Welcome

April SRTC Board Meeting

The Washington State Transportation Commission is beginning its first round of public outreach on the WTP update effort.

Greater Spokane Area: April 24, 9:00 – 11:00am.
Hosted by the Spokane Regional Transportation Council – Zoom registration is required

Washington State Transportation Commission

Join SRTC at the

SPOKANE BIKE SWAP and EXPO

APRIL 20, 2024

Spokane County Fair & Expo

STA Open Houses

Jason (Valley Library) and Savannah (The Zone)

STA Open House

Lois and Michael (STA Plaza)

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

SRTC

2025 Unified List Development & Project Evaluation Criteria

SRTC Board of Directors
Agenda Item 4 | Page 15

March 27, 2024

Requested Action

Approve Resolution R-24-08 outlining the Calendar Year (CY) 2025 Unified List of Regional Transportation Priorities criteria as shown in Attachment A or Attachment B.

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

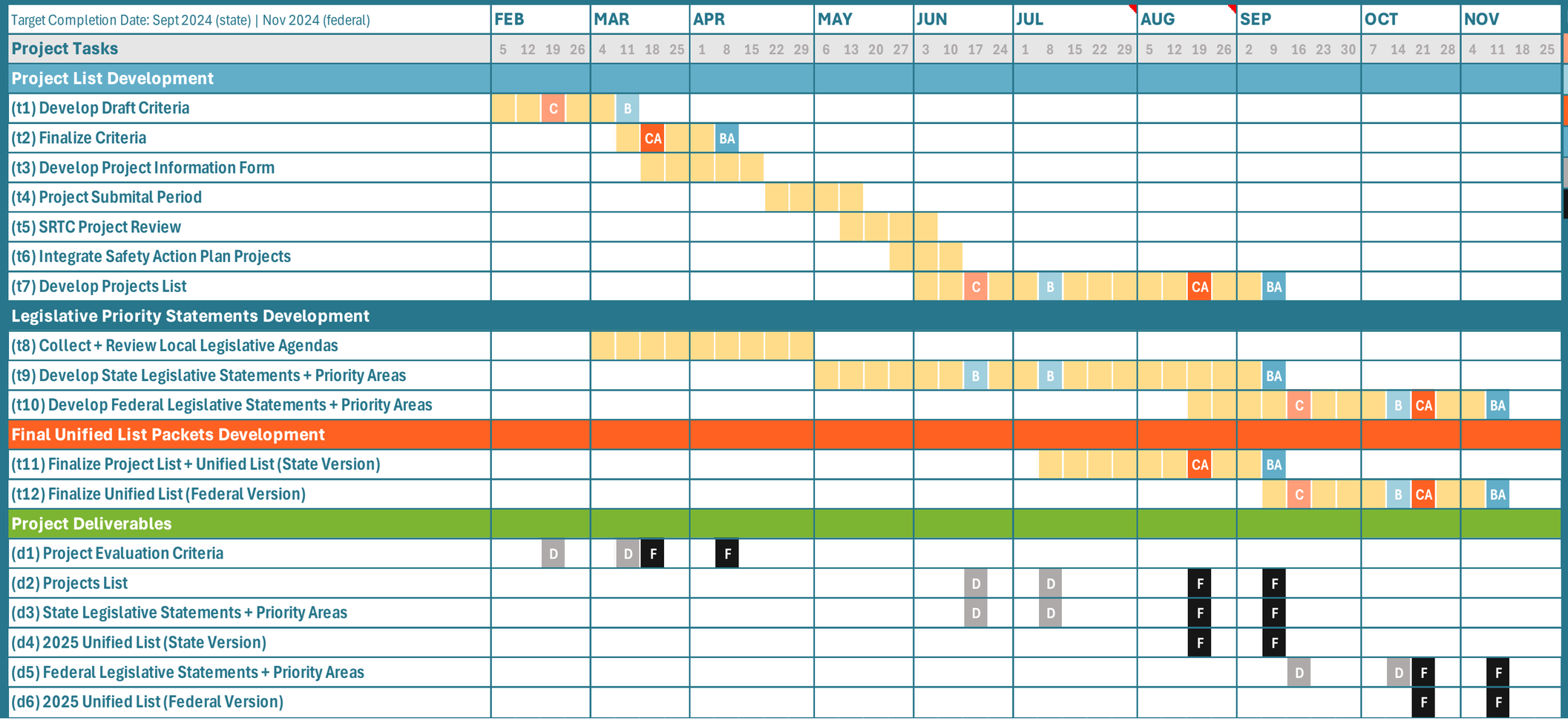
DEVELOPMENT

- 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



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)

PROJECT EVALUATION CRITERIA

The following criteria will be used to develop determine a projects overall alignment with the Horizon 2045 Guiding Principles and selected focus areas listed below. Please refer to the Unified List Mapping Tool, available HERE, to assist with answering the questions below.

Please use the scoring guide on the right side of the page to track your project's score while completing this section of the form. As you complete the form, the project's overall score, along with scores in each criteria area will be automatically tracked below.

TOTAL SCORE Out of 185* | Economic Vitality* | Cooperation & Leadership | Stewardship | Operations, Maintenance & Preservation | Safety & Security* | Quality of Life | Equity

Scoring Guide

Question 1a Score — Yes = 5 points, No = 0 points

Question 1b Score — Yes = 5 points, No = 0 points

Question 2 Score — Tier 1 = 10 points, Tier 2 = 8 points, Tier 3 = 6 points, Tier 4 = 4 points, Tier 5 = 2 points, Not Classified = 0

Scoring Guide

Question 1 Score — In TIP/TDP or Comp Plan = 15 points

Question 2a/2b Score — Yes to 2a = 5 points; Each check in 2b worth 2 points

Legislative Action by Board or Council

PAGE 3

2024 Unified List of Regional Transportation Priorities

SRTC

Project Submission Form

The Unified List of Regional Transportation Priorities (Unified List) is a strategic tool used to communicate agencies' current regionally important transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC updates the list annually.

Please submit a completed form for each project your agency would like SRTC to evaluate for potential inclusion in the 2024 Unified List, including those that were in the previous year's Unified List if funding is still needed. You can view last year's 2023 Unified List HERE.

Projects should come from your agency's legislative agenda and have a link to regional importance.

Additional information is available at: www.srtc.org/2024-unified-list-of-regional-transportation-priorities

CONTACT INFORMATION

Project Sponsor Agency | Contact Person

Phone Number | Email Address

GENERAL PROJECT INFORMATION

Project Title

Project Location*

*Please include a PDF map or GIS shapefile showing the project boundaries and location.

Is the project included in a current legislative agenda for your local agency? Yes* No

*If yes, please include documentation.

Project Type

*Roadway Capital includes constructing new roadways, reconstruction projects that add capacity, and paving dirt roads.

Agency Priority Rank* *Response is optional. | Project Length

Begin Termini | End Termini

Project Description

Regional Importance *Please describe how this project benefits the region.*

PROJECT COST AND FUNDING *Please complete the table below*

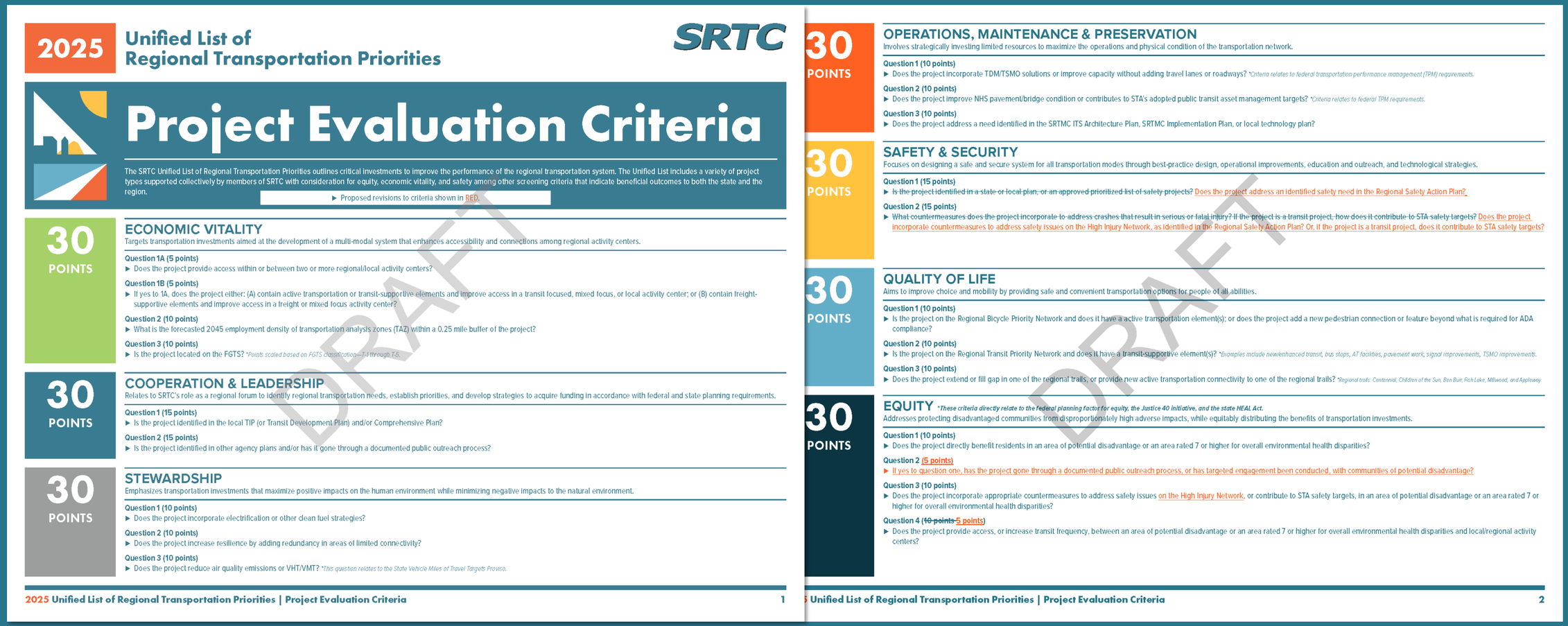
Phase	Est. Total Cost	Secured Federal Funds	Secured State Funds	Other Secured Funds	Unfunded Amount
PE					
RW					
CN					
Total					

Funding Source(s): *Please list all secured funding sources.*

Federal | State | Other

PROJECT SUBMISSION FORM | 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES PAGE 1

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—T-1 through T-5.

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/VMT? *This question relates to the State Vehicle Miles of Travel Targets Proviso.

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 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 Burr, 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?

DRAFT DRAFT

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?**

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?**

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

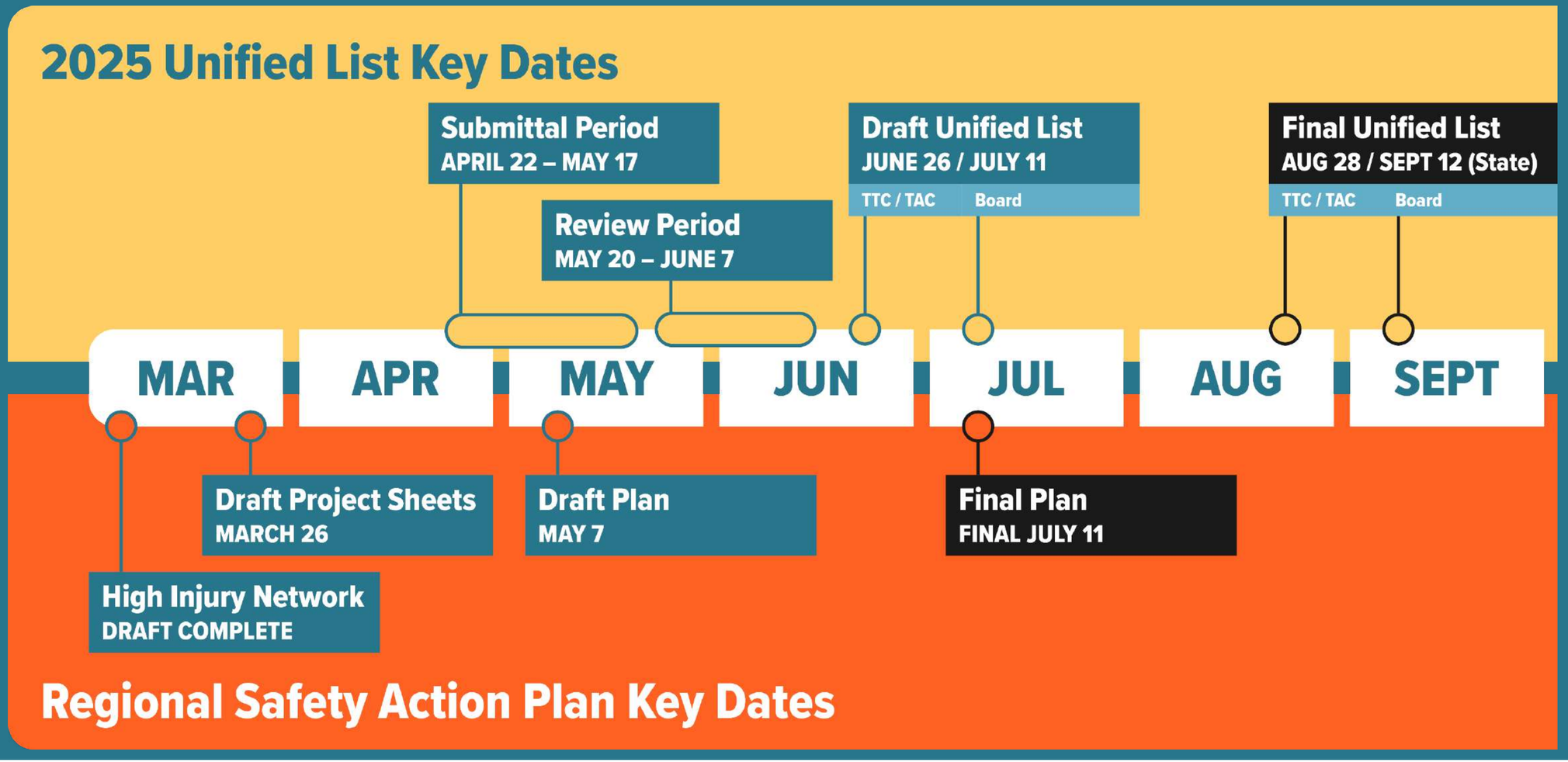
Additional projects eligible to receive points based on proposed new criterion:

- 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.

Schedule Alignment



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 Criteria 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.

Project Evaluation Criteria Options

Attachment A

- Includes all four proposed criteria changes.

Attachment B

- Only includes equity criteria change #1 — new question relating to targeted outreach and engagement.
- Does not include any of the proposed criteria changes related to the Regional Safety Action Plan.

Requested Action

Approve Resolution R-24-08 outlining the Calendar Year (CY) 2025 Unified List of Regional Transportation Priorities criteria as shown in Attachment A or Attachment B.

Transportation Performance Management (TPM): New Greenhouse Gas Rule and Targets

Target setting is not required for SRTC at the present time.

Requested Action: Defer Greenhouse Gas target setting until updated requirements are issued.

SRTC Board of Directors
Agenda Item 5
April 11, 2024

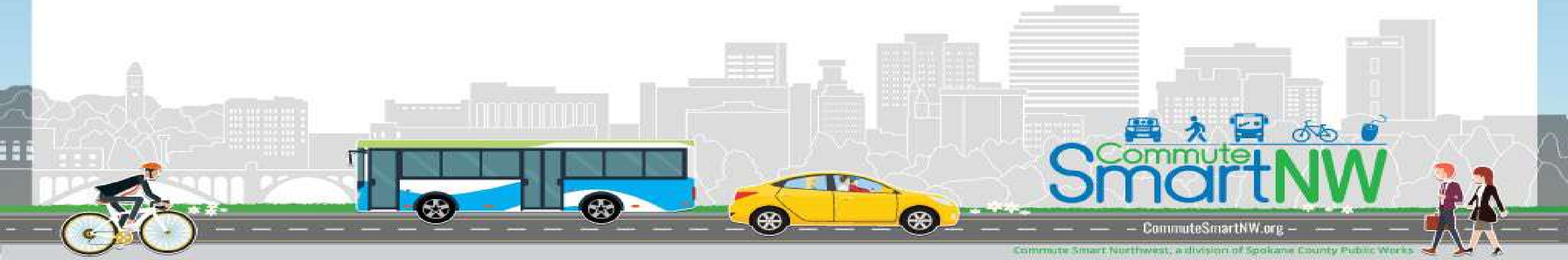
SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Commute SmartNW

Presented by:

LeAnn Yamamoto

TDM Manager, Spokane County

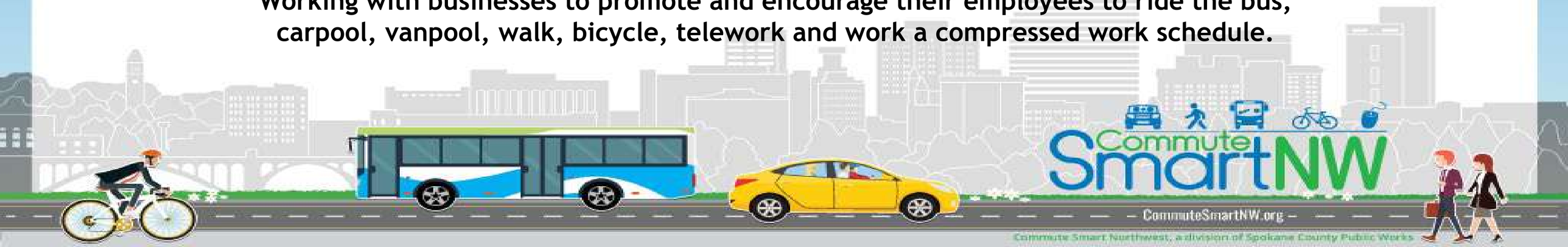


Commute SmartNW

A Regional Program in Spokane County since 1993

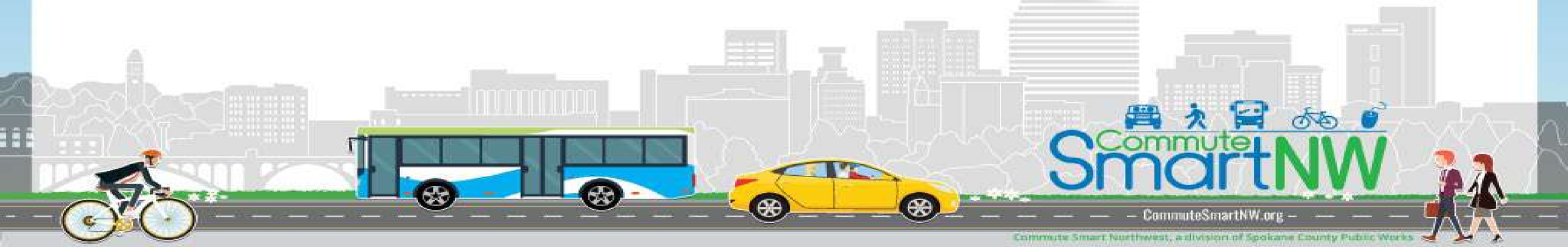
Making the Northwest a Better Place to Live, Play, and Commute!

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



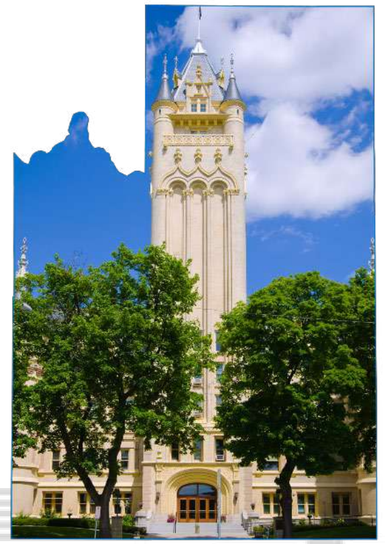
WA State Commute Trip Reduction (CTR) Law

- 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



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

Commute 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

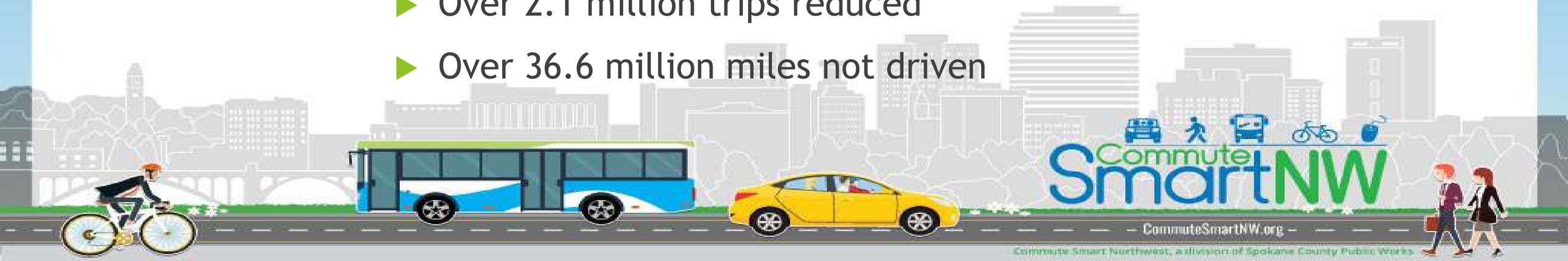
Making an Impact on our Community!

Each Day

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

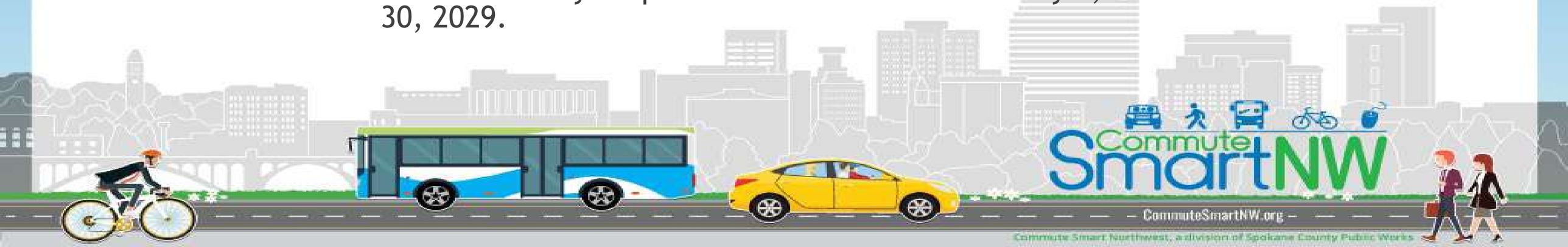
For the Year

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



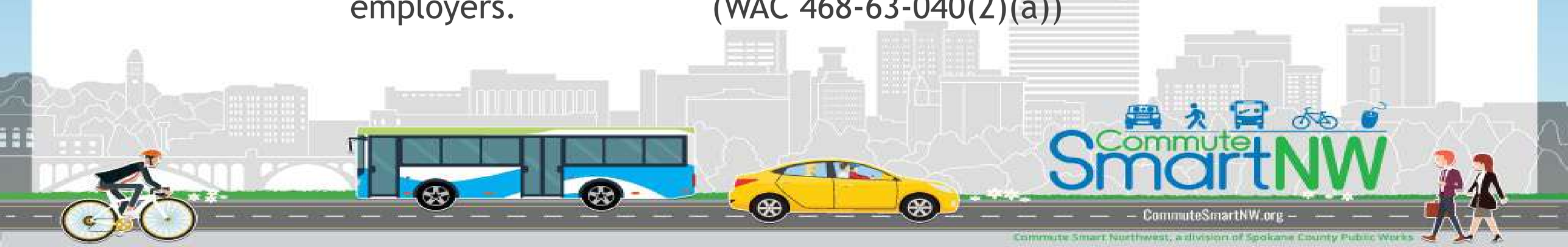
2025 – 2029 CTR Plan Update

- 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))

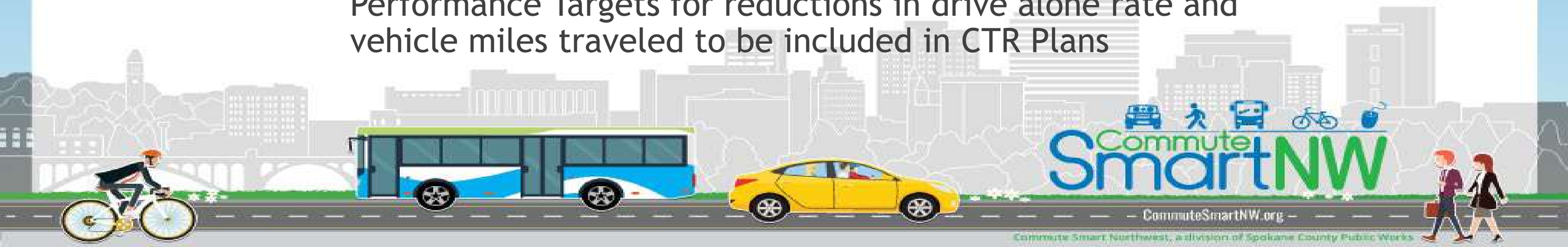


CTR Plan Update Timeline

- **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



Commute SmartNW

A Regional Program in Spokane County since 1993

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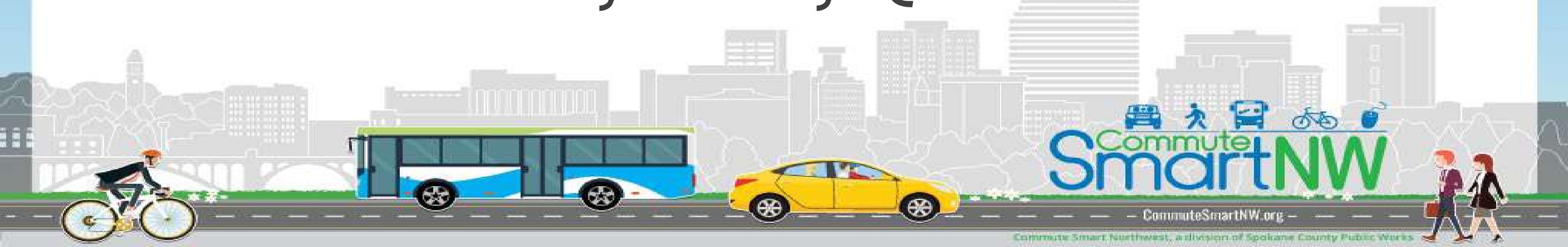
Thank you! Any Questions?



Special Transportation Planning Agreement: VMT Reduction

Board of Directors

Ryan Stewart, Principal Transportation Planner

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Information & Discussion

April 11, 2024

Washington State Department of Transportation

VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023

Agreement

Special Transportation Planning Study Agreement

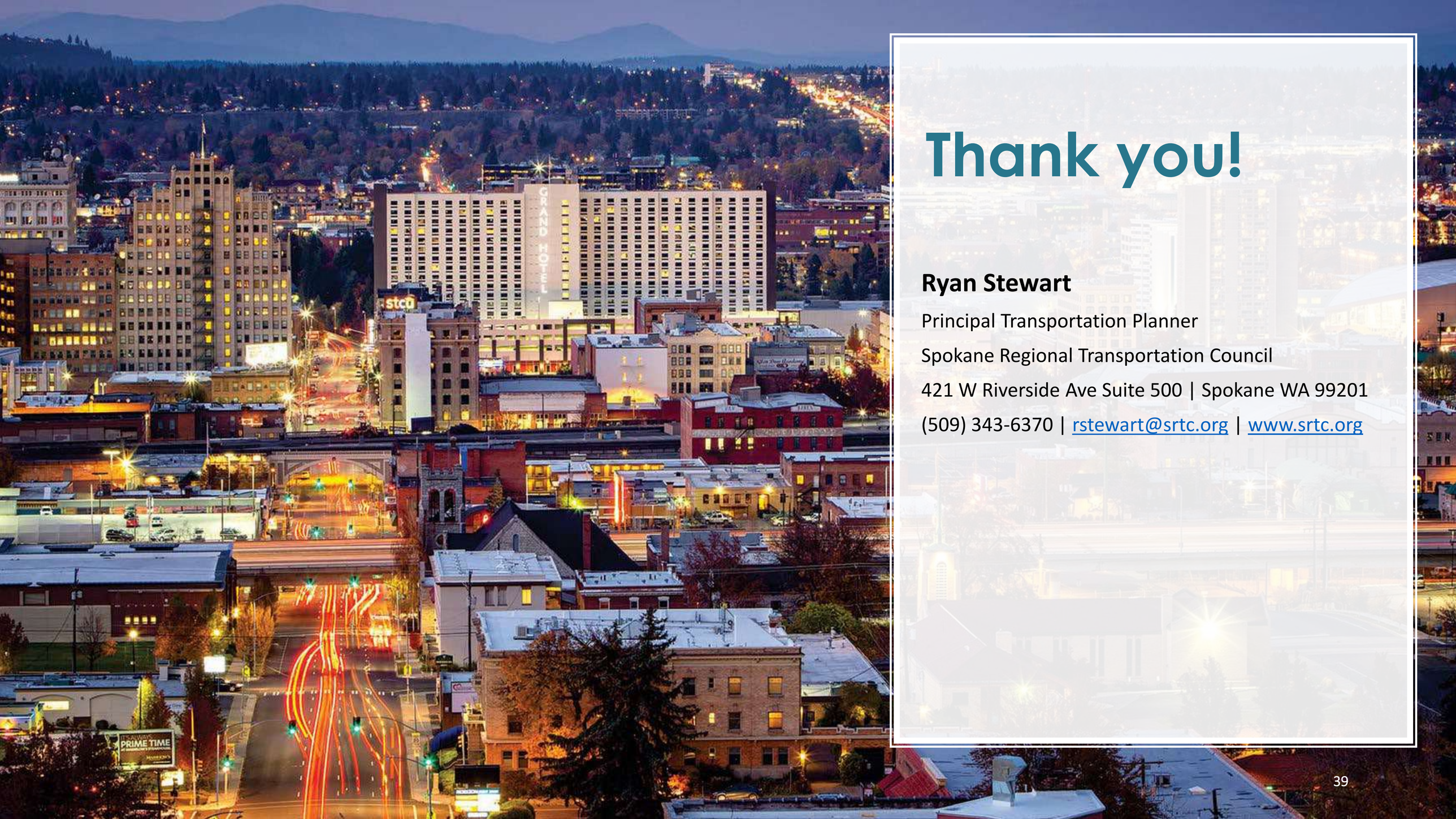
Work by Planning Organization - Actual Cost

Plan Review and Certification Process
INSTRUCTION MANUAL

Approved by the SRTC Board on September 10, 2015

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

This instruction manual provides guidance to the County and to local jurisdictions on how to meet Horizon 2040 and RCW,



Thank you!

Ryan Stewart

Principal Transportation Planner

Spokane Regional Transportation Council

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Regional Safety Action Plan: Update

Board of Directors

Agenda Item 8 | Page 34

April 11, 2024

Regional Conversation

- Safety Target Setting Process
- 2022 Discussion Series (need for regional plan identified)
- Safe Streets and Roads for All Grant Program Announced
- Board Authorized Grant Application

Action Plan Components

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

Target Setting

Achieve 50% reduction in fatal and serious injury crashes by 2030:

- **on the High Injury Network**
- **crashes impacting vulnerable roadway users**

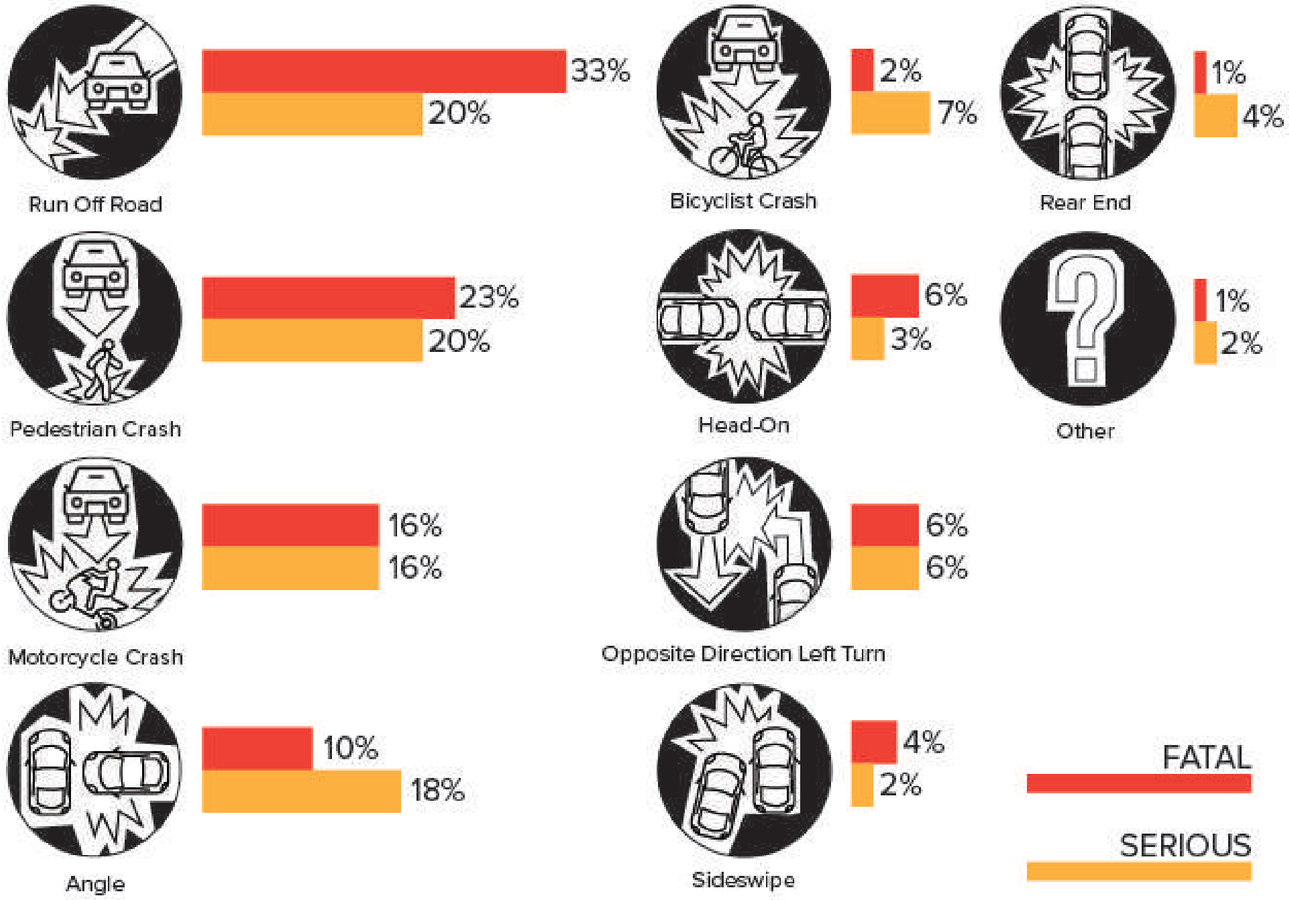
Achieve zero fatal and serious injury crashes within the SRTC planning area by 2042

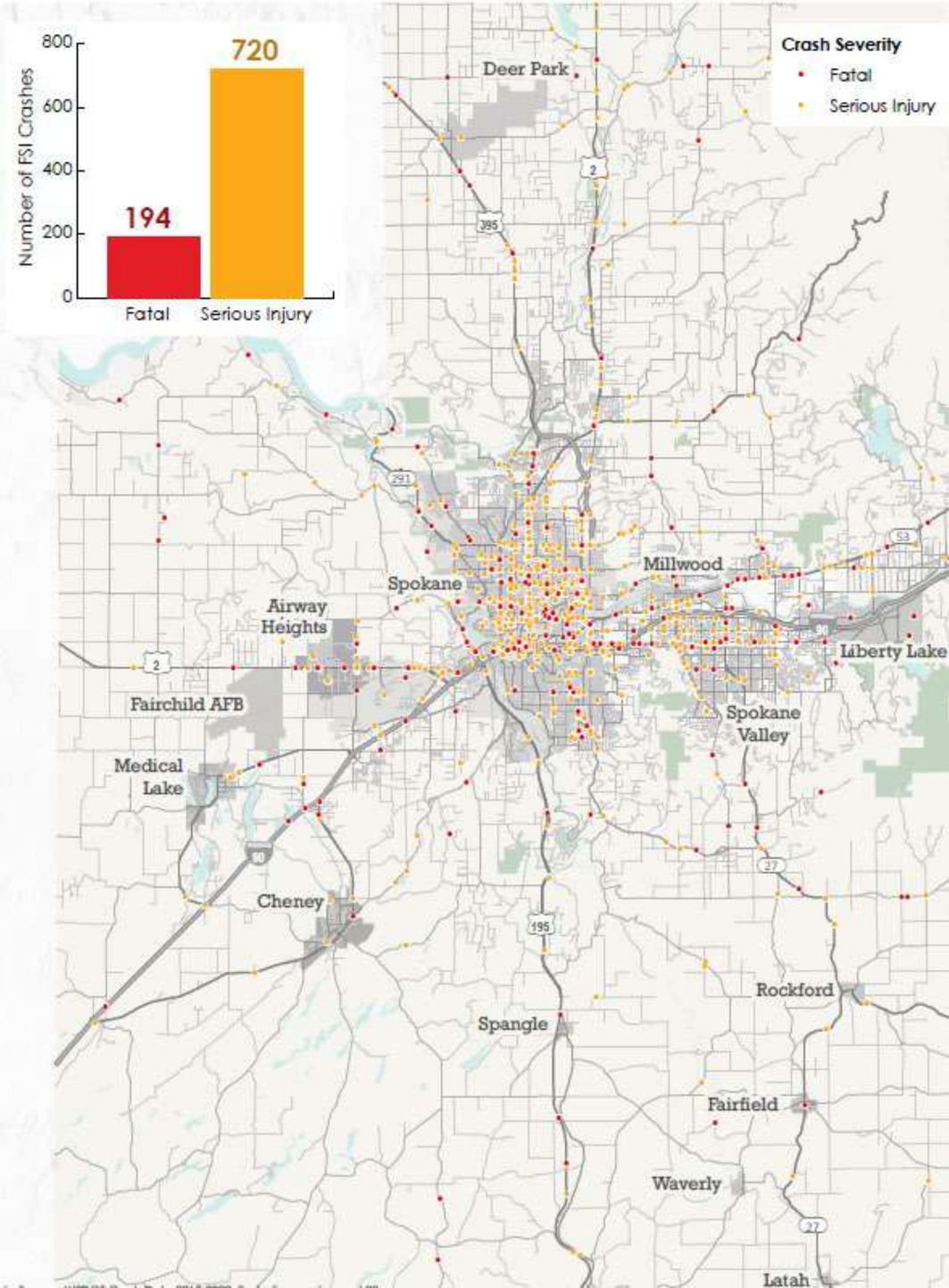
Reassess data and targets at least every 4 to 5 years

Safety Analysis

2018-2022

MOST COMMON CRASH TYPES BY MANEUVER

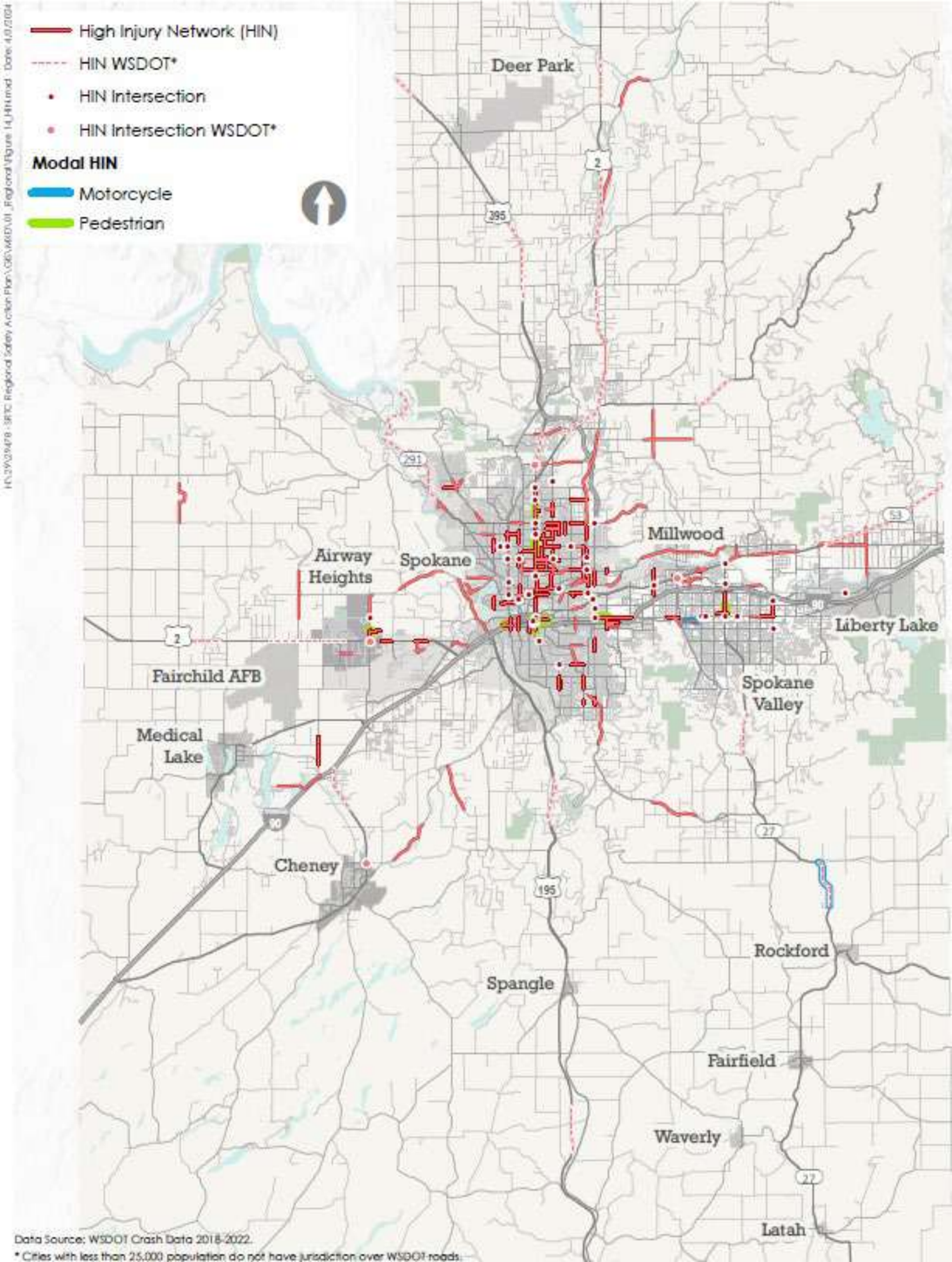




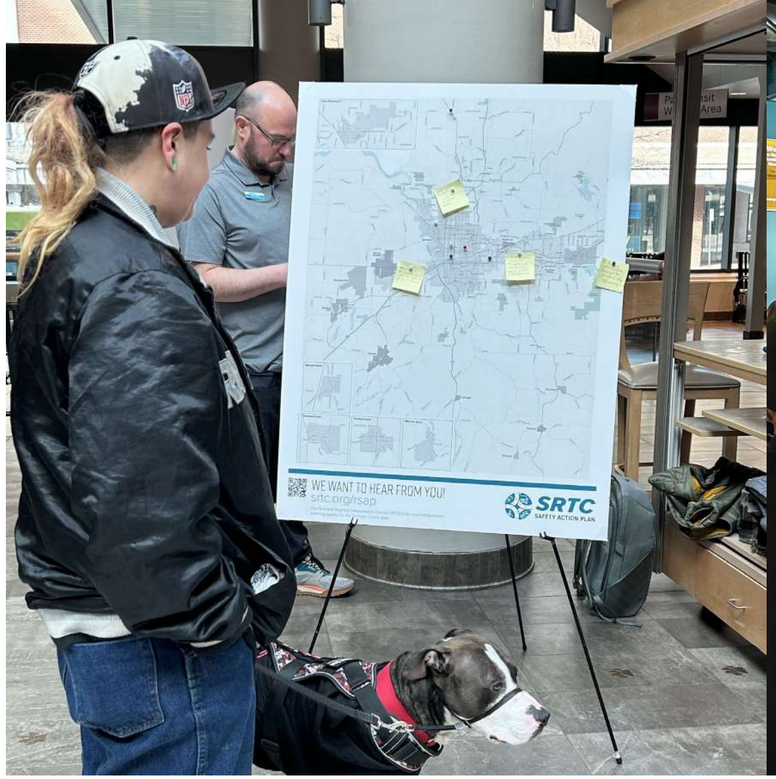
Targeted Corridors

- **High Injury Network:** Segments and intersections with higher incidents of Fatal and Serious Crashes

- **High Priority Network**: Small communities with no or very low numbers of fatal and serious injury crashes
  - Segments and intersections are identified for proactive treatments based on:
    - Total crashes
    - Land use/roadway characteristics
    - Local input



Coordination with Member Agencies & Planning Partners
20 Interviews



In Person Outreach
Spoke with about 130 people
Presented to over 150

Online Outreach
E-mail blasts – thousands
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

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

Actions –

Emphasis area: Pedestrian Safety

Strategy
Infrastructure Countermeasures

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

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.

Actions –

Emphasis area: Departure Crash

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.

Identifying Priority Projects to Streamline Funding Applications

Three regionally significant projects

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

Questions?

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Wende Wilber, PTP
Senior Principal Planner
Kittelson & Associates, Inc.

DATA Project Update

Board of Directors Meeting

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April 11, 2024

March Meeting Recap

- Project Origin
- Project Design
- Member Agency Input
- Task Summary

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

Today

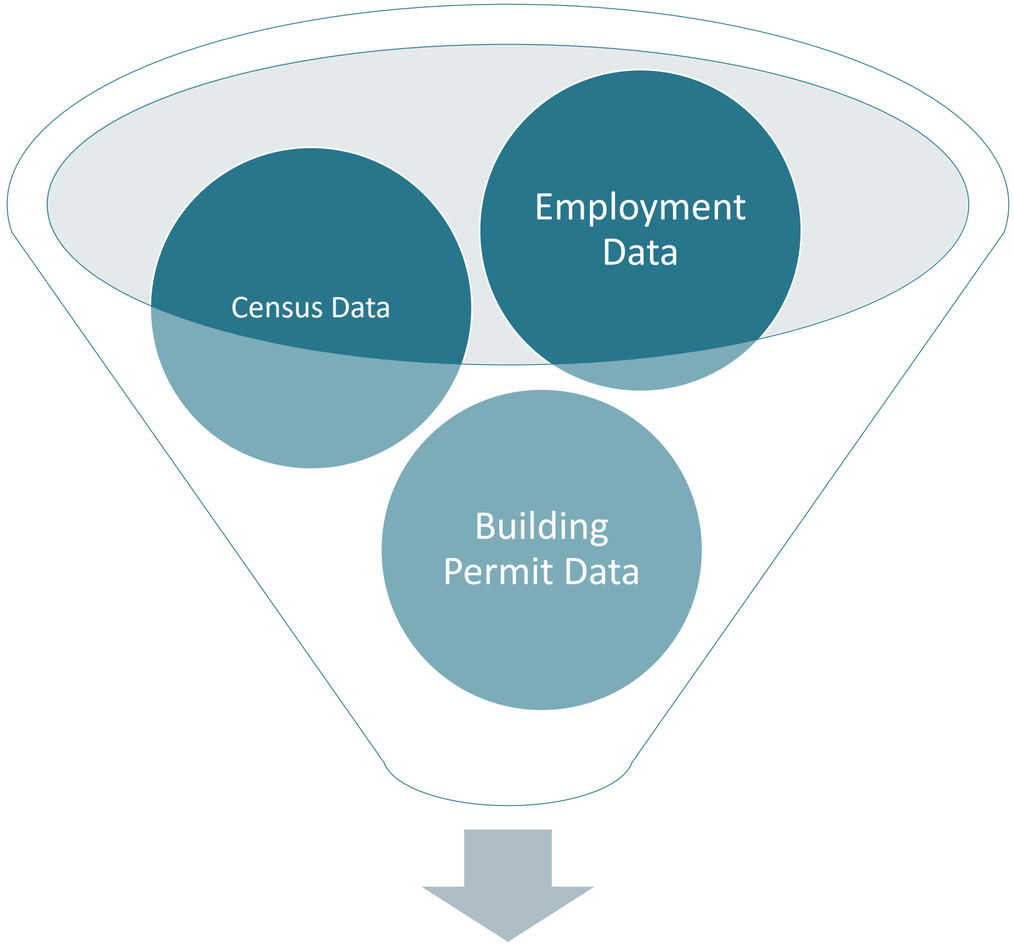
- Land Use Allocation Tool
- Travel Demand Model
- Data Hub and Visualizer

May Meeting

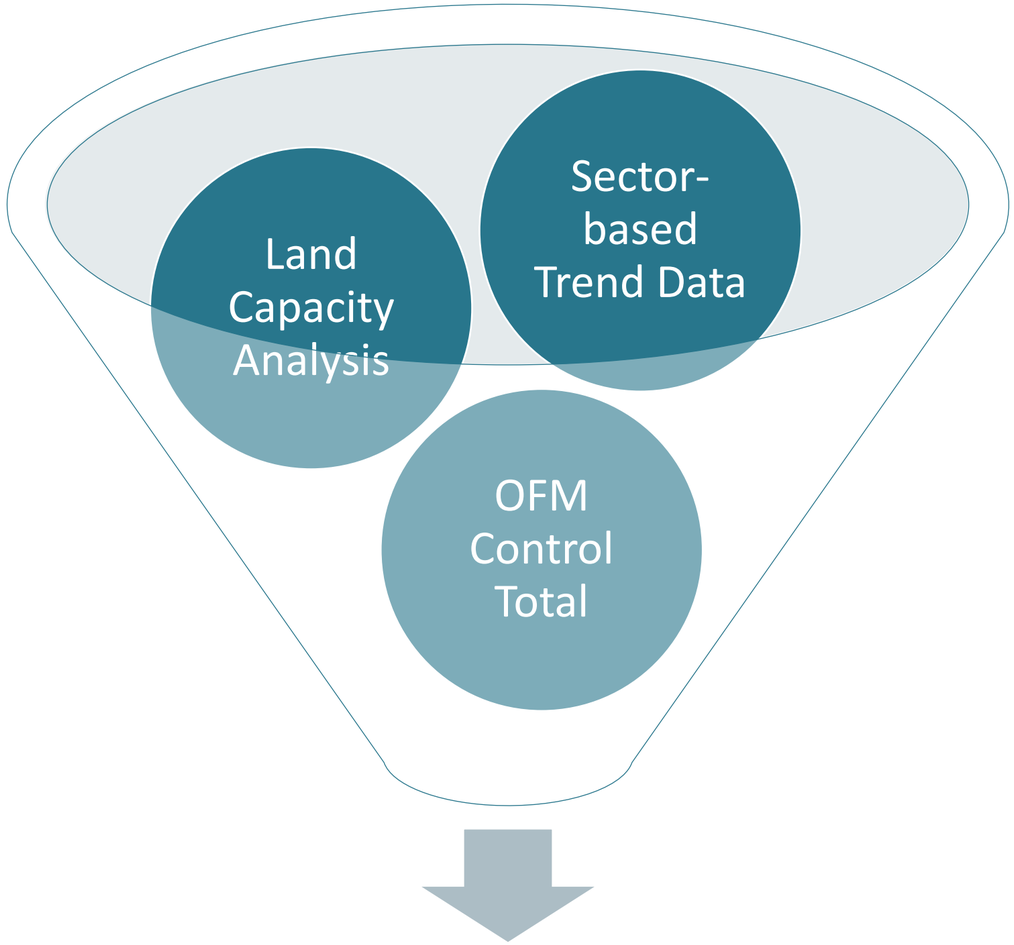
Resolution acknowledging project has been delivered satisfactorily and make the model available to member agencies.

Land Use Allocation Tool

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



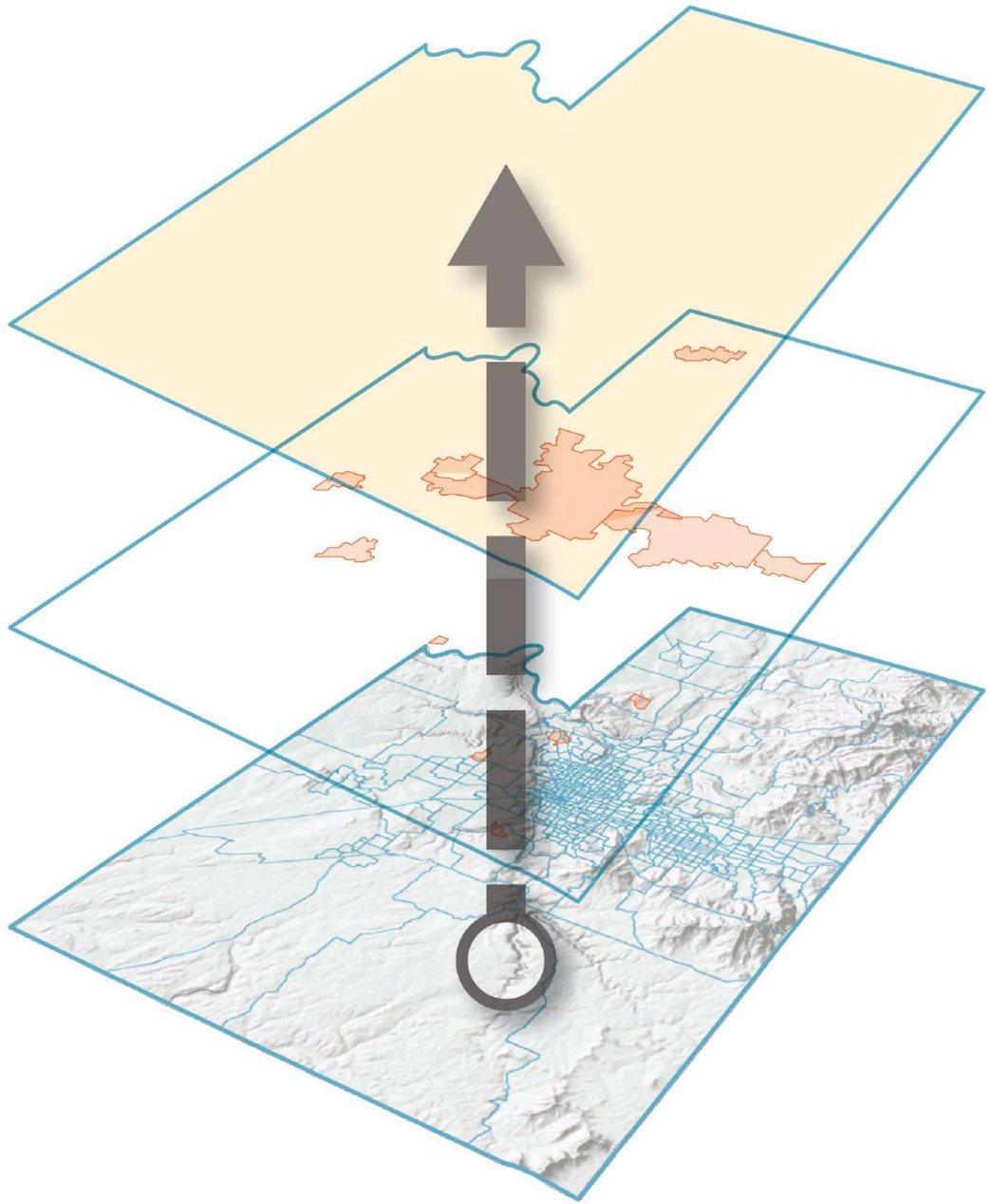
Base Year



Forecast Year

Land Use Methodology

- Quantitative
- Consistent region-wide
- Replicable
- Documented



```
200         print ("\n Checked: Total number of the employee matches. TOT_EMP = %i" %
201     else:
202         df.sum().to_csv(path_checkpoint_Total)
203         print  ("\n Warning: Total number of the employee does not match.")
204 
205     # Output pivot dataframe
206     df.to_csv(path_emp_lu_internal, index = False)
207     print ("\n Success: output table saved at %s" %path_emp_lu_internal)
208 
209 # Base Year Function
210 def FillBlanks(in_val):
211     if in_val == " ":
212         return 0
213     else:
214         return in_val
215 
216 def ConcatGeoid(st_fp, ct_fp, tr_fp, bl_fp):
217     # Pad county fips with leading zero
218     ct_fp_str = str(ct_fp).zfill(3)
219     # Pad tract fips with leading zeros
220     tr_fp_str = str(tr_fp).zfill(6)
221     # Concatenate fips strings and return geo id
222     geoid = str(st_fp)+ct_fp_str+tr_fp_str+str(bl_fp)
223     return geoid
224 
225 def summarize_blocks_to_taz():
226     print('... Processing summarize_blcks_to_taz (' , datetime.now().strftime('%
227     pd.set_option("Display.max_columns", None)
228     # Open the households file and minor formatting
229     hhold_df = pd.read_csv(census_hhs_csv, sep=',', header=0)
230     hhold_df = hhold_df.rename(columns = {'GEOID20': 'GEOID'})
231     # Open the lehd employment table and format
232     lehd_df = pd.read_csv(census_emp_csv, compression='gzip', header=0, sep=',',
233     lehd_df = lehd_df.rename(columns={'w_geocode': 'GEOID'})
```

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SRTC LAND USE MODELING METHODOLOGY

February, 2024

Prepared for SRTC

Travel Demand Model

- 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

Model Improvements

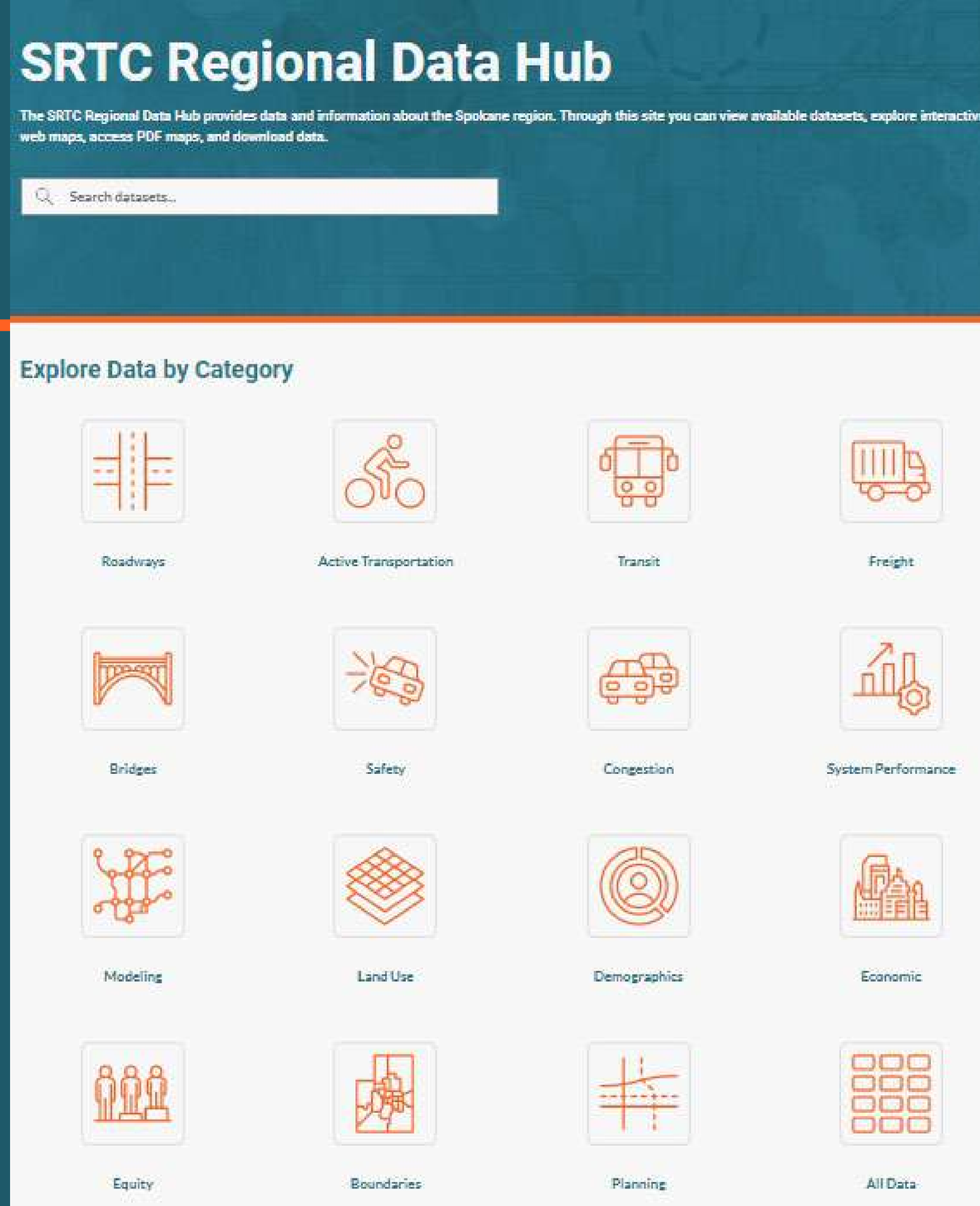
- Travel behavior assumptions updated
- Delay treatment more detailed
- Freight sub-model improvements
- Scenarios easier to run
- Summary data used for planning

Model Deliverables

- Base year model
- Forecast scenario
- Model documentation
- Model users guide
- Full day training

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



Final Deliverables

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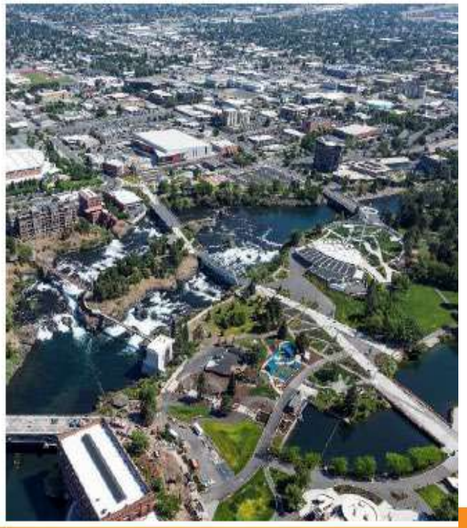
2022 SPOKANE REGIONAL TRANSPORTATION STUDY: FINAL REPORT



December 2023 | Prepared for Spokane Regional Transportation Council (SRTC)

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SRTC LAND USE MODELING METHODOLOGY

February, 2024 | Prepared for SRTC

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SRTC TRAVEL DEMAND MODEL DOCUMENTATION

APRIL 2024 | Spokane Regional Transportation Council

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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

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Summary and Next Steps

- April TTC Meeting: Recommend resolution acknowledging project delivered according to scope
- May Board Meeting: Resolution acknowledging project delivered according to scope

Questions?

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Principal Transportation Planner

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IT Support Services – Request for Proposals (RFP)

Board of Directors Meeting

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April 11, 2024

Summary and Next Steps

- IT Support Services vendor contract expires 5/31/24
- SRTC utilized IT vendor past six years with substantial savings vs IT Manager staff position
- Three IT Support vendors interviewed; key considerations are Value to agency, and Network Security
- Staff will prepare terms of new three-year contract and seek Board approval at the May 2024 Board meeting
- The 2024 budget for IT Support Services will not require a budget amendment

Questions?

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