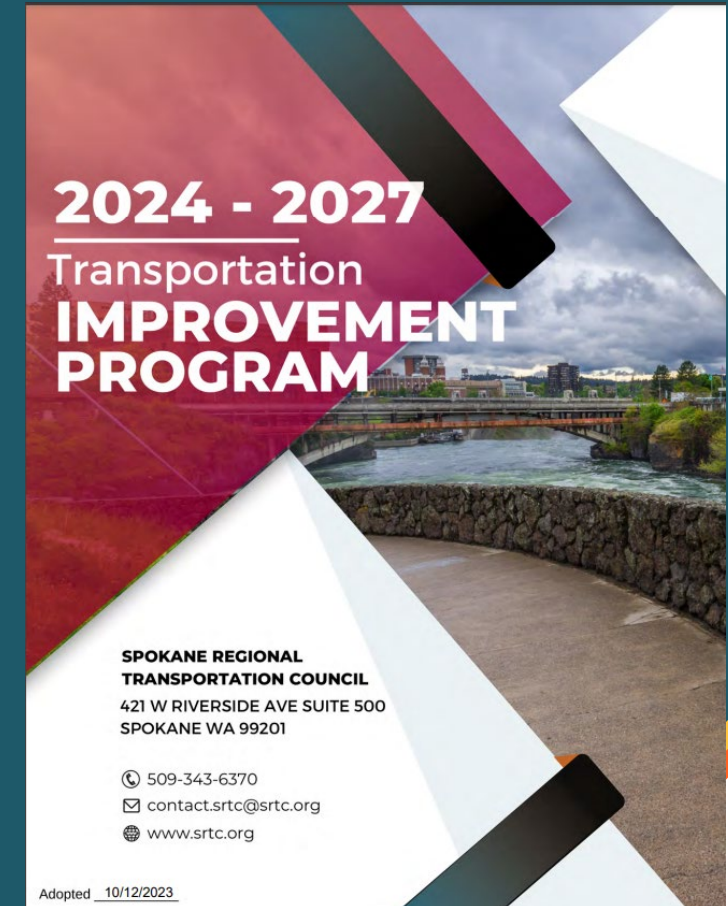
Metropolitan Transportation Plan – Horizon 2045



- The region's long-range transportation plan, also referred to as a Metropolitan Transportation Plan (MTP)
- The plan is developed as a blueprint for all transportation modes through the year 2045

Transportation Improvement Program (TIP)

- Four-year program of regional transportation investments
- Includes all transportation projects receiving federal funds or determined to be regionally significant
- Updated annually and regularly amended



Unified Planning Work Program

- Developed every two years, uses the federal fiscal year (July 1 – June 30)
- Describes SRTC's programs and identifies the tasks to be accomplished each year
- Outlines how federal and state funds will be utilized by SRTC



TAC Member Resources

- The group is governed by TAC Bylaws established in 2022
- A list of current TAC Members, prior meeting packets, meeting minutes, etc. can be found on the TAC page of the SRTC website
- Robert's Rules of Order cheat sheet



Questions?

Jason Lien

Principal Transportation Planner

jlien@srtc.org | 509.343.6370

David Fletcher

Principal Transportation Planner

dfletcher@srtc.org | 509.343.6370

Angel Jackson

Administrative-Executive Coordinator

ajackson@srtc.org | 509.343.6370