

TPM – New Greenhouse Gas Rule and Targets

TRANSPORTATION TECHNICAL COMMITTEE (TTC)

AGENDA ITEM 6, PAGE 9

MARCH 27, 2024

Requested Action

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

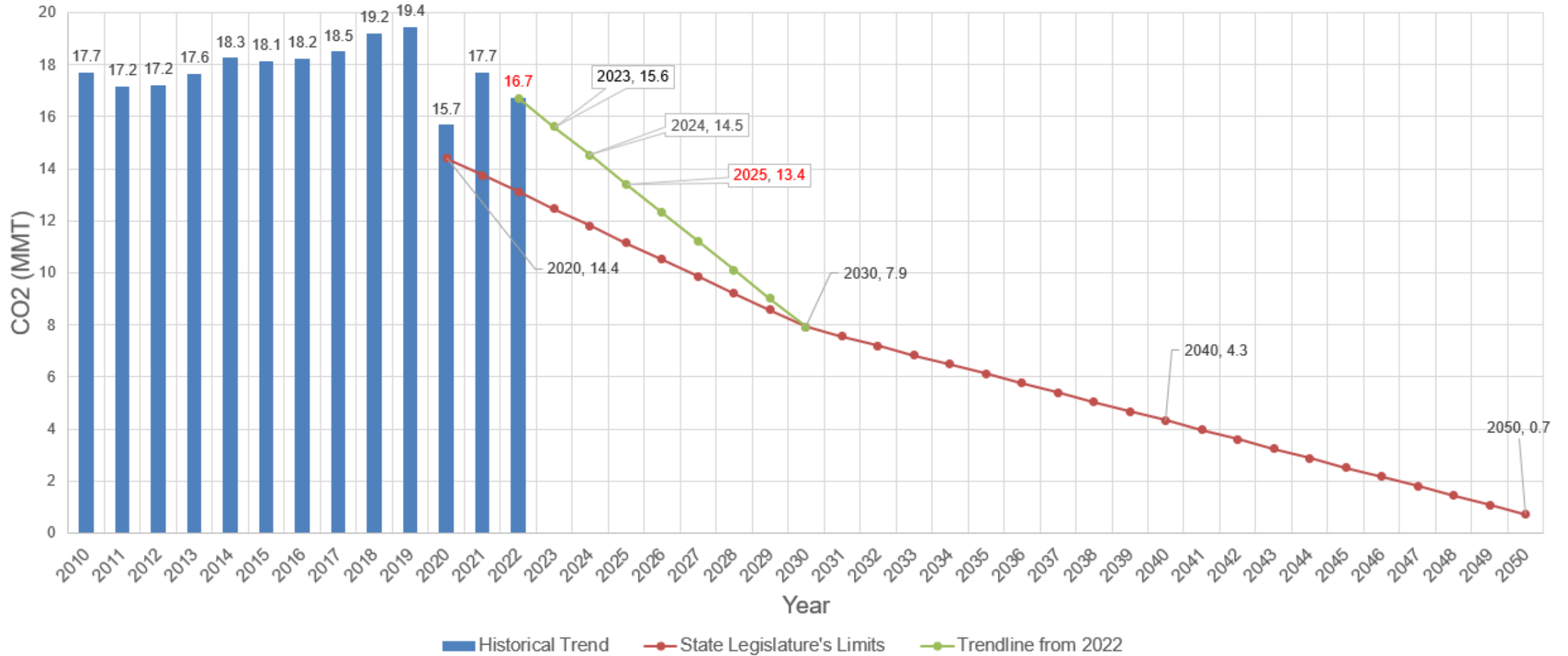
Current 4-year performance period: 2022-2025

Requirements for MPOs

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



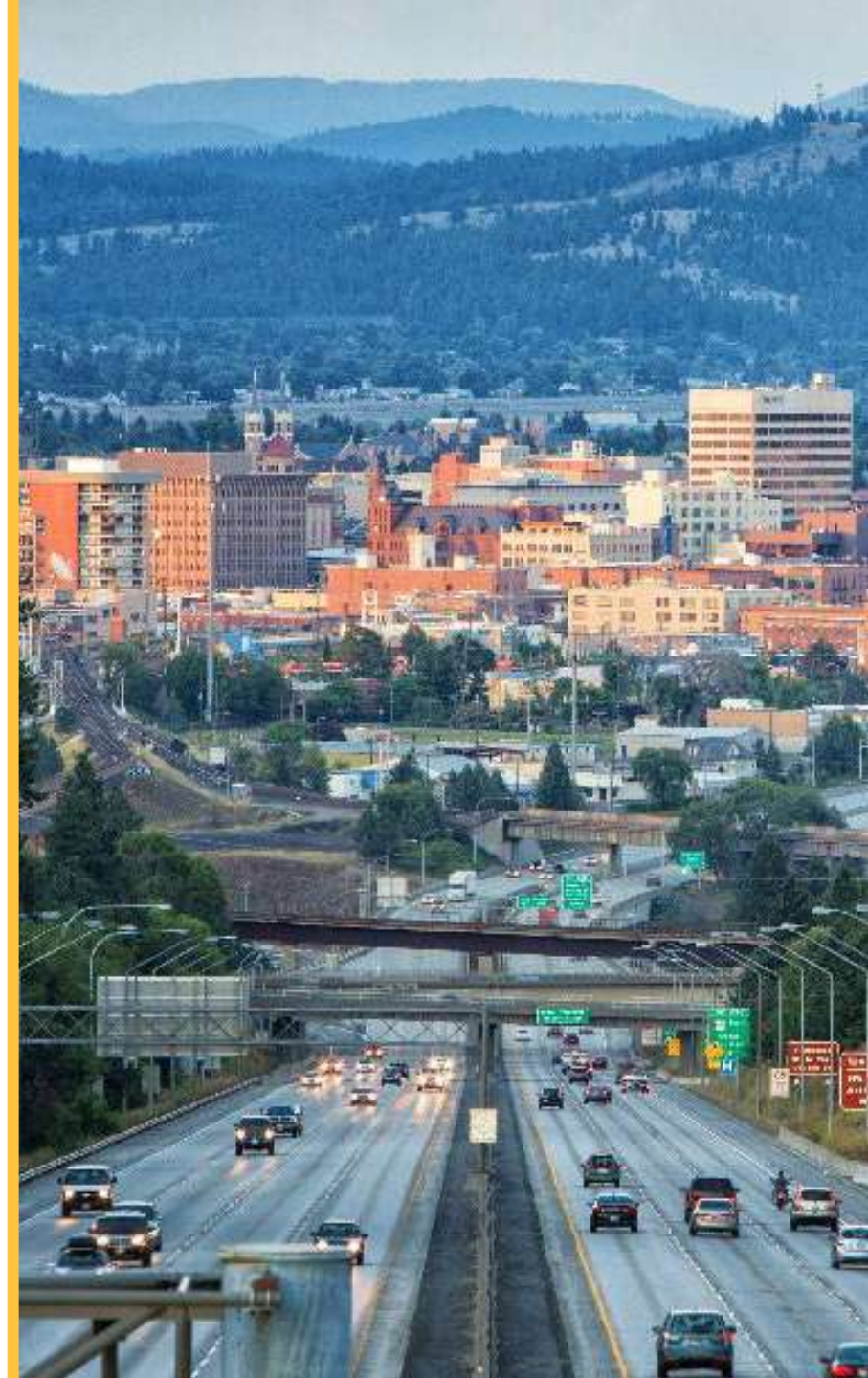
Next Steps

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 are dark. 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

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

March 27, 2024

Requested Action

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	C TAC/TTC First Touch
Project List Development											B Board First Touch
(t1) Develop Draft Criteria	C	B									CA TAC/TTC Action Item
(t2) Finalize Criteria		CA	BA								BA Board Action Item
(t3) Develop Project Information Form											D Draft Deliverable
(t4) Project Submittal Period											F 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 Viability	
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, Agency Priority Rank, Project Length, Begin/End Termini, Project Description, Regional Importance); and PROJECT COST AND FUNDING (Phase, Est. Total Cost, Secured Federal Funds, Secured State Funds, Other Secured Funds, Unfunded Amount). It also includes a 'Funding Source(s)' section and a 'Legislative Action by Board or Council' checkbox.

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?**

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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 a 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

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

2024 Criterion

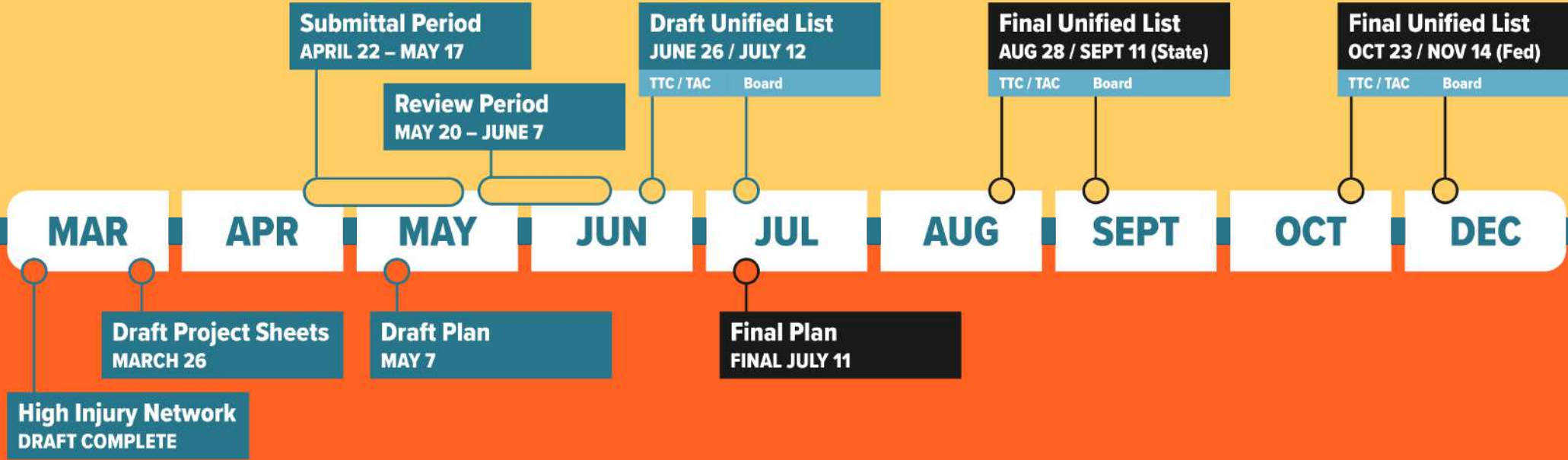
- **What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? Or, if the project is a transit project, how does it contribute to STA safety targets?**

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

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)*

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

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

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





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 —

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



— CommuteSmartNW.org —





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





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



— CommuteSmartNW.org —





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.



— CommuteSmartNW.org —





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





Commute SmartNW

A Regional Program in Spokane County since 1993

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

Thank you! Any Questions?



— CommuteSmartNW.org —

DATA Project Update

TTC Meeting

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March 27, 2024

Project Origin

- 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

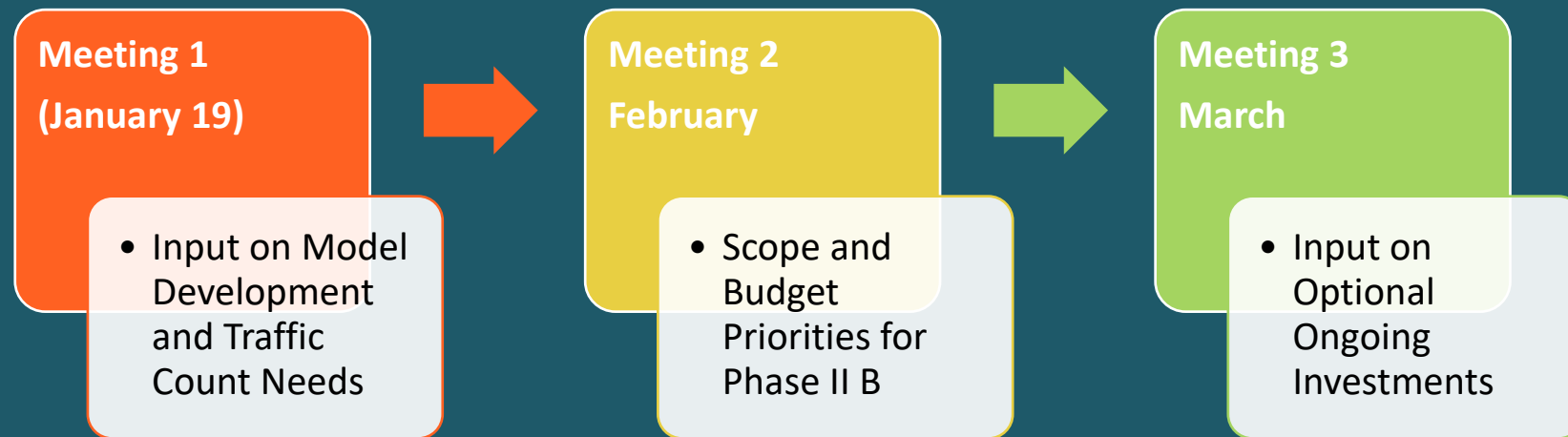
- **Phase I: Evaluation and Design**
 - Evaluation of existing data practices
 - Interviews with data consumers
 - Prioritization workshop with stakeholders

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

+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: XXXXXXXXXX

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 сможете 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 — 我們邀請您來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要如何改善您所在社區的交通運輸。在您完成調查後，我們會寄給您一張禮券卡，以表示感謝。如需登記加入，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

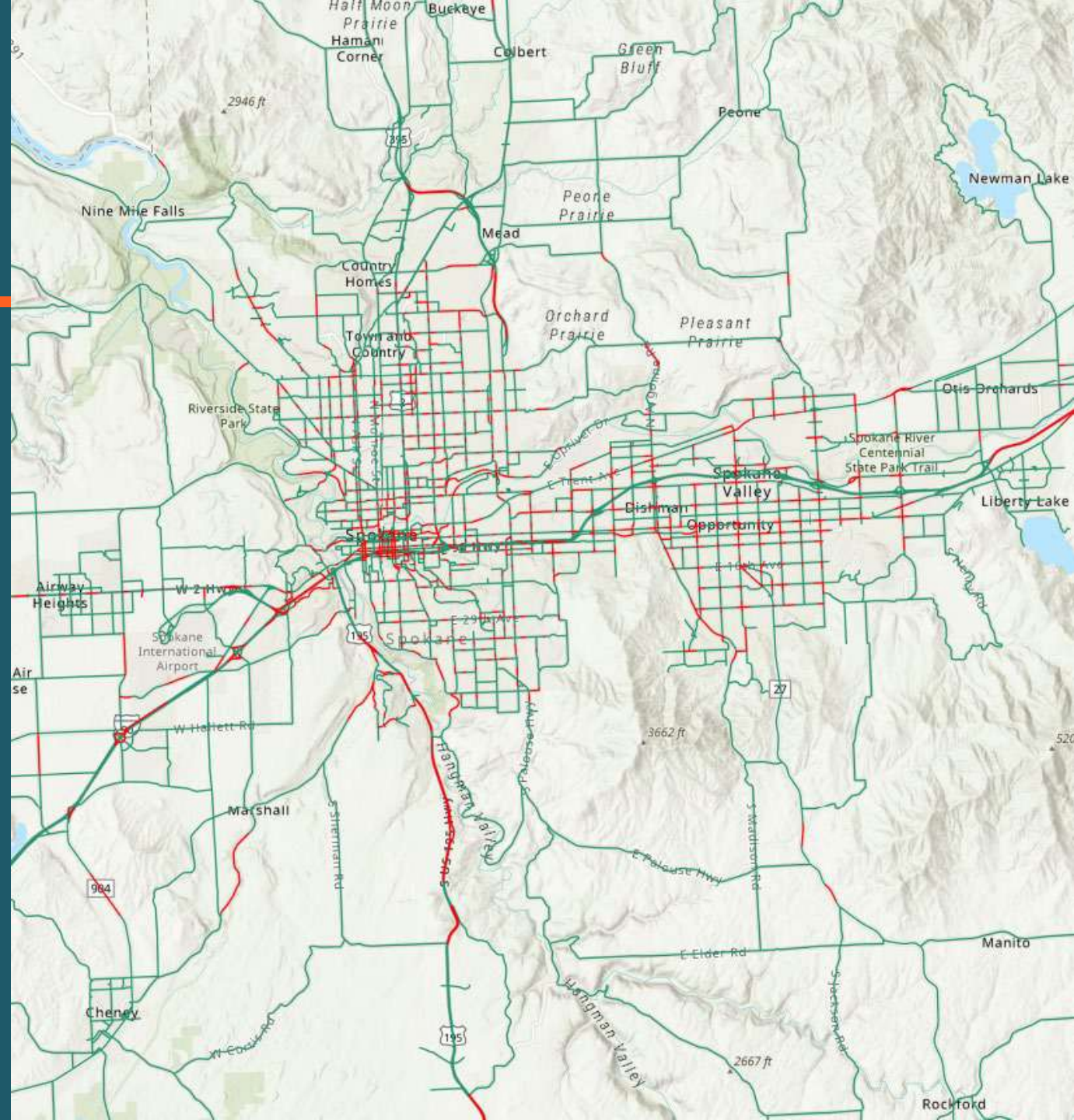
SUBMITTED BY:
RSG

55 Railroad Row
White River Junction, VT 05001
802.245.4999
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

- 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

- 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 & 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%
Areawide	1,040	9,287,588	4.10%	38.33%	35%-45%

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)

PURPOSE	TRANSIT TARGETS	ESTIMATED	DRV TRANSIT	WALK TRANSIT	DIFFERENCE	PERCENT DIFFERENCE
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%
Total	21,809	22,938	1,786	21,152	1,129	5%



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

- **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?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

The background of the slide features a blurred photograph of two cyclists riding on a paved path. The cyclist in the foreground is wearing a patterned tank top and dark shorts, with their hands on the handlebars. The second cyclist, wearing a white helmet and a light-colored jacket, is slightly behind and to the right. The overall scene is bright and sunny, with a soft, out-of-focus background of trees and a clear sky.

SAFETY ACTION PLAN

**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

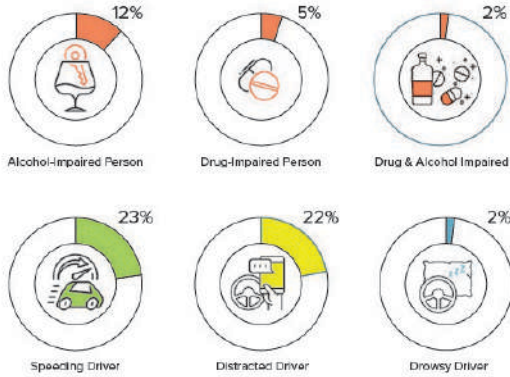


Key Themes

- 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.

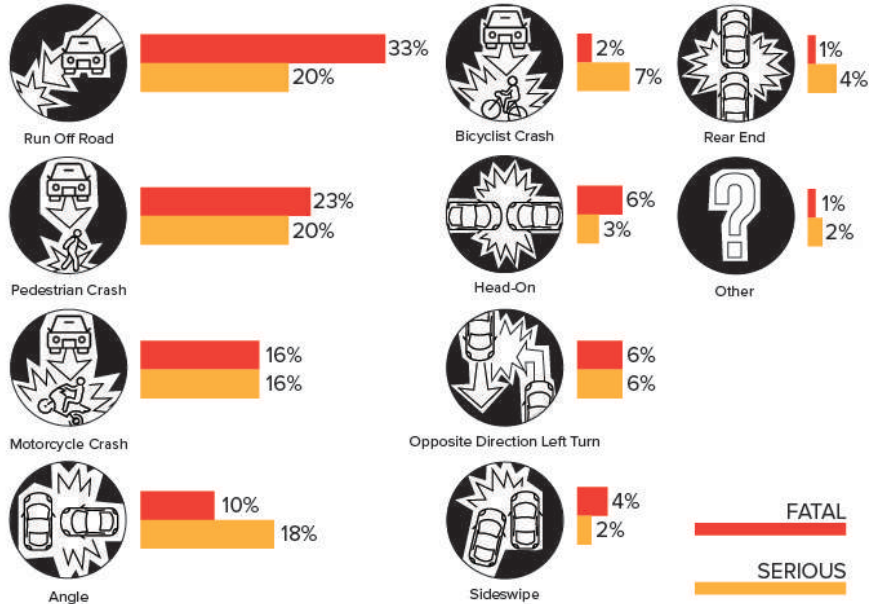


WHEN IMPAIRMENT WAS A FACTOR, THE DRIVER WAS IMPAIRED 58% OF THE TIME.

WHO IS DYING OR GETTING SERIOUSLY INJURED?

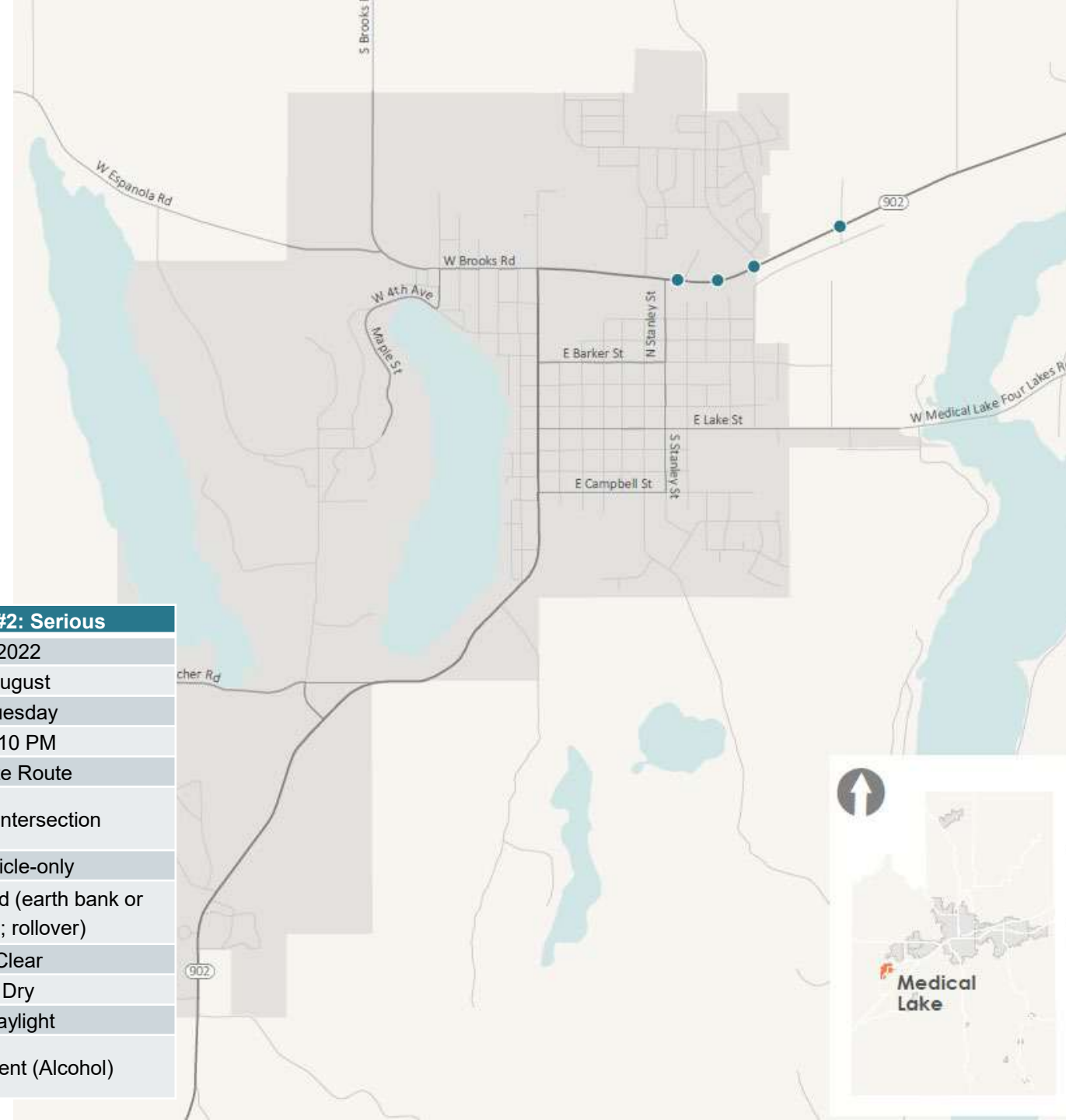


MOST COMMON CRASH TYPES BY MANEUVER



Serious and Fatal Crashes In Your Community

Each member agency will have a chapter in the plan.

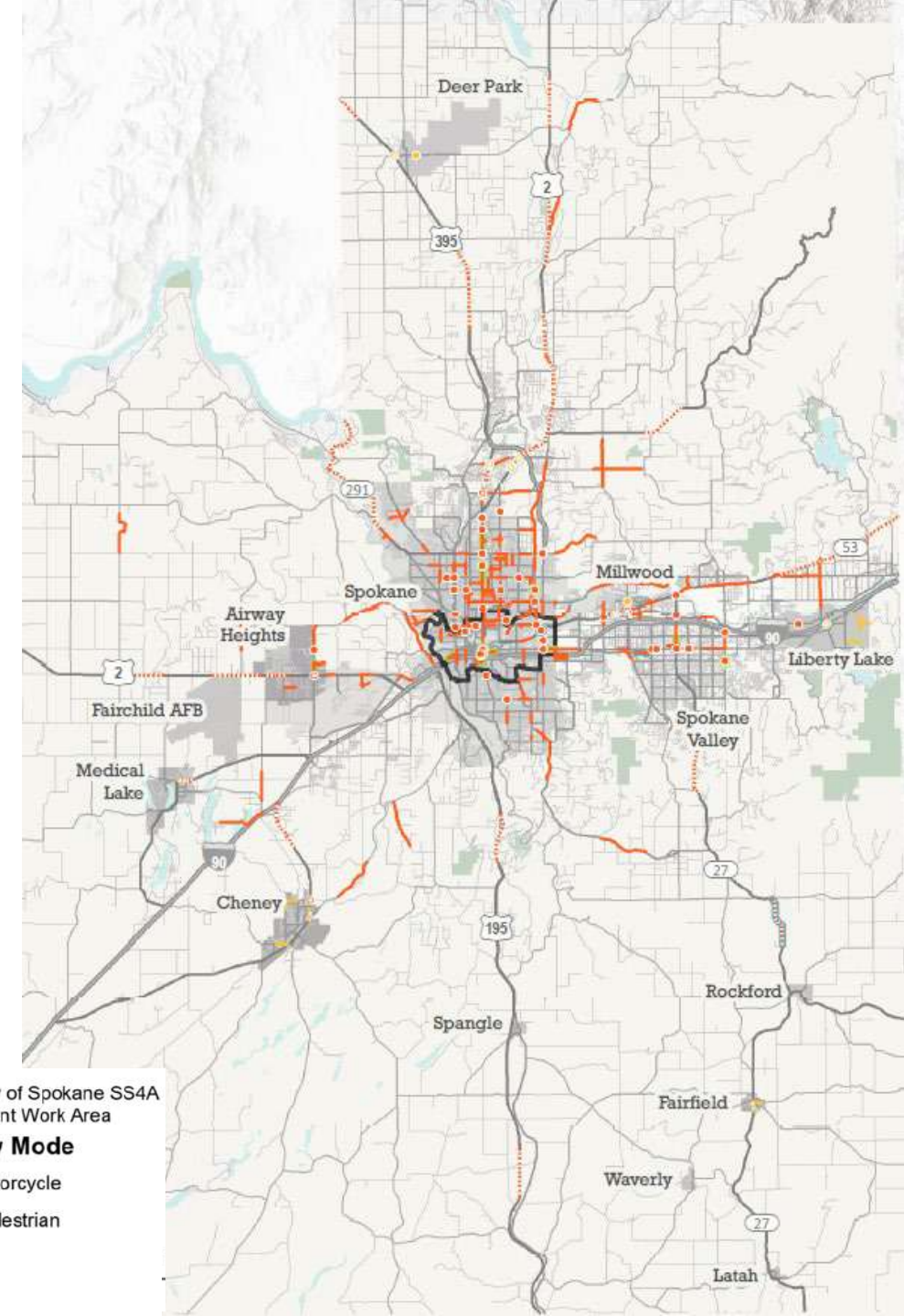


Category and Characteristic		Crash #1: Serious	Crash #2: Serious
Time of Crash	Year	2020	2022
	Month	February	August
	Day	Tuesday	Tuesday
	Time	3:20 PM	7:10 PM
Crash Location	Facility Jurisdiction	State Route	State Route
	Intersection Relationship	Not at intersection	Not at intersection
Collision Manner	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

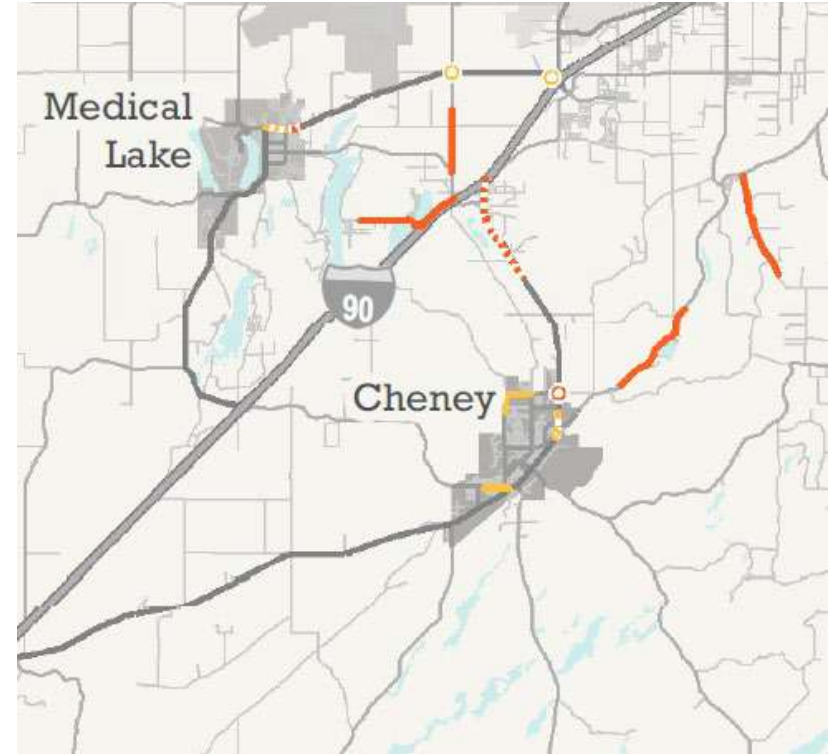
- HIN represents
 - 47% of the fatal and serious injury crashes
 - 3% of the centerline miles
 - 7% of the intersections
- HIN for motorcycles, bicycles, pedestrians are called out separately



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

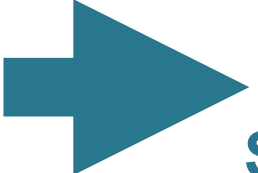
Transformative

Greatest potential for reducing fatal and severe crashes

Supporting

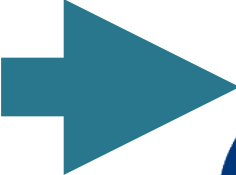
Indirectly address factors contributing to fatalities and serious injury crashes

**Emphasis
area:
Pedestrian
Safety**



**Strategy
Infrastructure Countermeasures**

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



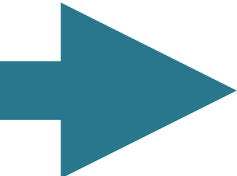
**Rectangular Rapid
Flashing Beacons
(RRFB)**



**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">• Reduction of FSI crashes where speeding was a contributing factor.
Implementation Notes	<ul style="list-style-type: none">• Prioritize HIN

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



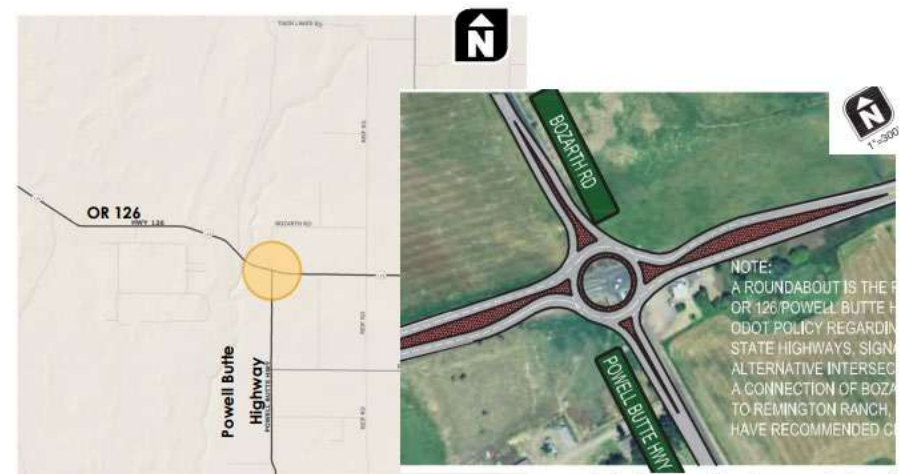
Cost: \$3,500,000

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

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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