

# **TPM – New Greenhouse Gas Rule and Targets**

**TRANSPORTATION TECHNICAL COMMITTEE (TTC)**

**AGENDA ITEM 6, PAGE 9**

**MARCH 27, 2024**

# Requested Action

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*Recommend that the SRTC Board adopt a resolution to plan and program in support of the state's targets*



# Transportation Performance Management (TPM)

## **TPM:**

A strategic approach that uses system information to make investment and policy decisions to achieve national performance goals

Systematically applied, ongoing process

Current 4-year performance period: 2022-2025

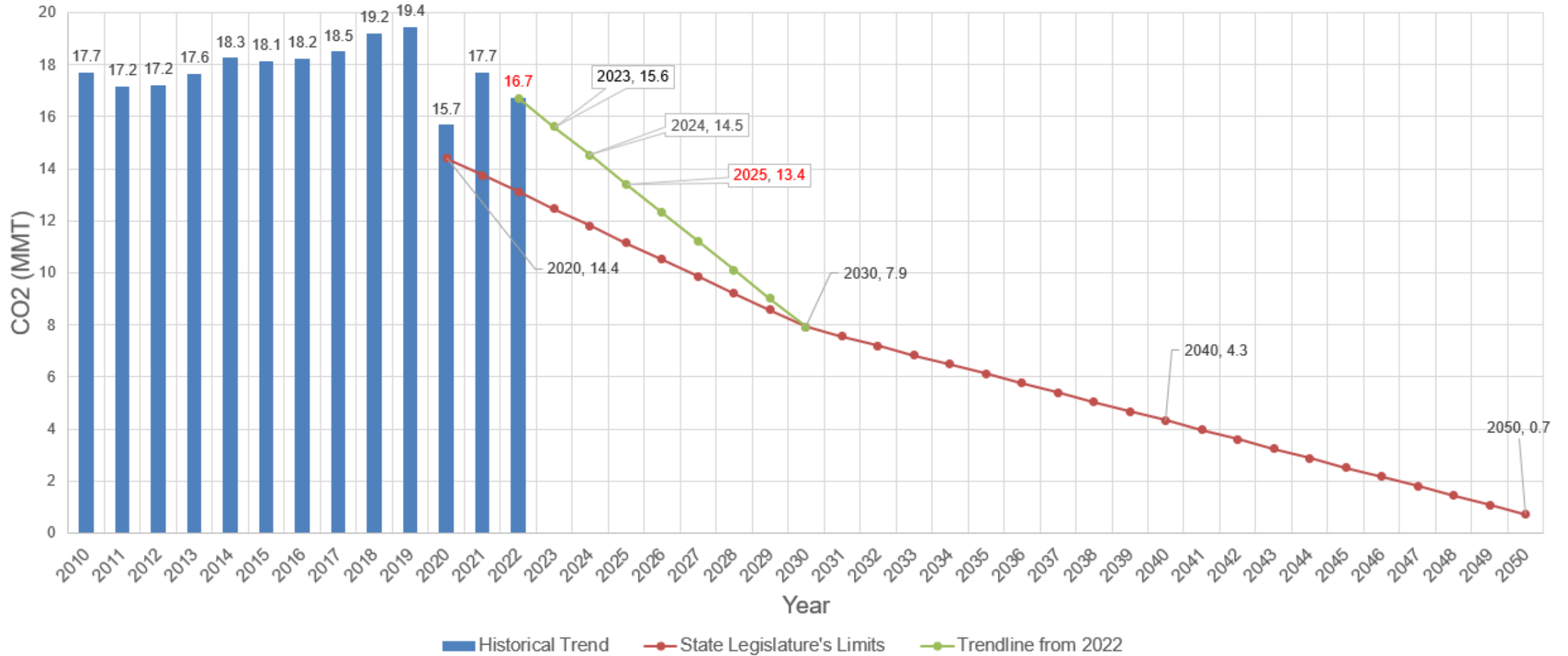
# Requirements for MPOs

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## MPOs

- Establish declining 4-year target for the metropolitan planning area (MPA).
- Option to commit to support the State DOT target or establish a unique quantifiable target.
- Have up to 180 days from when the State DOT established their targets.

# WSDOT Targets and Methodology



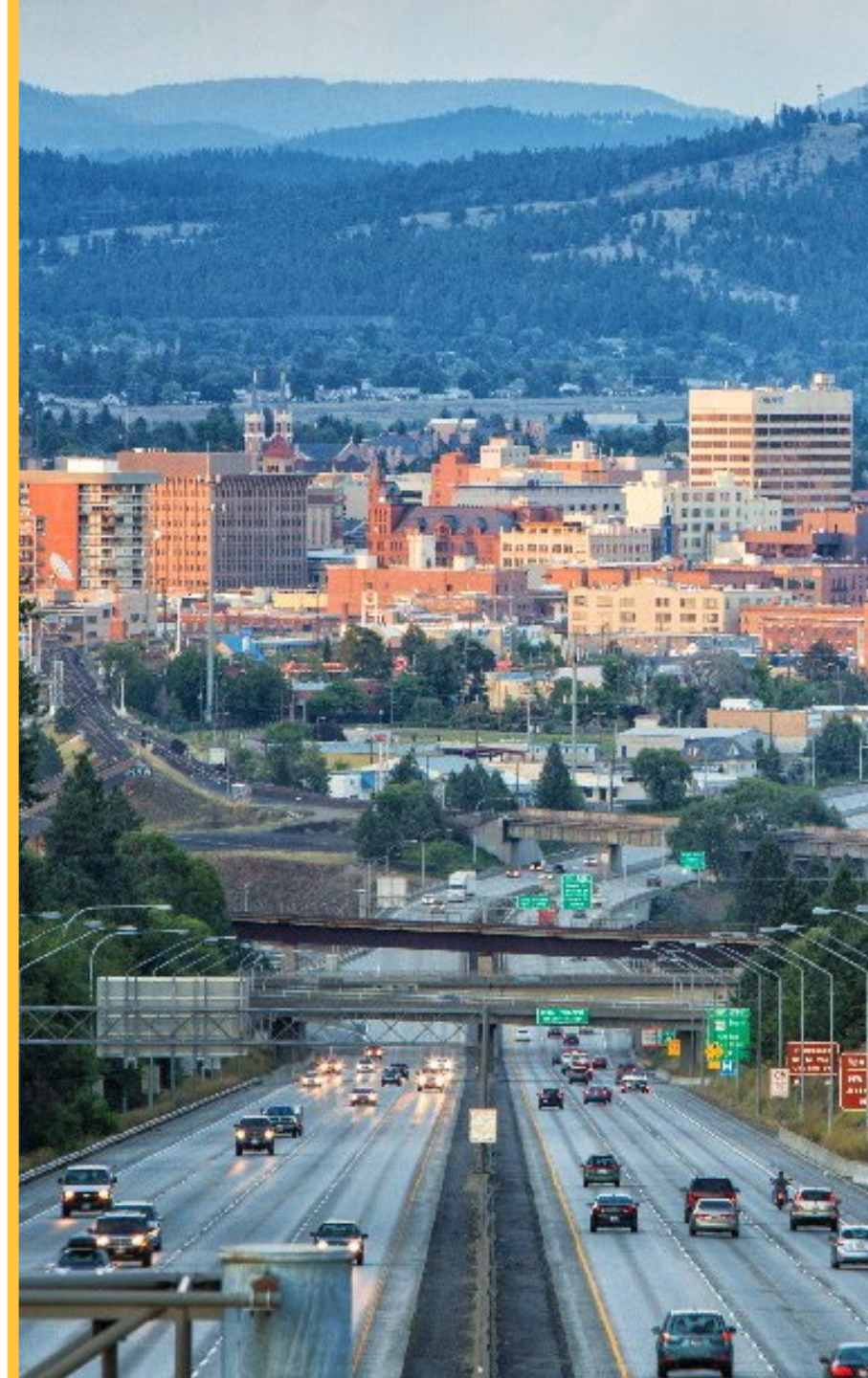
# Next Steps

## March 27

- TAC & TTC Meetings
- Requested Action:
- Recommend that the Board of Directors adopt a resolution to plan and program in support of the state's targets for tailpipe CO2 emissions on the NHS

## April 11

- Board of Directors Meeting
- Action (Resolution)



A close-up photograph of a traffic light is positioned on the left side of the slide. The green light is illuminated, casting a bright green glow. The other lights (yellow and red) are visible but not lit. The background is a clear, light blue sky.

**Thank you!**

Michael Redlinger  
Associate Transportation Planner 2  
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***SRTC***

# 2025 Unified List Development & Project Evaluation Criteria

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**Transportation Technical Committee  
Agenda Item 7 | Page 10**

**March 27, 2024**



# Requested Action

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Recommend SRTC Board approval of the 2025 Unified List of Regional Transportation Priorities development process and project evaluation criteria as shown in the **Attachment**.

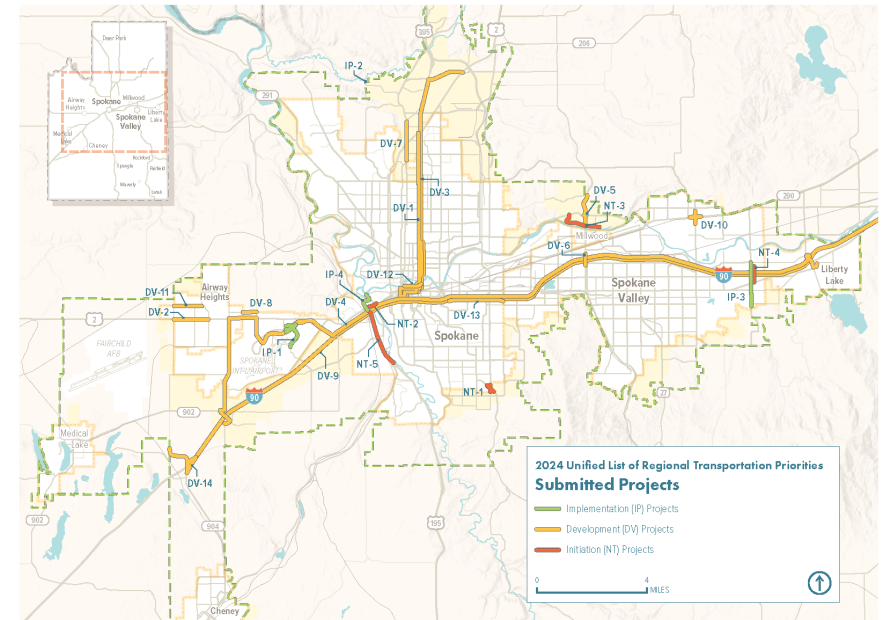
# Unified List Process

- Communicates current regional transportation priorities to legislators for potential funding opportunities
- Updated annually
- State + federal versions

## 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON SEPTEMBER 14, 2023

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

# 2025 Unified List Development Process

Target Completion Date: Sept 2024 (state)   Nov 2024 (federal)	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	Legend
Project Tasks	5 12 19 26	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	<b>C</b> TAC/TTC First Touch
Project List Development											<b>B</b> Board First Touch
(t1) Develop Draft Criteria	C	B									<b>CA</b> TAC/TTC Action Item
(t2) Finalize Criteria		CA	BA								<b>BA</b> Board Action Item
(t3) Develop Project Information Form											<b>D</b> Draft Deliverable
(t4) Project Submittal Period											<b>F</b> Final Deliverable
(t5) SRTC Project Review											
(t6) Integrate Safety Action Plan Projects											
(t7) Develop Projects List						C	B		CA	BA	
Legislative Priority Statements Development											
(t8) Collect + Review Local Legislative Agendas											
(t9) Develop State Legislative Statements + Priority Areas					B	B			BA		
(t10) Develop Federal Legislative Statements + Priority Areas								C	B	CA	BA
Final Unified List Packets Development											
(t11) Finalize Project List + Unified List (State Version)							CA	BA			
(t12) Finalize Unified List (Federal Version)								C	B	CA	BA
Project Deliverables											
(d1) Project Evaluation Criteria	D	D F	F								
(d2) Projects List					D	D	F	F			
(d3) State Legislative Statements + Priority Areas					D	D	F	F			
(d4) 2025 Unified List (State Version)							F	F			
(d5) Federal Legislative Statements + Priority Areas									D	D F	F
(d6) 2025 Unified List (Federal Version)										F	F

# Key Dates

## 4 Week Project Submittal Period

- April 22 through May 17

## 3 Week SRTC Project Review

- May 20 through June 7

## Draft List

- June (TTC/TAC), July (SRTC Board)

## Final List

- State Version: Aug. (TTC/TAC), Sept. (SRTC Board)
- Federal Version: Oct. (TTC/TAC), Nov. (SRTC Board)

The image shows a screenshot of the '2024 Unified List of Regional Transportation Priorities Project Submission Form' and a 'PROJECT EVALUATION CRITERIA' table. The form is divided into several sections: CONTACT INFORMATION, GENERAL PROJECT INFORMATION, and PROJECT COST AND FUNDING. The evaluation criteria table lists various categories and their corresponding scores.

PROJECT EVALUATION CRITERIA	Score
TOTAL SCORE Out of 85*	
Economic Vitality	
Cooperation & Leadership	
Stewardship	
Operations Maintenance & Preservation	
Safety & Security	
Quality of Life	
Equity	

**2024 Unified List of Regional Transportation Priorities Project Submission Form**

The form includes sections for: CONTACT INFORMATION (Project Sponsor Agency, Contact Person, Phone Number, Email Address); GENERAL PROJECT INFORMATION (Project Title, Project Location, Project Type, Agency Priority Rank, Project Length, Begin Termini, End Termini, Project Description, Regional Importance); and PROJECT COST AND FUNDING (table with columns: Phase, Est. Total Cost, Secured Federal Funds, Secured State Funds, Other Secured Funds, Unfunded Amount). The funding source table includes: Federal, State, Other.

# Project Evaluation Criteria

2025

## Unified List of Regional Transportation Priorities

SRTC



# Project Evaluation Criteria

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.

▶ Proposed revisions to criteria shown in RED.

30  
POINTS

### ECONOMIC VITALITY

Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.

#### Question 1A (5 points)

▶ Does the project provide access within or between two or more regional/local activity centers?

#### Question 1B (5 points)

▶ If yes to 1A, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center?

#### Question 2 (10 points)

▶ What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?

#### Question 3 (10 points)

▶ Is the project located on the FGTS? *\*Points scaled based on FGTS classification—T1 through T5.*

30  
POINTS

### COOPERATION & LEADERSHIP

Relates to SRTC's role as a regional forum to identify regional transportation needs, establish priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.

#### Question 1 (15 points)

▶ Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?

#### Question 2 (15 points)

▶ Is the project identified in other agency plans and/or has it gone through a documented public outreach process?

30  
POINTS

### STEWARDSHIP

Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.

#### Question 1 (10 points)

▶ Does the project incorporate electrification or other clean fuel strategies?

#### Question 2 (10 points)

▶ Does the project increase resilience by adding redundancy in areas of limited connectivity?

#### Question 3 (10 points)

▶ Does the project reduce air quality emissions or VHT/MT? *\*This question relates to the State Vehicle Miles of Travel Targets Process.*

30  
POINTS

### OPERATIONS, MAINTENANCE & PRESERVATION

Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.

#### Question 1 (10 points)

▶ Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? *\*Criteria relates to federal transportation performance management (TPM) requirements.*

#### Question 2 (10 points)

▶ Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? *\*Criteria relates to federal TPM requirements.*

#### Question 3 (10 points)

▶ Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?

30  
POINTS

### SAFETY & SECURITY

Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.

#### Question 1 (15 points)

▶ Is the project identified in a state or local plan, or an approved prioritized list of safety projects? **Does the project address an identified safety need in the Regional Safety Action Plan?**

#### Question 2 (15 points)

▶ What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets? **Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?**

30  
POINTS

### QUALITY OF LIFE

Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.

#### Question 1 (10 points)

▶ Is the project on the Regional Bicycle Priority Network and does it have an active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?

#### Question 2 (10 points)

▶ Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)? *\*Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.*

#### Question 3 (10 points)

▶ Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? *\*Regional trails: Centennial, Children of the Sun, Ben Bur, Fish Lake, Millwood, and Appleway*

30  
POINTS

### EQUITY

*\*These criteria directly relate to the federal planning factor for equity, the Justice 40 Initiative, and the state HEAL Act.*

Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.

#### Question 1 (10 points)

▶ Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

#### Question 2 (5 points)

▶ **If yes to question one, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?**

#### Question 3 (10 points)

▶ Does the project incorporate appropriate countermeasures to address safety issues on the High Injury Network, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

#### Question 4 (10 points-5 points)

▶ Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?

# Safety Criteria Change #1

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## 2024 Criterion

- Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?

## Proposed 2025 Criterion

- Does the project address an identified safety need in the Regional Safety Action Plan?

# Impacts of Proposed Change

## Projects that received safety question #1 points based on current criterion:

- US 2 Multimodal Improvements
- Spotted Rd & Airport Drive Safety & Multimodal Improvements
- Division St Active Transportation Access Improvements
- Freya St/Palouse Hwy Roundabout
- US 195 Corridor Projects
- Argonne Rd Safety Improvements
- Centennial Trail Argonne Gap
- Craig Rd & I-90 Four Lakes Connection
- Wall St Safety & Capital Improvements
- Barker Rd & I-90 Interchange
- I-90 TSMO Improvements

## Additional projects eligible to receive points based on proposed new criterion:

- Fish Lake Trail Connection Phases 1-3
- South Barker Rd Corridor
- Sullivan/Trent Interchange

\*All projects that received points for the current safety question #1 criterion are located on the High Injury Network (HIN).

\*\*In addition to being located on HIN, projects would need to incorporate countermeasure(s) addressing existing safety issues at crash locations to receive points.

# Safety Criteria Change #2

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## 2024 Criterion

- **What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? Or, if the project is a transit project, how does it contribute to STA safety targets?**

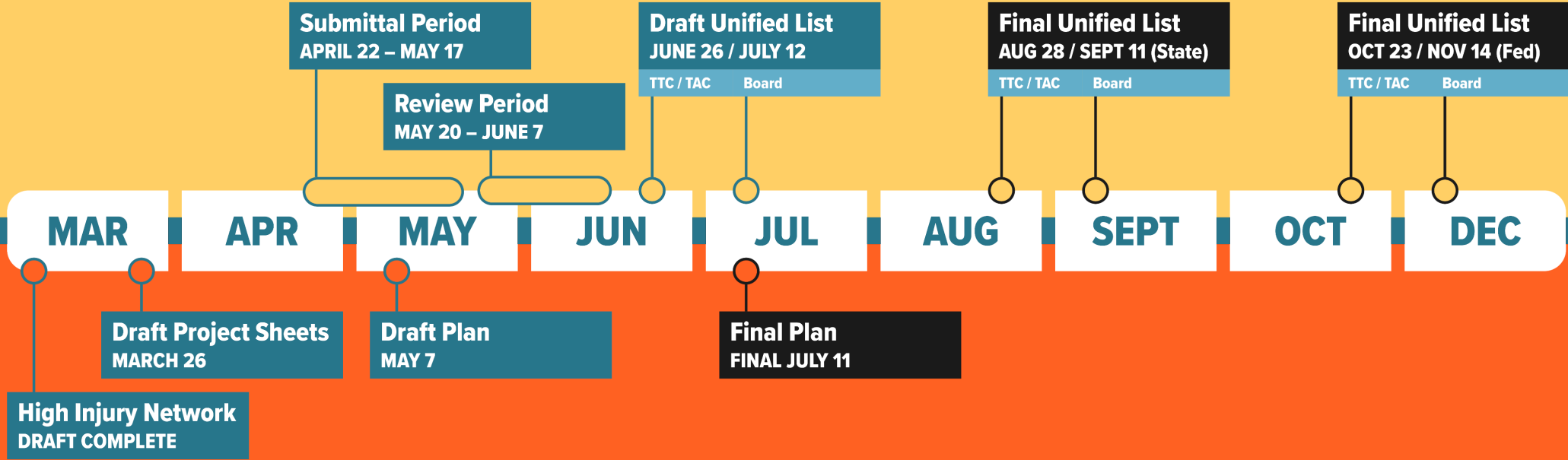
## Proposed 2025 Criterion

- **Does the project incorporate countermeasures to address safety issues on the High Injury Network, as identified in the Regional Safety Action Plan? Or, if the project is a transit project, does it contribute to STA safety targets?**



# Schedule Alignment

## 2025 Unified List Key Dates



## Regional Safety Action Plan Key Dates

# Safety Criteria Options

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## Option A: Use Current Safety Criteria

- Use the current safety criteria for the 2025 Unified List and plan to update next year's criteria, based on the RSAP.

## Option B: Use Revised Safety Criteria

- Use draft High Injury Network and regional safety needs for the project submittal process.
- SRTC staff updates safety criteria scores, as needed based on changes between the draft and final RSAP, prior to presenting the draft 2025 Unified List at the June 26 TAC and TTC meetings.

## Option C: Hybrid Approach

# Equity Criteria Change #1 *(NEW)*

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## 2024 Criterion

- Does not replace a 2024 criteria question.

## Proposed 2025 Criterion

- If yes to question one\*, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

*\*Equity Question 1: Does the project directly benefit residents in an area of potential disadvantage, or an area rated 7 or higher for overall environmental health disparities?*

# Equity Criteria Change #2

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## Proposed 2025 Criterion

- Does the project incorporate appropriate countermeasures to address safety issues **on the High Injury Network\***, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

*\*Proposed change awards points only to projects located both in equity areas and on the High Injury Network to emphasize projects in locations with the most significant existing safety concerns, based on analysis performed as part of the Regional Safety Action Plan.*

# Requested Action

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Recommend SRTC Board approval of the 2025 Unified List of Regional Transportation Priorities development process and project evaluation criteria as shown in the **Attachment**.



# Commute SmartNW

Presented by:  
**LeAnn Yamamoto**  
TDM Manager, Spokane County



— [CommuteSmartNW.org](http://CommuteSmartNW.org) —



# Commute SmartNW

A Regional Program in Spokane County since 1993

*Making the Northwest a Better Place to Live, Play, and Commute!*

Working with businesses to promote and encourage their employees to ride the bus, carpool, vanpool, walk, bicycle, telework and work a compressed work schedule.



— [CommuteSmartNW.org](http://CommuteSmartNW.org) —

Commute Smart Northwest, a division of Spokane County Public Works



## WA State Commute Trip Reduction (CTR) Law

- ▶ Passed in 1991
- ▶ Part of WA State's Clean Air Act
- ▶ Updated in 2006







## Who is affected by CTR Law

- ▶ Counties with Urban Growth Areas (UGAs)
- ▶ Employers with 100+ employees
  - Who start their day between 6-9am
  - Work at least 35 hours a week
- ▶ Applies to all public and private employers
- ▶ Applies to local jurisdictions



— CommuteSmartNW.org —





## Spokane County Lead Agency since 1993

- ▶ Working collaboratively with 7 jurisdictions to implement regional program with 96 employers
  - ▶ Airway Heights 3
  - ▶ Cheney 3
  - ▶ Liberty Lake 7
  - ▶ Medical Lake 3
  - ▶ Spokane 53
  - ▶ Spokane Valley 18
  - ▶ Unincorporated Spokane County 9





## Requirements for Administering CTR Law

- ▶ Administer CTR surveys to all employers every 2 years
- ▶ Review employer CTR programs annually
- ▶ Provide required Employee Transportation Coordinator (ETC) training as per Spokane County CTR Ordinance
- ▶ Provide worksite support and meet with ETCs and management to ensure CTR program success
- ▶ Assist newly affected worksites in setting up a CTR program and ensuring minimum CTR requirements are met
- ▶ In 2024/2025 we will work with jurisdictions to update the CTR Plans for 2025 - 2029





# Commuter SmartNW



## Current Jurisdiction and Employer Goals

- ▶ 6 percentage point increase in Non-Drive Alone Rate from baseline
- ▶ 13% reduction in Vehicle Miles Traveled (VMT)
  - ❖ Goals will change with the updated CTR Plans for 2025-2029



— CommuteSmartNW.org —

Commuter Smart Northwest, a division of Spokane County Public Works





## Regional Program Benefits!

- ▶ Model for public and private partnerships
- ▶ Low-cost congestion management tool
- ▶ Reduces parking constraints
- ▶ Adds foot traffic for businesses
- ▶ Reduces air pollution





## Making an Impact on our Community!

### Each Day

- ▶ Over 8,300 trips reduced
- ▶ Over 141,000 miles not driven



### For the Year

- ▶ Over 2.1 million trips reduced
- ▶ Over 36.6 million miles not driven





## 2025 - 2029 CTR Plan Update

- ▶ Jurisdictions in affected areas are required to update their CTR Plan for 2025 - 2029
  - ▶ Cities of Airway Heights, Cheney, Liberty Lake, Medical Lake, Spokane, Spokane Valley and unincorporated Spokane County.
- ▶ CSNW will collaborate with SRTC, STA and affected jurisdictions to develop their CTR Plans
- ▶ The new four-year plan will be in effect from July 1, 2025 to June 30, 2029.





## 2025 - 2029 CTR Plan Update

- ▶ The CTR plans highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers.  
(WAC 468-63-040(2)(a))







## CTR Plan Update Timeline

- ▶ **Now until - October 1, 2024**
  - ▶ Work with SRTC, Spokane Transit and 7 jurisdictions on developing Regional CTR Plan and CTR Plans for each jurisdiction
- ▶ **October 1 - November 15, 2024**
  - ▶ SRTC Reviews jurisdictions CTR Plans for consistency
- ▶ **November 16, 2024**
  - ▶ SRTC will submit final draft of the Regional and Jurisdiction CTR Plans to the State TDM Technical Committee for approval
- ▶ **February - June 1, 2025**
  - ▶ Present CTR Plans to Council/Commissioner for final approval and adoption.





## Next Steps for CTR Plan

- ▶ CSNW will work with reach out to each jurisdiction to review CTR Plan template and roles for completing.
  - ▶ Collaboration with SRTC and STA
  - ▶ Required to reach out to vulnerable populations in overburdened jurisdictions
- ▶ CSNW will work with SRTC and jurisdictions to develop CTR Performance Targets for reductions in drive alone rate and vehicle miles traveled to be included in CTR Plans





# Commuter SmartNW

A Regional Program in Spokane County since 1993

*Making the Northwest a Better Place to Live, Play, and Commute!*

Thank you! Any Questions?



— [CommuterSmartNW.org](http://CommuterSmartNW.org) —

Commuter Smart Northwest, a division of Spokane County Public Works

# DATA Project Update

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TTC Meeting

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March 27, 2024

# Project Origin

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- SRTC Board Strategic Plan
- \$1M in Surface Transportation Block Grant (STBG) funding to improve the agency's ability to apply data to the long-range planning process.

# Project Design

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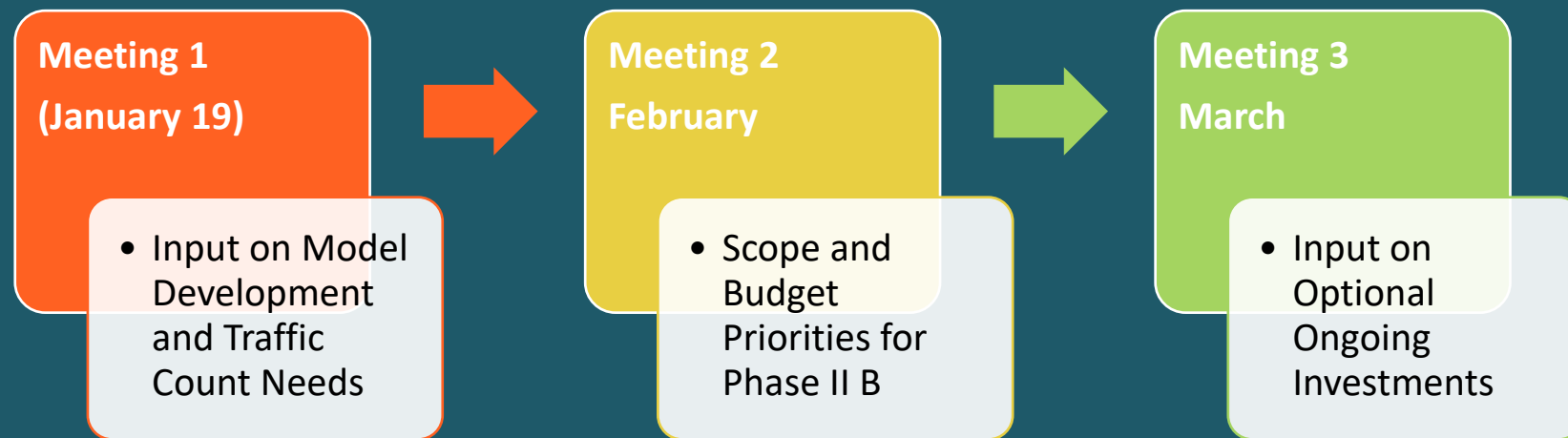
- **Phase I: Evaluation and Design**
  - Evaluation of existing data practices
  - Interviews with data consumers
  - Prioritization workshop with stakeholders

**Deliverable: Board Adopted Design Plan**

- **Phase II: Implementation**

# Member Agency / Stakeholder Input

- Stakeholder Questionnaire
- Stakeholder Listening Sessions
- Interactive Website
- 3-meeting series to refine specific improvements



# Project Implementation

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+Task 1: Household Travel Survey

+Task 2: Passive Data

+Task 3: Traffic Counts

**Task 4: Model Updates**

**+Task 5: Land Use Allocation Tool**

**Task 6: Online Data Hub**



# Household Travel Survey

- data necessary for a credible, analytically valid travel demand model
- benefits beyond the travel demand model – useful for other regional and local planning applications too
- helps policymakers understand region-specific travel behaviors

Deliverable: Final Report + Data Tables



<First and last name/City name resident>  
<Street Address 1 >  
<Street Address 2 >  
<City, State < ##### >

<Letter Date>

The Spokane Regional Transportation Council (SRTC) is inviting you to participate in the Spokane Regional Transportation Study. We are conducting this survey to collect accurate information about residents' day-to-day travel throughout the region.

By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your input will have a big impact because only a limited number of households have been invited to participate in the survey. Follow the instructions below to sign up today. Your voice can shape the future of your community.

Signatory  
Signatory Title  
Spokane Regional Transportation Council

GET STARTED TODAY

INVITATION ACCESS CODE: XXXXXXXXX

OPTION 1



If you own a smartphone, download the smartphone app **rMove™** and sign up

Tell us about your travel for **7 Days**

Receive **\$XX per adult** after completing the survey

OR

OPTION 2



If you don't own a smartphone, sign up at **SpokaneTransportationStudy.com** or call **1-XXX-XXX-XXXX**

Tell us about your travel for **1 Day**

Receive **\$XX per household** after completing the survey

You can also participate in Russian, Spanish, Vietnamese, and Chinese by calling XXX-XXX-XXXX toll-free.

**РУССКИЙ** — Приглашаем Вас пройти опрос на тему используемых способов передвижения. Приняв участие в этом опросе, Вы поможете улучшить транспортную инфраструктуру в своем сообществе. После полного прохождения опроса в знак благодарности мы отправим Вам подарочную карту. Для регистрации посетите веб-сайт: SpokaneTransportationStudy.com или позвоните по номеру XXX-XXX-XXXX.

**ESPAÑOL** — Lo(a) invitamos a responder una encuesta sobre cómo viaja usted. Al participar, puede ayudarnos a mejorar las opciones de transporte de su comunidad. Una vez que haya respondido la encuesta, le enviaremos una tarjeta de regalo a modo de agradecimiento. Para inscribirse, visite SpokaneTransportationStudy.com o llame al XXX-XXX-XXXX.

**TIẾNG VIỆT** — Chúng tôi mời quý vị hoàn thành một cuộc khảo sát về cách quý vị di chuyển. Bằng việc tham gia khảo sát này, quý vị có thể giúp chúng tôi cải thiện các lựa chọn về giao thông trong cộng đồng của quý vị. Sau khi quý vị hoàn thành khảo sát, chúng tôi sẽ gửi cho quý vị một thẻ quà tặng để thay lời cảm ơn. Để đăng ký, xin vui lòng truy cập SpokaneTransportationStudy.com hoặc gọi XXX-XXX-XXXX.

**中國人** — 我們邀請您完成關於您旅行方式的調查。透過參與本研究，您可以幫助我們瞭解未來如何改進您在社區的交通運輸。在您完成問卷調查後，我們會寄給您一張禮券卡，以表示感謝。如要登記加入，請瀏覽SpokaneTransportationStudy.com或致電XXX-XXX-XXXX。

Learn more at SpokaneTransportationStudy.com or by calling 1-XXX-XXX-XXXX

# Passive Data

- cost effective data source to compliment smaller sample HHTS
- supports SRTC's responsibilities to monitor and report on regional system performance trends

**Deliverable: Final Report + TAZ Level OD Data**



Spokane Regional Transportation Council

## METROPOLITAN PASSENGER AND TRUCK PASSIVE DATA EXPANSION

Technical Report | February 23, 2024



PREPARED FOR:  
SPOKANE REGIONAL TRANSPORTATION COUNCIL

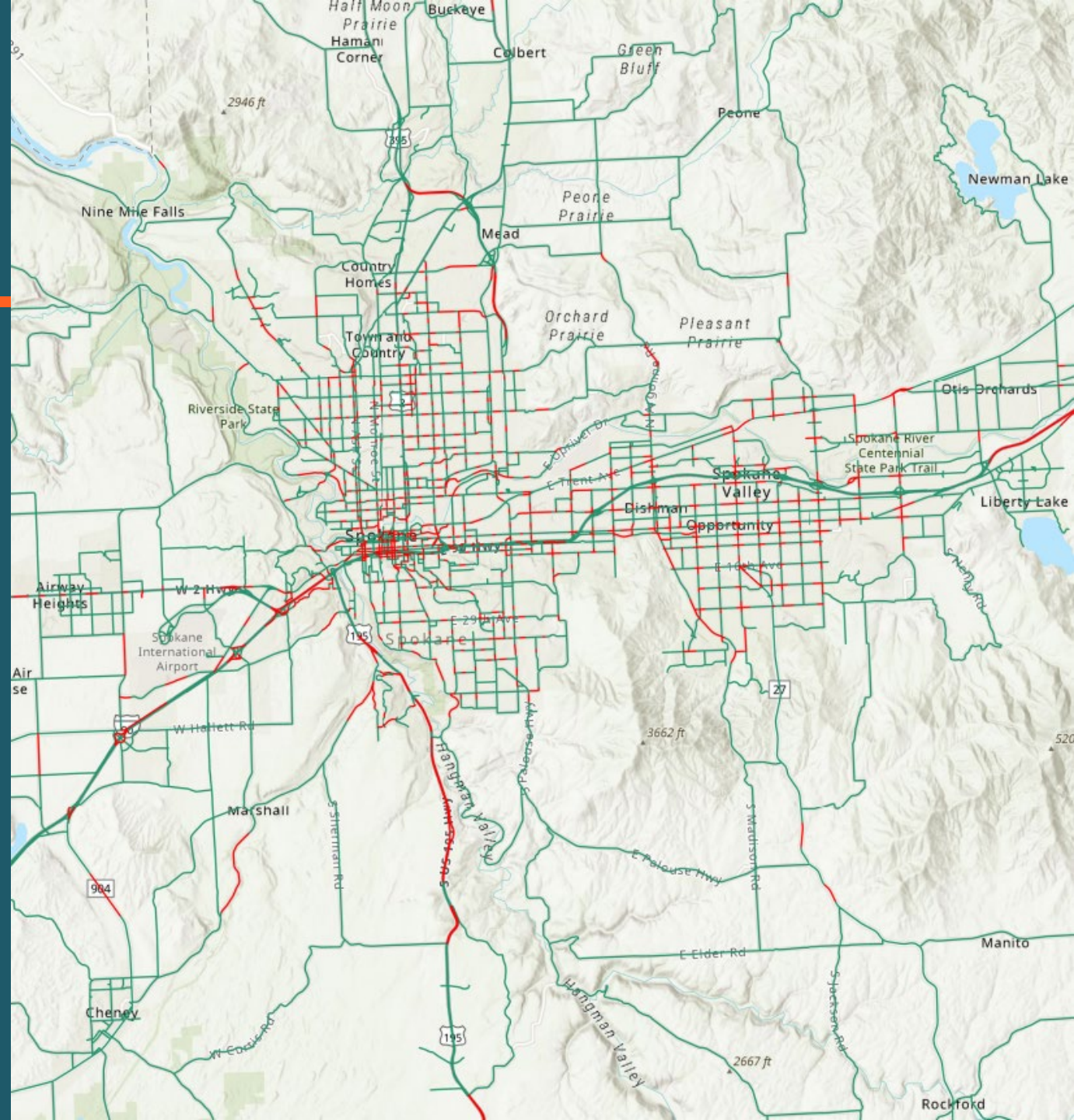
SUBMITTED BY:  
RSG

55 Railroad Row  
White River Junction, VT 05001  
802.295.4999  
[www.rsginc.com](http://www.rsginc.com)

# Traffic Counts

- necessary for travel demand model validation
- needed to address gaps in data currently available from partner agencies

**Deliverable: Traffic Count Dataset**



# Land Use Allocation Tool

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- streamlines land use data inputs to the travel demand model
- makes more frequent model updates possible
- tool to help agencies allocate their future population and employment projections to TAZs
- keeping land use information more current was a need expressed by several stakeholders

**Deliverable: python scripts**

# Travel Demand Model Updates

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- Used to forecast future travel behavior
- Can be used to evaluate how investment choices will impact future conditions
- Central to regional long range planning efforts
- Can be post processed for use at different resolutions

# Stakeholder Informed Updates

Travel Demand Model Update		Priority	Method	Data
4.1	Initial Network Assessment	Complete		X
4.2	Update Model Zones and Network	Essential		X
4.3	Model Updates			
4.3	<i>a-Update trip gen and attraction submodels by purpose</i>	Essential	X	X
4.3	<i>b-Update/calibrate trip dist to HHTS and passive data</i>	Essential	X	X
4.3	<i>c-Use HHTS to recalibrate mode choice</i>	Essential	X	X
4.3	<i>d-Use HHTS &amp; other data to add modes or segmentation to mode choice</i>	Walk & Bike Split Out		
4.3	<i>e-Update special generators trip gen</i>	Essential	X	X
4.3	<i>f-Update external trip tables from passive data and set future growth</i>	Essential		X
4.3	<i>g-Update truck treatment to passive-data-based truck pivot model or QRFM</i>	Done	X	X
4.3	<i>h-update node and link VDF and delay treatments</i>	Done	X	X
4.4	Reporting Functions	Essential	X	
4.5	Final Calibration and Validation	Essential	n/a	X
4.5	Documentation	Essential	n/a	
4.7	Training	Essential	n/a	



# Key new feature and changes summary

- 2022 base year calibrated to HTS and Passive Data
- 2050 horizon year
- Updated TAZ structure
  - includes rationalizing connectors per best practice
- Mode choice now has walk and bike modes
- Truck submodel added
- Refined VDF responsive to link and intersection details
  - Includes ability to impute or manually enter details
- New traffic count data set
- Rationalized user interface
  - Includes advanced scenario management features



# Model validated especially well on roads

- Road volume group 2022 daily validation

TABLE 54: ESTIMATED VERSUS OBSERVED TRAFFIC BY VOLUME GROUP

VOLUME GROUP	OBSERVATIONS	TOTAL COUNT	PCT ERROR	PCT RMSE	MAX DESIRABLE PCT RMSE
AADT <5k	411	1,032,130	29.76%	87.36%	45% - 100%
AADT 5-10k	275	2,044,401	6.09%	43.31%	35%-45%
AADT 10-15k	164	1,979,911	1.41%	34.42%	27%-35%
AADT 15-20k	86	1,492,566	0.62%	25.46%	25%-30%
AADT 20-30k	86	2,016,826	-2.49%	21.54%	15%-27%
AADT 30-40k	10	339,304	-4.99%	17.97%	15%-25%
AADT 40-50k	6	260,812	-4.55%	13.64%	10%-20%
AADT >50k	2	121,638	-7.91%	9.64%	10%-19%
<b>Areawide</b>	<b>1,040</b>	<b>9,287,588</b>	<b>4.10%</b>	<b>38.33%</b>	<b>35%-45%</b>

I-90 all counted locations:  
< 9% RMSE and < 3% absolute error





## Model validated reasonably well on transit also

- Modeled 2022 Daily Transit Trips by Purpose

**TABLE 59: DAILY MODELED VS OBSERVED TRANSIT BOARDINGS (UNLINKED TRIPS)**

<b>PURPOSE</b>	<b>TRANSIT TARGETS</b>	<b>ESTIMATED</b>	<b>DRV TRANSIT</b>	<b>WALK TRANSIT</b>	<b>DIFFERENCE</b>	<b>PERCENT DIFFERENCE</b>
HBW	3,011	3,307	1,288	2,019	296	10%
HBC	1,644	1,820	492	1,328	176	11%
HBO	8,251	8,651	0	8,651	400	5%
HBR	4,087	3,979	0	3,979	-108	-3%
HBSch	514	514	0	514	0	0%
NHB	4,302	4,667	6	4,661	365	8%
<b>Total</b>	<b>21,809</b>	<b>22,938</b>	<b>1,786</b>	<b>21,152</b>	<b>1,129</b>	<b>5%</b>



## Potential future enhancements include...

- Explicit work-from-home/telecommute submodel
- Transit forecasting features (e.g. ‘auto sufficiency’ market segmentation) supported by an on-board survey
- Explicit college student and K-12 student treatments supported by campus-access surveys
- Added refinement of special generators (e.g. FAFB)
- Built-in HCM service level assessment reporting
- A regional coordinated traffic count program



# Online Data Hub

- supports SRTC's public information obligations
- data visualization helpful for policy makers
- makes extremely technical model outputs consumable by non-technical audiences

**Deliverable: Website (Data Hub + Data Visualizer)**

## SRTC Regional Data Hub

The SRTC Regional Data Hub provides data and information about the Spokane region. Through this site you can view available datasets, explore interactive web maps, access PDF maps, and download data.

### Explore Data by Category



Roadways



Active Transportation



Transit



Freight



Bridges



Safety



Congestion



System Performance



Modeling



Land Use



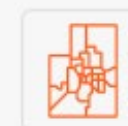
Demographics



Economic



Equity



Boundaries



Planning



All Data

# Next Steps

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- **Friday: All deliverables made available on SRTC Data Hub**
- **April 10: Model Training**
- **May TTC Meeting: Recommend resolution acknowledging project delivered according to scope**

# Questions?

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Mike Ulrich, AICP

Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384

A background image showing two cyclists riding outdoors. The cyclist in the foreground is wearing a patterned tank top and dark shorts, riding a bicycle. The cyclist in the background is wearing a white helmet and a light-colored jacket, also riding a bicycle. The scene is bright and slightly blurred, suggesting motion.

# **SAFETY ACTION PLAN**

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**Spokane Regional Transportation Council  
Committee Meetings**

**March 27, 2024**

# A Coordinated Safety Action Plan

- Achieve zero fatal and serious injury crashes
- Prioritize a transportation system that is safe, accessible, and accommodates all users.
- Bring together regional partners and public stakeholders to collaborate on solutions.
- Report on data and progress to member agencies and the public.



## In Person

Spoke with about 130 people  
Presented to over 150

## Online

E-mail blasts – over 1,500  
150 survey responses  
250 points on the map



- North Spokane Library
- Hillyard Library
- Spokane County Library/Podcast
- Transit Plaza
- Homeless Coalition Meeting
- On-line Open House and Interactive Map
- News Interview
- Facebook Live Presentation



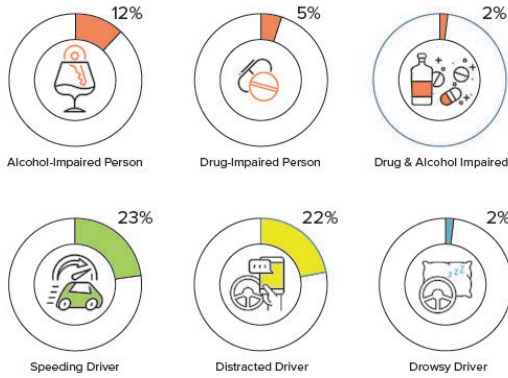


# Key Themes

- Aggressive and distracted driving
- Speeding
- Limited visibility
  - Poor lighting
  - Sightline obstructions (e.g., parked cars)
- Right-turning vehicles don't watch for pedestrians
- Long crossing distances (4+ lanes)
- Missing crosswalks near transit stops
- Lack of protected bike lanes
- Unpredictable behavior by people walking and biking
- Increasing vehicles sizes
- Missing sidewalks

# What's Happening in Our County

## HOW OUR DECISIONS AFFECT OTHERS



**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.

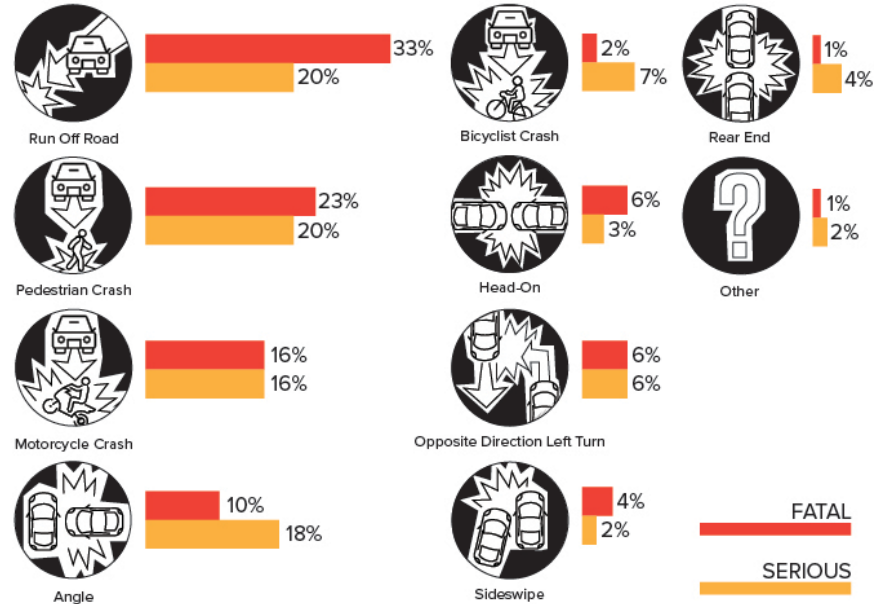


WHEN IMPAIRMENT WAS A FACTOR, THE DRIVER WAS IMPAIRED 58% OF THE TIME.

## WHO IS DYING OR GETTING SERIOUSLY INJURED?



## MOST COMMON CRASH TYPES BY MANEUVER



# Applying Equity

Combining the High Injury Network with 6 indicators of potential disadvantage for project prioritization:

- Individuals with low incomes
- Minorities
- Limited English proficiency (LEP)
- Limited vehicle access
- Age dependency (elderly and youth)
- Disabilities

*Source: ETC Explorer tool and SRTC Indicators of Potential Disadvantage*

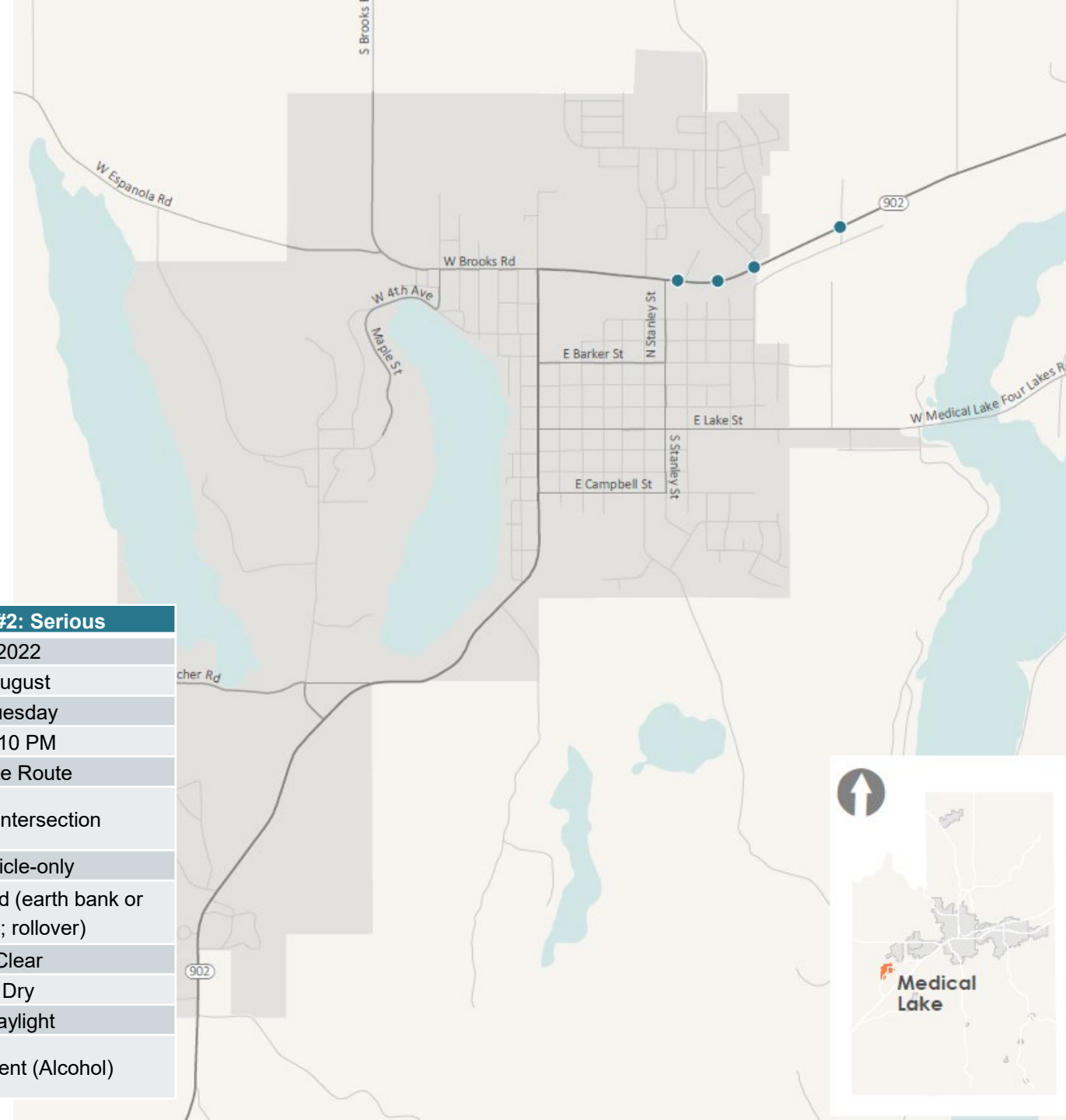
## Key Take Aways



- Airway Heights has the highest or close to the highest concentration of:
  - Low-income populations (25%)
  - Minority population (23%)
  - Limited English Proficiency (4%)
  - Population with disability (19%)
- Cheney has the largest population of low-income residents at 28 percent
- Largest proportion of households without vehicles is concentrated in downtown Spokane

# Serious and Fatal Crashes In Your Community

Each member agency will have a chapter in the plan.

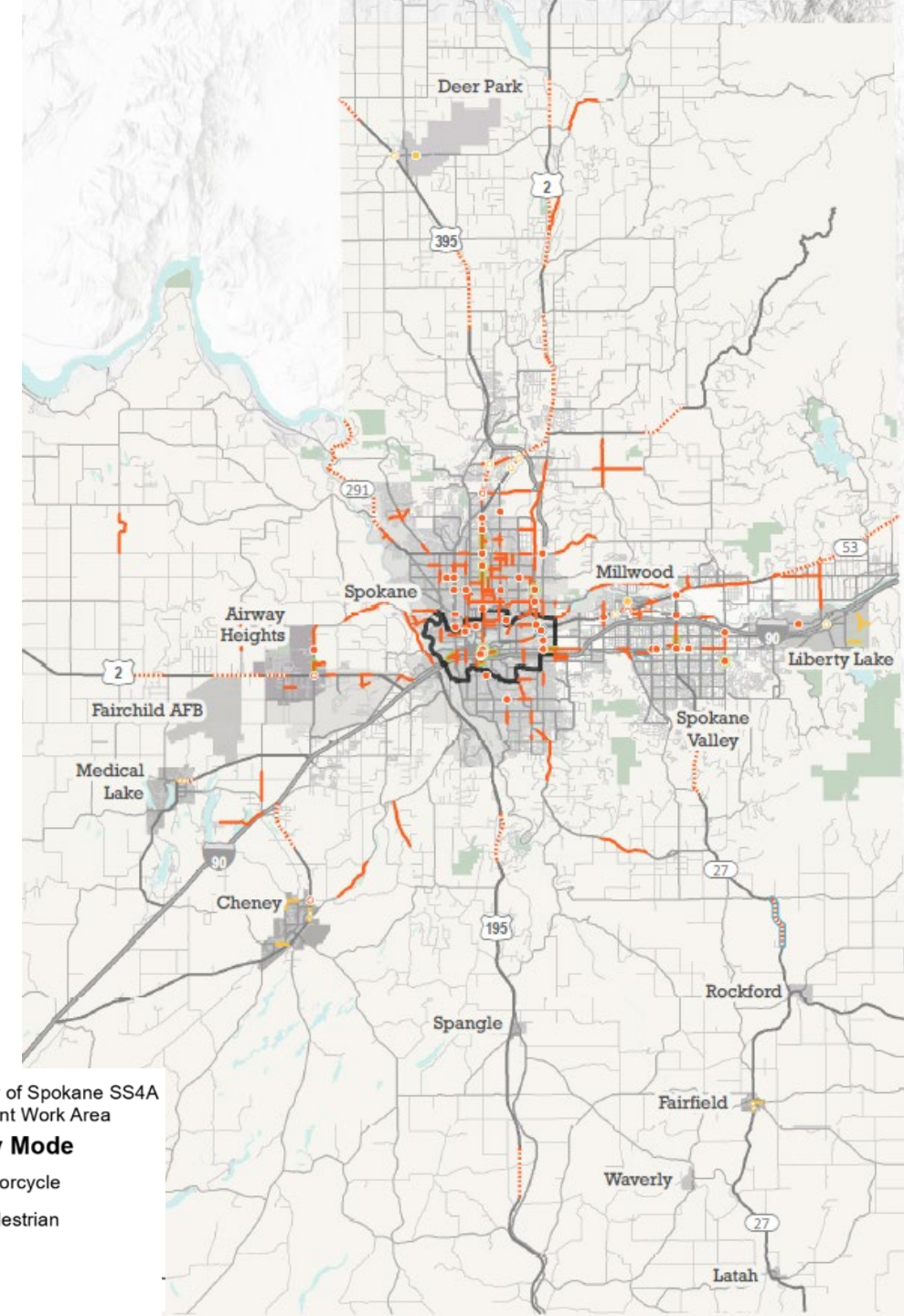


Category and Characteristic		Crash #1: Serious	Crash #2: Serious
Time of Crash	Year	2020	2022
	Month	February	August
	Day	Tuesday	Tuesday
	Time	3:20 PM	7:10 PM
Crash Location	Facility Jurisdiction	State Route	State Route
	Intersection Relationship	Not at intersection	Not at intersection
Collision Manner	Mode	Vehicle-only	Vehicle-only
	Type	Rear-end	Run-off-road (earth bank or ledge; rollover)
Environment	Weather	Clear	Clear
	Surface Condition	Dry	Dry
	Lighting	Daylight	Daylight
Human Factors	Contributing Circumstances	None	Impairment (Alcohol)



# High Injury Network- Highest Fatal and Serious Crashes

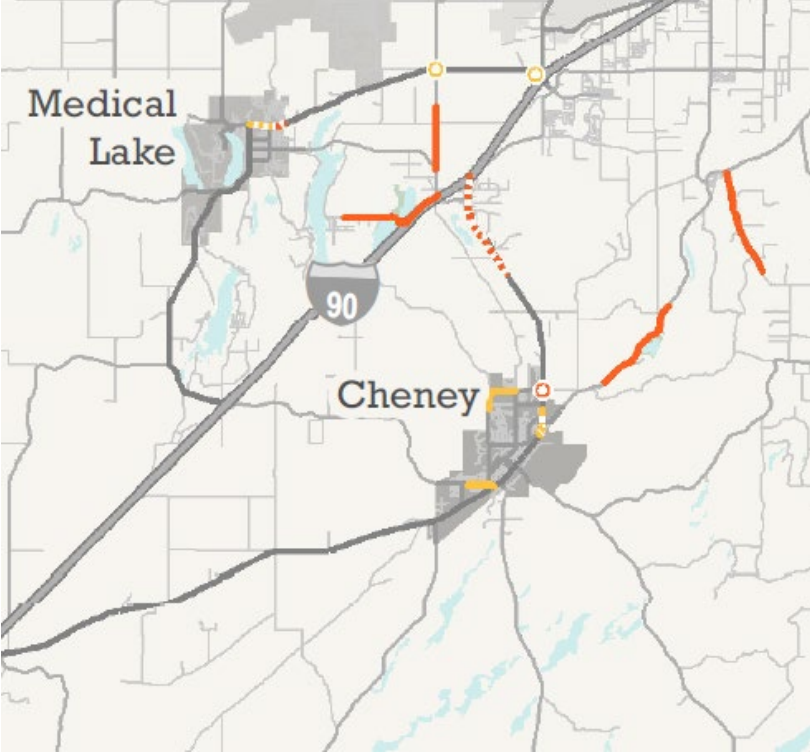
- HIN represents
  - 47% of the fatal and serious injury crashes
  - 3% of the centerline miles
  - 7% of the intersections
- HIN for motorcycles, bicycles, pedestrians are called out separately



# High Priority Network – Smaller communities, few crashes

Based on:

- Crash data
- Roadway and land use characteristics (risk)
- Interviews with local officials



# Actions – A menu of choices

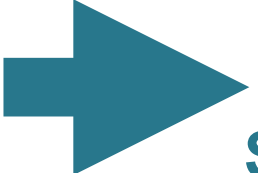
## Transformative

Greatest potential for reducing fatal and severe crashes

## Supporting

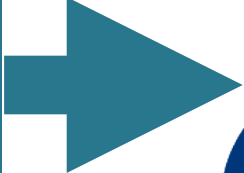
Indirectly address factors contributing to fatalities and serious injury crashes

**Emphasis  
area:  
Pedestrian  
Safety**



**Strategy  
Infrastructure Countermeasures**

Prioritize implementation of crossing enhancements at intersections and mid-block crossings on the High Injury Network.



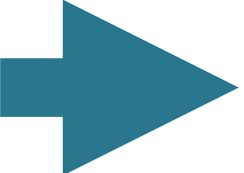
**Rectangular Rapid  
Flashing Beacons  
(RRFB)**



**Medians and  
Pedestrian Refuge  
Islands**

**Strategy  
Programs and Policies**

Develop and implement education and outreach campaigns focused on safety.



**Coordinate and support  
the development of safety  
materials and resources in  
communities along the  
High Injury Network.**



# Implementation Plan Example

## Speed Management

Continue to evaluate resurfacing projects to identify opportunities to incorporate Complete Street elements and other safety countermeasures targeted towards vulnerable users.

Key Implementer(s)	SRTC, Member jurisdictions
Safe Systems Element(s)	Safer Speeds
Emphasis Area (s)	Safety for all users
Timeframe*	Short-term – 0 to 5 years
Approximate Cost**	\$\$
Progress metric(s)	<ul style="list-style-type: none"><li>• Reduction of FSI crashes where speeding was a contributing factor.</li></ul>
Implementation Notes	<ul style="list-style-type: none"><li>• Prioritize HIN</li></ul>

# Identifying Priority Projects to Streamline Funding Applications

Three regionally significant projects and one for each member agency with a prospectus sheet.

## Selection based on:

1. High Injury Network
2. Equity analysis
3. Multi-jurisdictional Status
4. Steering Committee Input
5. Member Agency Input

## Example Prospectus Sheet

**Description:** Install roundabout with gradually increasing curve and illumination/treatments to facilitate deceleration. An operational analysis should be performed to determine the number of lanes that will be needed at the time of design. The OR 126 Corridor Plan identified a multilane roundabout at this location. If a single lane roundabout is determined to be sufficient, features to make it easily expandable to multiple lanes should be considered. The design of this project must consider all modes including farm equipment, freight vehicles, bicyclists, and pedestrians.

**Project Type:** Roadway

**Priority:** Medium



**Cost:** \$3,500,000

**Expected County Contribution:** \$385,000

**Potential Funding Sources:**

**Project Goals:** Safety, Mobility and Connectivity

### Project Location/Images:



# What's Next

- **April:** Individual meetings with member agencies to review priority projects
- **May 11:** Public Outreach - Asian Native Hawaiian Pacific Islander Heritage Festival
  
- **May 22:** Draft Plan Presentation to TAC/TTC
- **June 13:** Introduce Draft Plan to Board
- **June 26:** Final Plan Presentation to TAC/TTC
- **July 11:** Board Adoption

# Special Transportation Planning Agreement: VMT Reduction Targets

Transportation Technical Committee

Ryan Stewart, Principal Transportation Planner

Agenda Item 11, page 21

Information

March 27, 2024



**Washington State  
Department of Transportation**

# **VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT**

*June 2023*

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# Plan Review and Certification Process INSTRUCTION MANUAL

Approved by the SRTC Board  
on September 10, 2015



# Thank you!

**Ryan Stewart**

Principal Transportation Planner

Spokane Regional Transportation Council

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