

Welcome

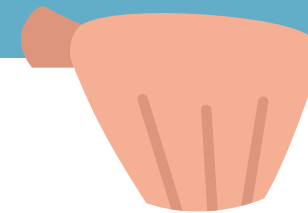
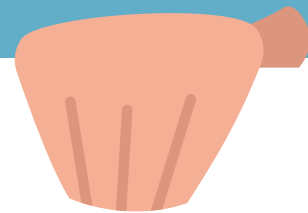
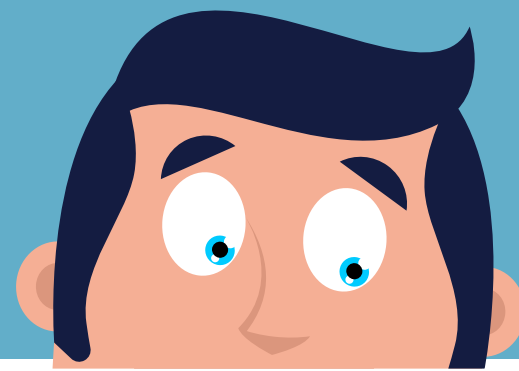
June

SRTC Board Meeting





Staff at the
MPO / RTPO / WSDOT meeting



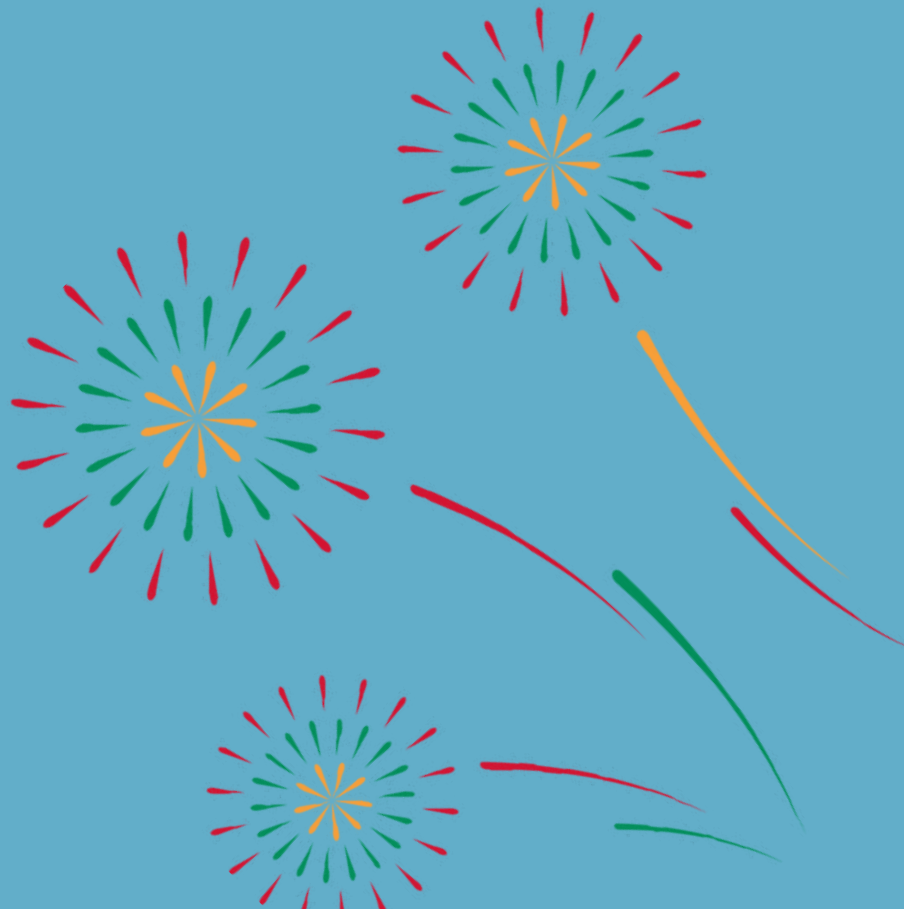
Sustainability Office Partners to Bring First Electric Vehicle Car-Sharing Program to Spokane



A new charging station at the GU Office of Sustainability



Staff at
Felts Field's Neighbor Day



MLK CENTER PRESENTS

SINCE 1865

JUNETEENTH

FREEDOM DAY

Celebration

MLK JUNETEENTH EVENTS SCHEDULE



THURSDAY,
JUNE 13TH



5:30-7:00PM

500 S STONE ST.

JUNETEENTH KICKOFF EVENT

Join us for our Juneteenth Kickoff Event featuring local speakers, food, entertainment, networking, and engaging conversations with community leaders. You will also hear about all the Juneteenth Events happening in Spokane.

Scan QR code or go to

<https://www.jotform.com/form/241306432353>

144 to RSVP



SATURDAY,
JUNE 15TH



11:00AM-3:00PM

500 S STONE ST.

JUNETEENTH COMMUNITY CELEBRATION

Join us as we celebrate featuring live music, food, giveaways, games, and more!

Use the QR to register for a table.



COMMEMORATE. EDUCATE. CELEBRATE.

SRTC STAFF
WILL BE IN
ATTENDANCE





Staff Participating in
Bike to Work Week

CELEBRATE SUMMER WITH SUMMER PARKWAYS

JUNE 18, 2024 | 6 - 9 PM | MANITO/COMSTOCK NEIGHBORHOODS



KICK OFF THE SUMMER!
just for cyclists, pedestrians, skaters ...
purely human-powered recreation



summerparkways.com
@summerparkways



SRTC Staff will be participating in Summer Parkways on June 18th



2025-2030 Transit Development Plan

June 2024

Spokane Regional Transportation
Council (SRTC) Board of
Directors Meeting

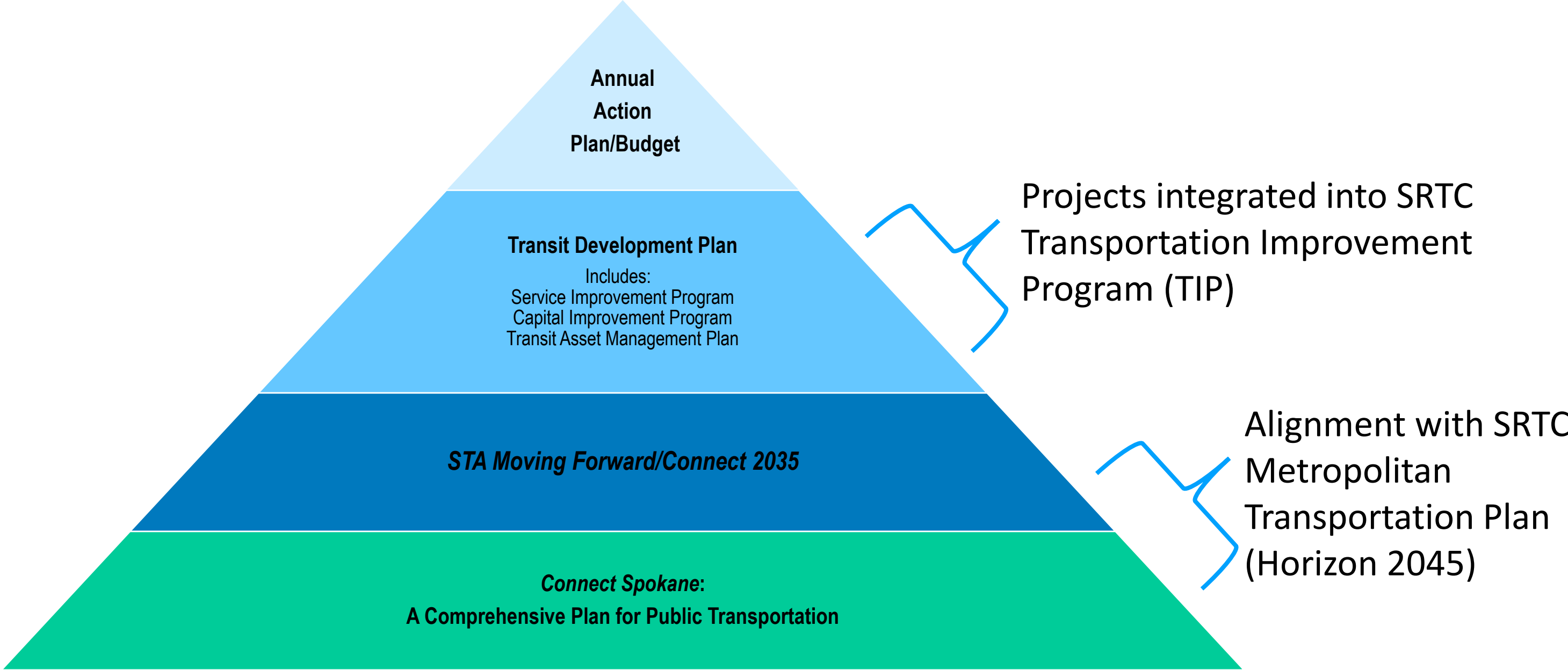
Transit Development Plan (TDP)

- The TDP is a mid-range, six-year plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency.
- Plan sections:
 - Agency Information
 - Previous Year in Review
 - Mid-Range Tactical Framework
 - Service Improvement Program (SIP)
 - Capital Improvement Program (CIP)
 - Operating and Financial Projections

Federal and State Requirements

- State law (RCW 35.58.2795) requires transit agencies to submit a six-year TDP plan with the following components:
 - Information describing how a transit agency intends to meet state and local long-range priorities for public transportation
 - A description of capital improvements and significant operating changes planned for the transit agency's system
 - A financial plan
- Plan also fulfills federal requirements for programming federal formula funds
- Draft plan, along with prior year TDPs, can be found online:
 - <https://spokanetransit.com/tdp>

Hierarchy of STA Plans



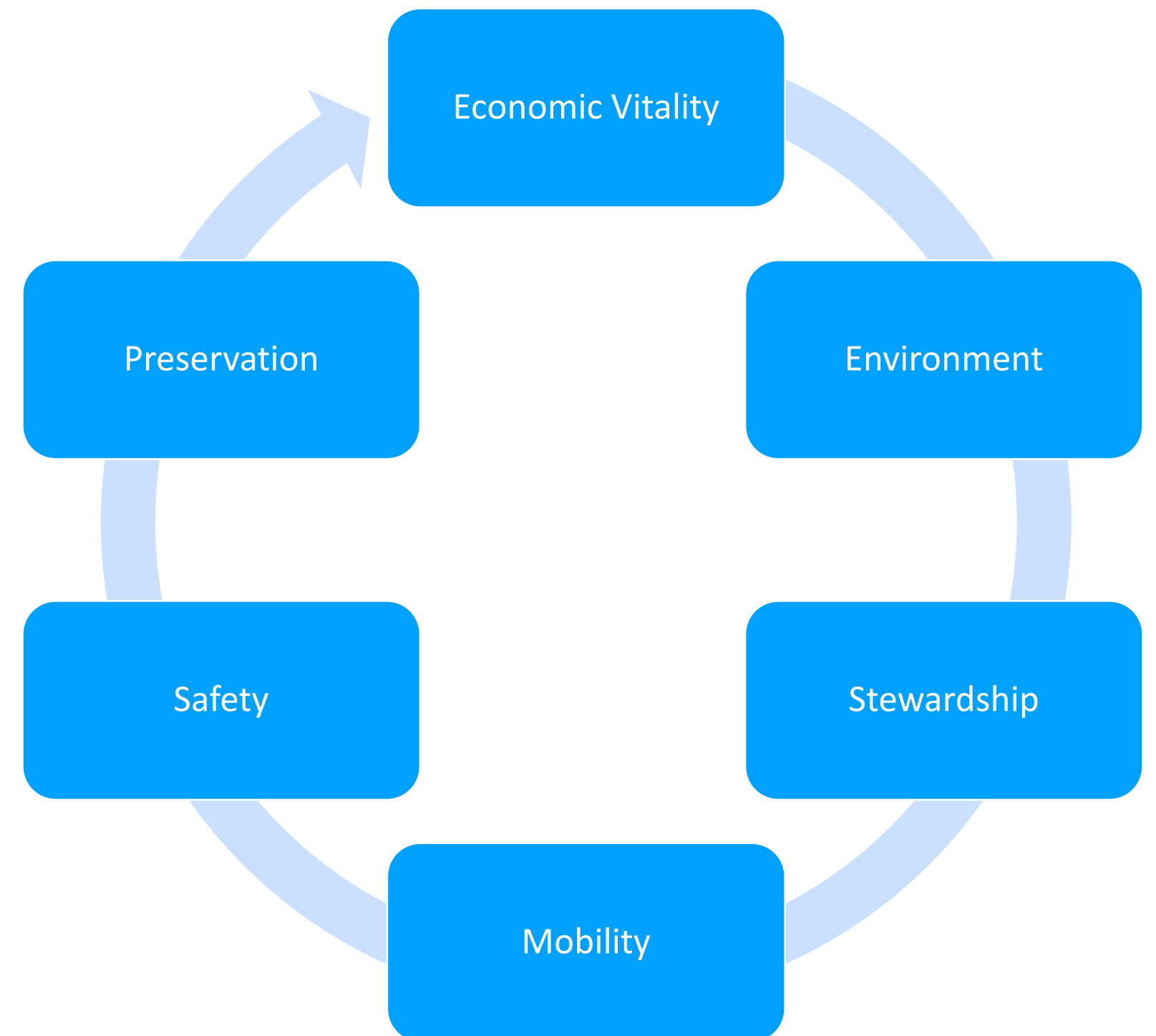
2025-2030 Mid-range Tactical Framework

- In 2023, the STA Board of Directors set forth the following tactical framework that reflects the goals established in Connect 2035:



Washington State Department of Transportation (WSDOT)

- The TDP is submitted annually to WSDOT
 - Updates on the development of STA's various transit activities
 - Used as a part of WSDOT's annual report to the State Legislature
- The TDP will demonstrate alignment of the tactical framework to Washington State's Transportation Policy Goals
- STA Planning staff met with WSDOT Eastern Region Planning staff to gather input



Service Improvement Program (SIP)

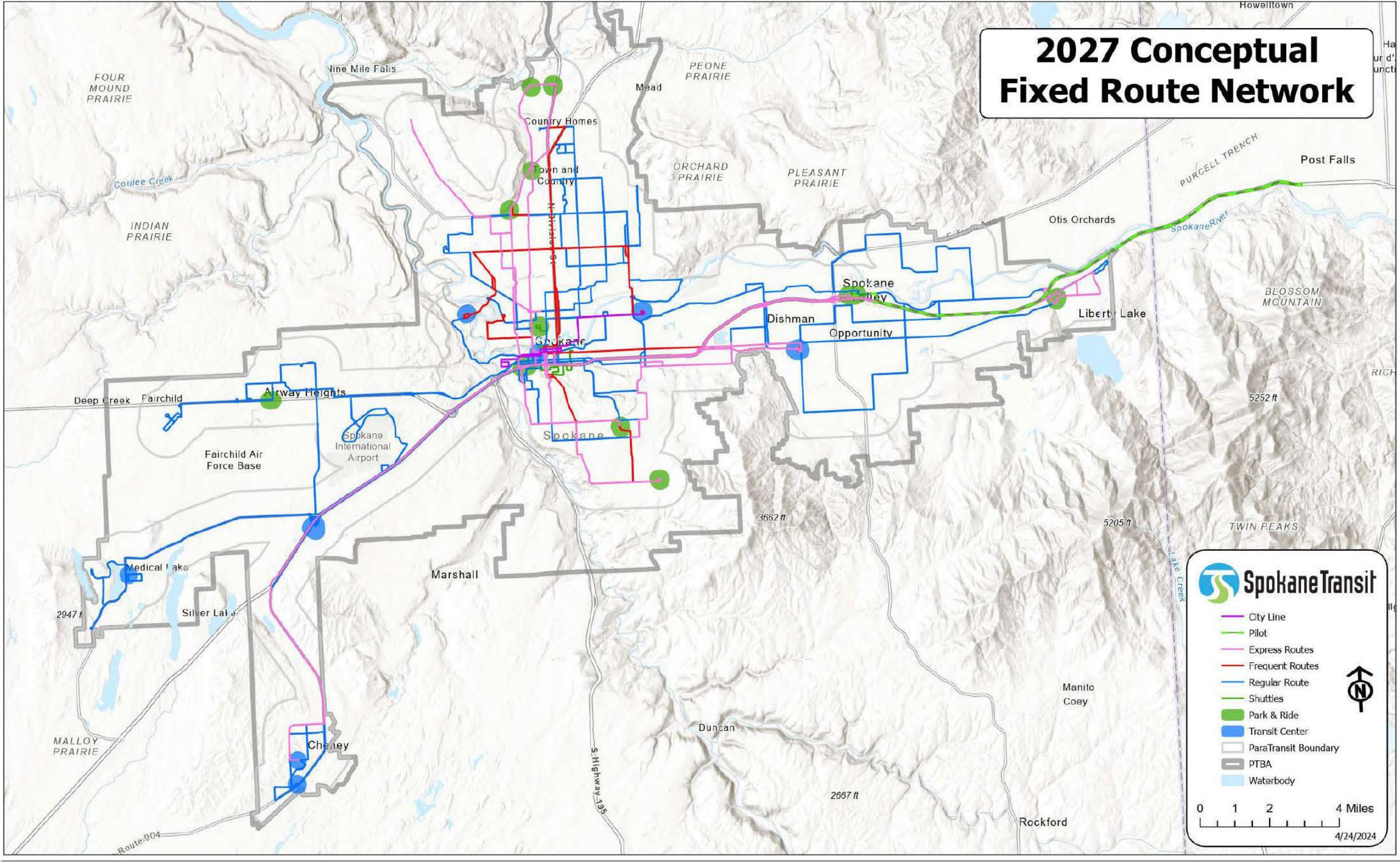
- Updated annually as part of the TDP
- Outlines planned Fixed Route service changes set to take place in 2025, 2026 and 2027
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

Service Improvement Program (SIP)

The planned service improvement themes are listed in the table below and described further in the following slides.

2025	2025 primarily focuses on the delivery of service to the West Plains , the introduction of new regular and HPT routes and the first opportunity for <i>Connect 2035</i> projects to be implemented
2026	2026 is focused on minor adjustments and schedule refinements, as well as the potential pilot expansion of STA service into northern Idaho as included in <i>STA Moving Forward</i> .
2027	2027 focuses on the adjusting routes in Spokane Valley to improve service in growth areas and utilize the anticipated Argonne Station .

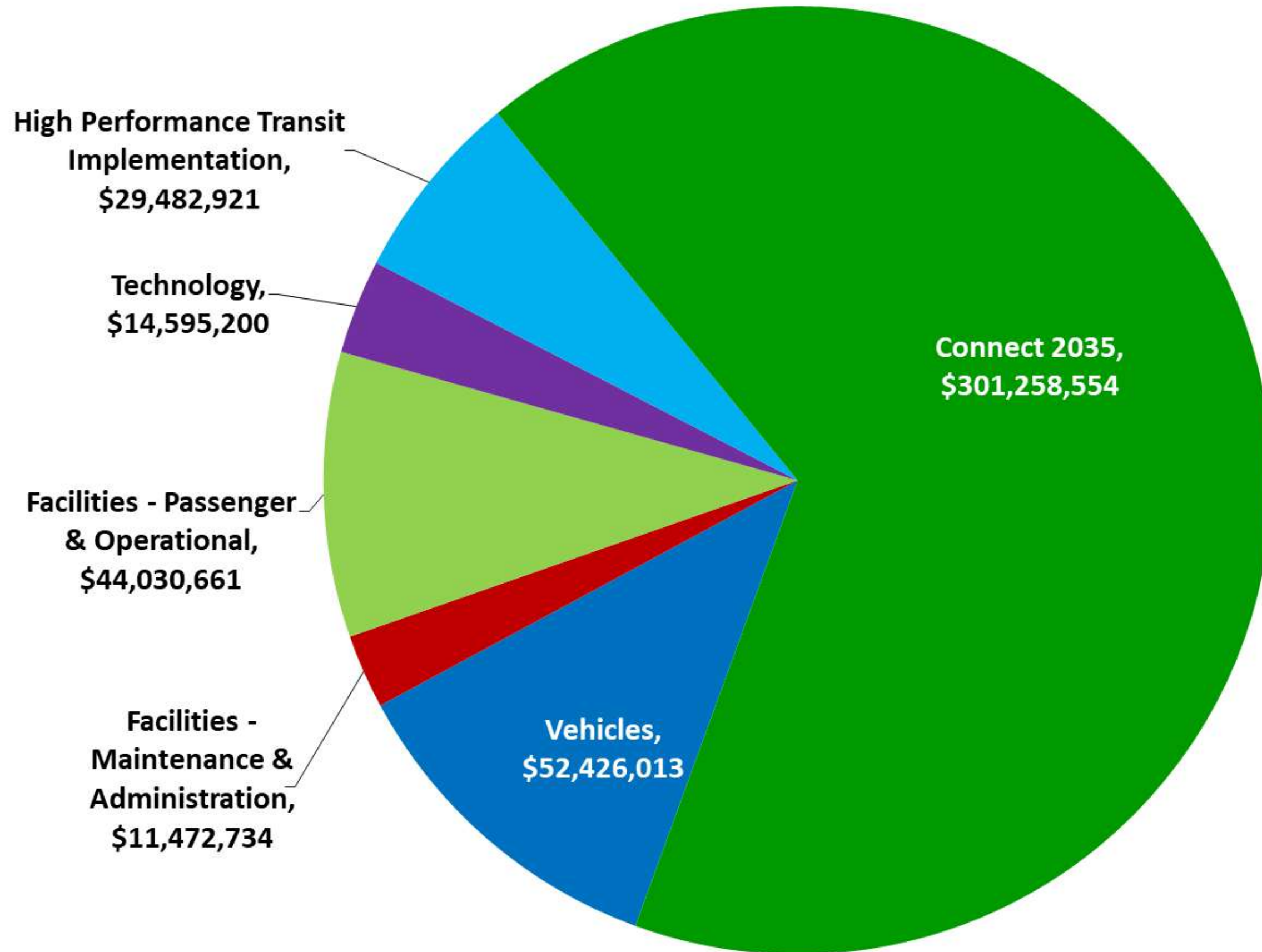
2027 Conceptual Fixed Route Network



Capital Improvement Program (CIP)

- Updated annually as a part of the TDP
- Outlines planned capital expenditures for a six-year period through 2030
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants
- Informs process for projects to include in the TIP

2025-2030 CIP by Program Category - \$453,266,083



CIP Draft – Subject to Revision

FTA: Programs of Projects (POP)

- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region.
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

Operating and Financial Projections

- STA seeks to ensure its six-year program is fully funded
- Primary funding sources for capital and operating programs:
 - Voter-approved sales tax
 - Fare revenue
 - Federal Transit Administration formula funding
 - State formula grants
 - Project-specific grants awarded by FTA, SRTC, WSDOT
- Financial forecast assumes voters approve renewal by late 2028 of sales tax increase first approved in 2016
- Forecast is subject to annual review

Featured CIP Projects - Division Street BRT

- The Division Street BRT project will be the second BRT line in the region to deliver high-quality, fast, and frequent bus service along the Division Street corridor
- Based on *DivisionConnects* study completed in 2022 by SRTC in partnership with STA, WSDOT City of Spokane and Spokane County

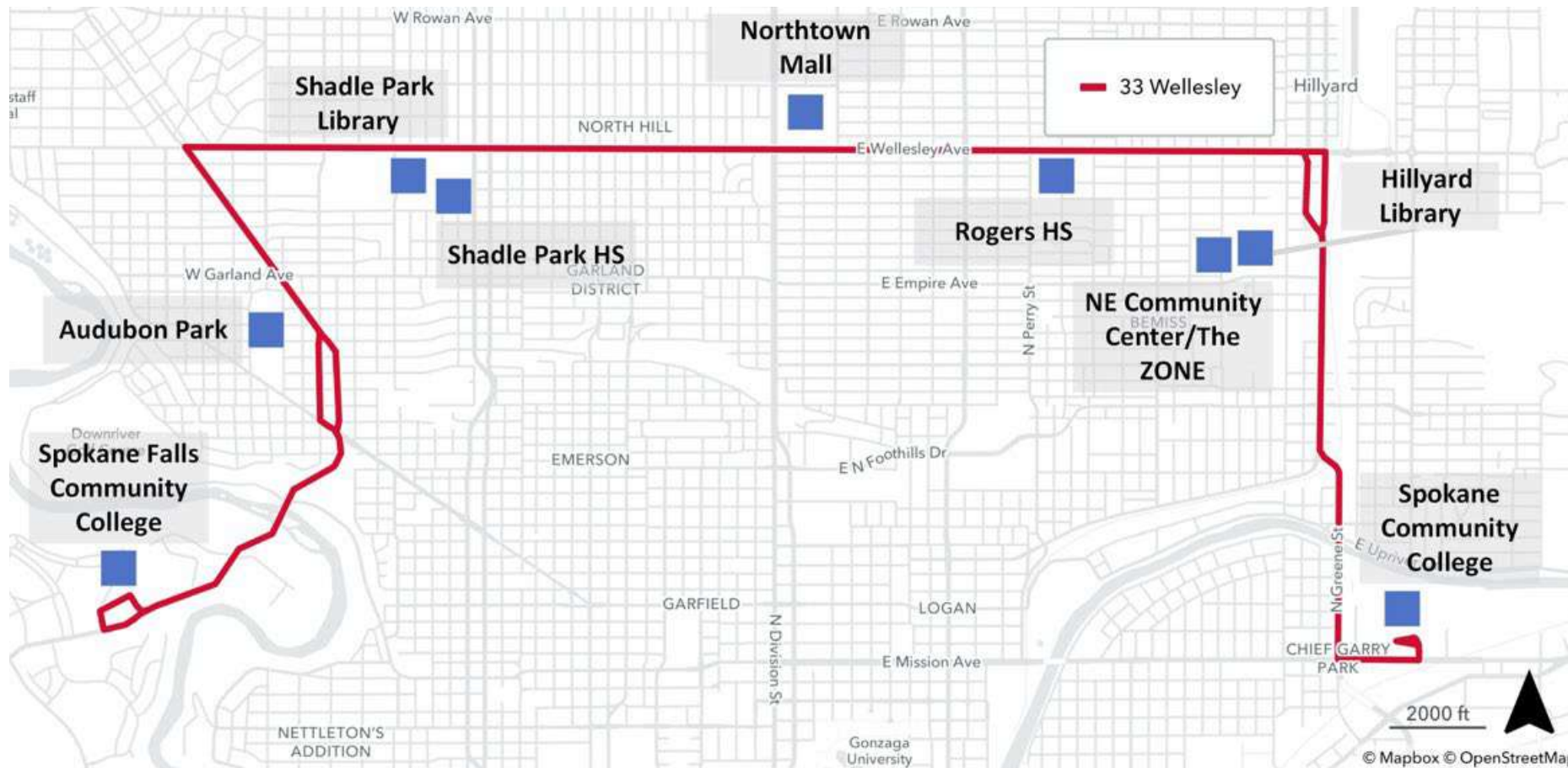


Featured CIP Projects - I-90/Valley HPT

- New Route 7 is the next step in advancing High Performance Transit along I-90, launching in 2025
- Will serve between Liberty Lake and the Airport, with service to downtown and key connections in Spokane Valley
- Will serve Argonne Station Park and Ride once completed (2027)
- Connects to pilot service to Kootenai County



Featured CIP Projects – Wellesley HPT



- This High Performance Transit (HPT) route will support the Wellesley corridor and benefit a significant number of Spokane residents and employees
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- Seeking state grant to fully fund project

Next Steps

- June 20, 2024 – STA Board of Directors Public Hearing @ 1:30 PM
- July 25, 2024 – STA Board action on final plan
- August 1, 2024 – Final plan distributed to SRTC, WSDOT and published online



Thank you!

Regional Safety Action Plan Draft

Board of Directors
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June 13, 2024

ONE CRASH, MANY LIVES
Making Spokane County's Roadways Safer for Everyone

MAY 2024
DRAFT

The graphic features a central yellow circle containing a white car crash icon and a white cyclist icon. This central circle is connected by solid lines to seven surrounding light blue circles, each containing a white icon: a person in a hospital bed, a person with a cane, a doctor, a family, a person with a cane, a person with a cane, and a person with a cane. Dashed lines also connect the central circle to three black circles and one yellow circle.

SPOKANE REGIONAL
TRANSPORTATION COUNCIL

SRTC
SAFETY ACTION PLAN

February Meeting

- data analysis
- engagement strategies

April Meeting

- high injury network
- equity analysis
- project identification
- potential strategies

WHAT WENT INTO THE REGIONAL SAFETY ACTION PLAN?



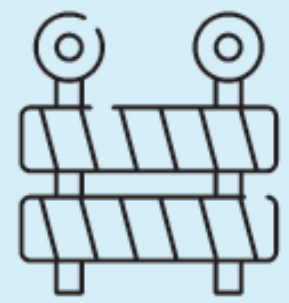
Data: Evaluate data trends and use predictive analyses to help prevent future fatal and serious crashes.



Many community voices: Engaged with a steering committee, agency partners, and the Spokane community to understand barriers to safety, lived experiences, and concerns.



Strategy: Identified innovative, proactive, strategies and projects that address the key safety problems faced in the region.



Preparation for future safety investments: Set the region up for future investments in safety-related improvements.

Leadership Commitment/Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

YES

NO



of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL
TRANSPORTATION COUNCIL
R-24-##

Regional commitment to the goal of zero roadway fatalities and serious injuries
WHEREAS, the Spokane Regional Transportation Council Board (SRTC) is the governing body of the Spokane Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (MPA); and
WHEREAS, SRTC is established through an Interlocal Agreement between the Spokane Metropolitan Planning Organization and the Spokane Regional Transportation Council; and
WHEREAS, SRTC is established through an Interlocal Agreement between the Spokane Metropolitan Planning Organization and the Spokane Regional Transportation Council; and

SRTC REGIONAL LEADERSHIP COMMITMENT AND GOAL



Achieve **50% reduction** in fatal and serious injury crashes by 2030 on the SRTC High Injury Network and for crashes impacting pedestrian and cyclists.



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



Reassess data and targets at least every 4 to 5 years to make significant and continuous progress in achieving zero fatal and serious-injury crashes.

Planning Structure

YES
 NO

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

ACKNOWLEDGMENTS

Agency Stakeholders

Daniel Baker, City of Spokane Valley*
City of Deer Park
Town of Fairfield
John Griffin, WTSC Vision Zero Task Force
Micki Harnois, Town of Rockford
Samantha Hennessy, Spokane Regional Health District*
Kalispel Tribe of Indians
Lisa Key, City of Liberty Lake
Town of Latah
Brett Lucas, City of Cheney
Inga Note, City of Spokane*
Kevin Picanco, City of Spokane
Tom Sahlberg, SRTC Tac Member*
Kyle Schiewe, City of Milwood
Town of Spangle
Spokane Tribe of Indians
Heather Trautman, City of Airway Heights
Nate Thompson, Spokane County*
Washington State Patrol
Washington State Department of Transportation
Washington State Transportation Commission
Town of Waverly
Sonny Weathers, City of Medical Lake
Lucas Yanni, Spokane Transit Authority*

**Also on steering committee*

Transportation Technical Committee

CHAIR: Heather Trautman, City of Airway Heights
VICE CHAIR: Barry Greene, Spokane County
Brett Lucas, City of Cheney
Lisa Key, City of Liberty Lake
Sonny Weathers, City of Medical Lake
Inga Note, City of Spokane
Kevin Picanco, City of Spokane
Colin Quinn-Hurst, City of Spokane
Adam Jackson, City of Spokane Valley
Jeremy Clark, City of Spokane Valley
Julia Whitford, Kalispel Tribe of Indians
Brandi Colyar, Spokane County
Jami Hayes, Spokane County
April Westby, Spokane Regional Clean Air Agency
Samantha Hennessy, Spokane Regional Health District
Karl Otterstrom, Spokane Transit Authority
Tara Limon, Spokane Transit Authority
Maria Cullooyah, Spokane Tribe of Indians
Char Kay, WSDOT-Eastern Region
Glenn Wagemann, WSDOT-Eastern Region
Mike Pea, WSDOT-Eastern Region

**representing small cities/towns*

Transportation Advisory Committee

CHAIR: Paul Vose
VICE CHAIR: Rhonda Young
Michael Ankney
John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Mark Johnson
Katie Melby
Tom Sahlberg
Bill White
Todd Williams
Kim Zentz

SRTC Board of Directors

CHAIR: Commissioner Al French, Spokane County
VICE CHAIR: Council Member Rod Higgins, City of Spokane Valley
Council Member Jennifer Morton, City of Airway Heights
Council Member Paul Schmidt, City of Cheney
Council Member Diane Pfaeffle, City of Deer Park
Mayor Cris Kaminskis, City of Liberty Lake
Mayor Terri Cooper, City of Medical Lake
Mayor Kevin Freeman, City of Millwood
Council President Betsy Wilkerson, City of Spokane
Council Member Kitty Klitzke, City of Spokane
Mayor Pam Haley, City of Spokane Valley
Daniel Clark, Kalispel Tribe of Indians
Major Employer Representative – Doug Yost, Centennial Real Estate
Rail/Freight Representative – Matt Ewers, IEDS
Small Towns Representative – Council Member Micki Harnois, Rockford
Commissioner Mary Kunej, Spokane County
E. Susan Meyer, Spokane Transit Authority
Council Member Tiger Peone, Spokane Tribe of Indians
Todd Trepanier, WSDOT-Eastern Region
Kelly Fukai, WA State Transportation Commission
Paul Vose, SRTC Transportation Advisory Committee Chair*
Heather Trautman, SRTC Transportation Technical Chair*

**ex-officio (non-voting)*

Safety Analysis

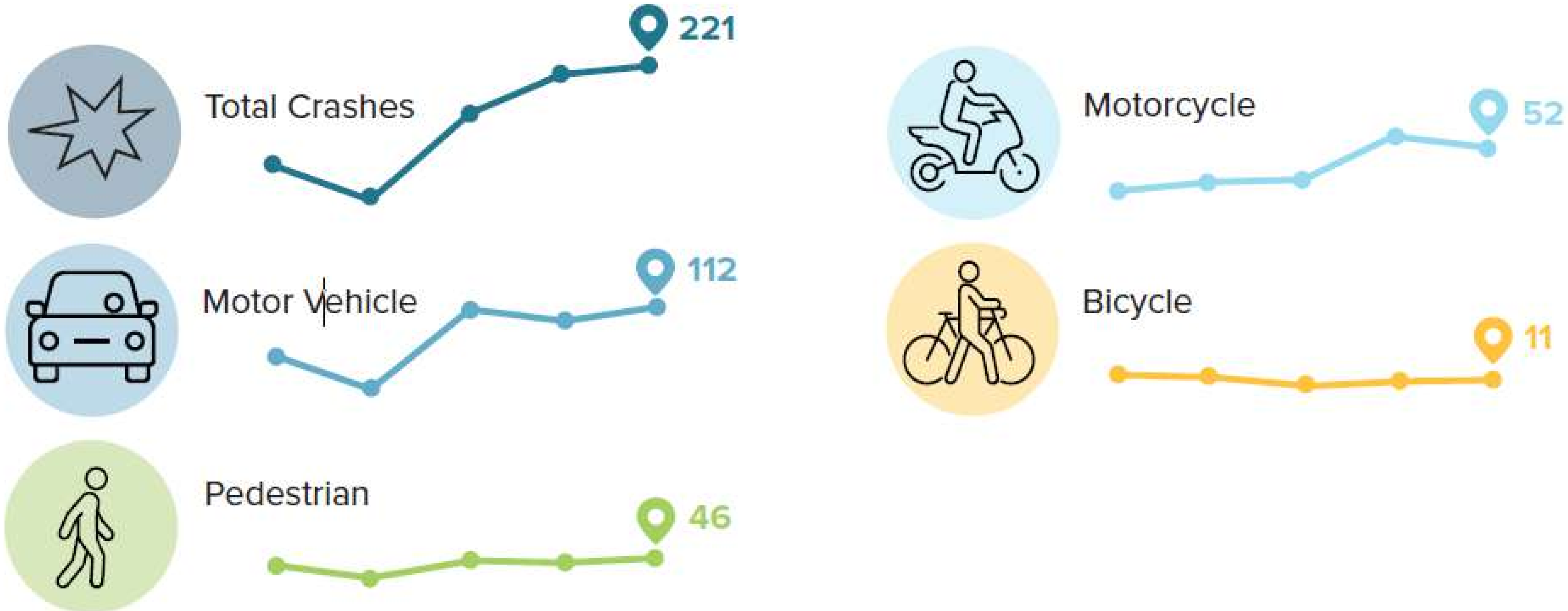
Does the Action Plan include **ALL** of the following?

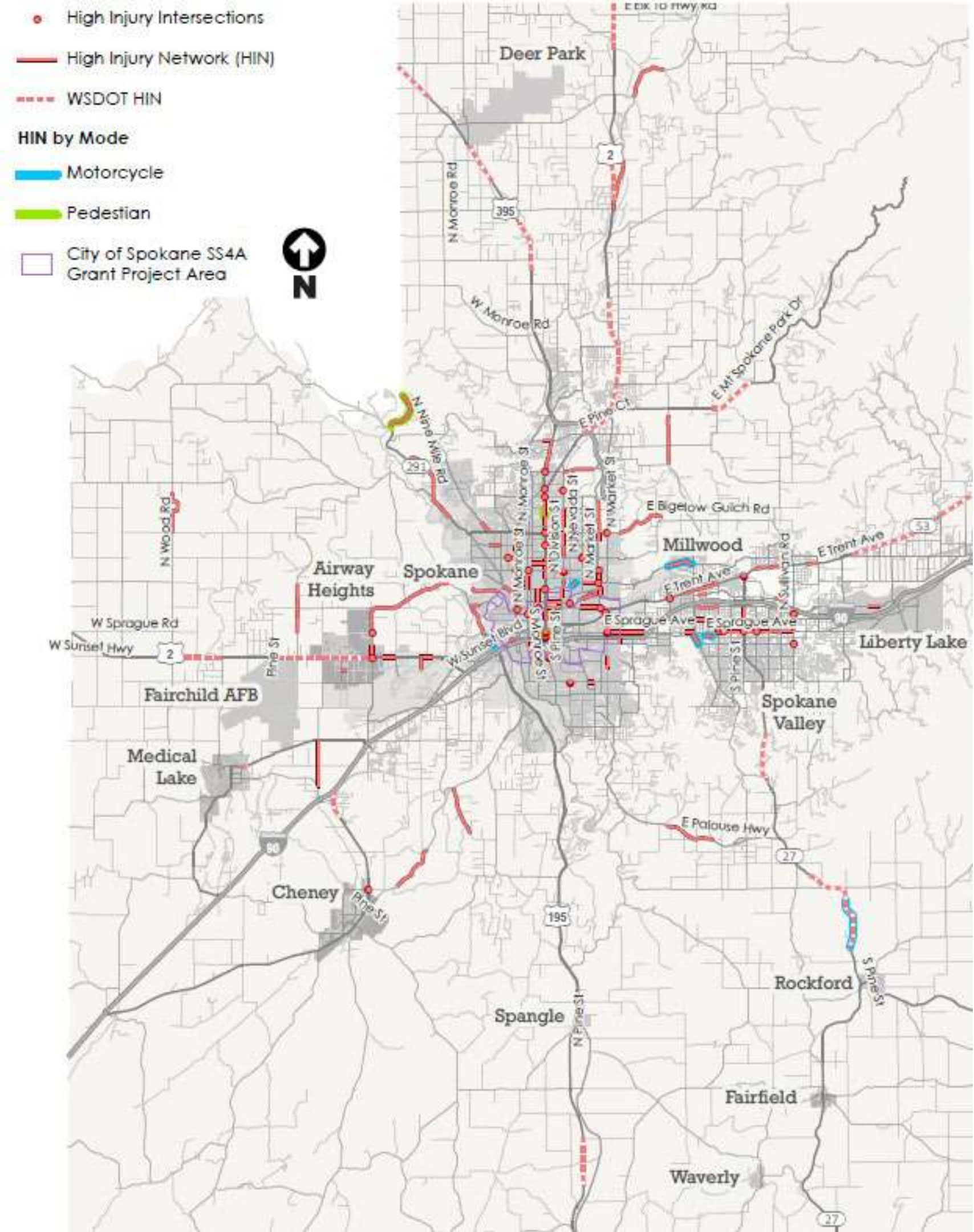
- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

YES

NO

SPOKANE COUNTY FATAL AND SERIOUS INJURY CRASHES BY MODE (2018-2022)





HIN

43% of the regions FSI crashes are captured on the HIN



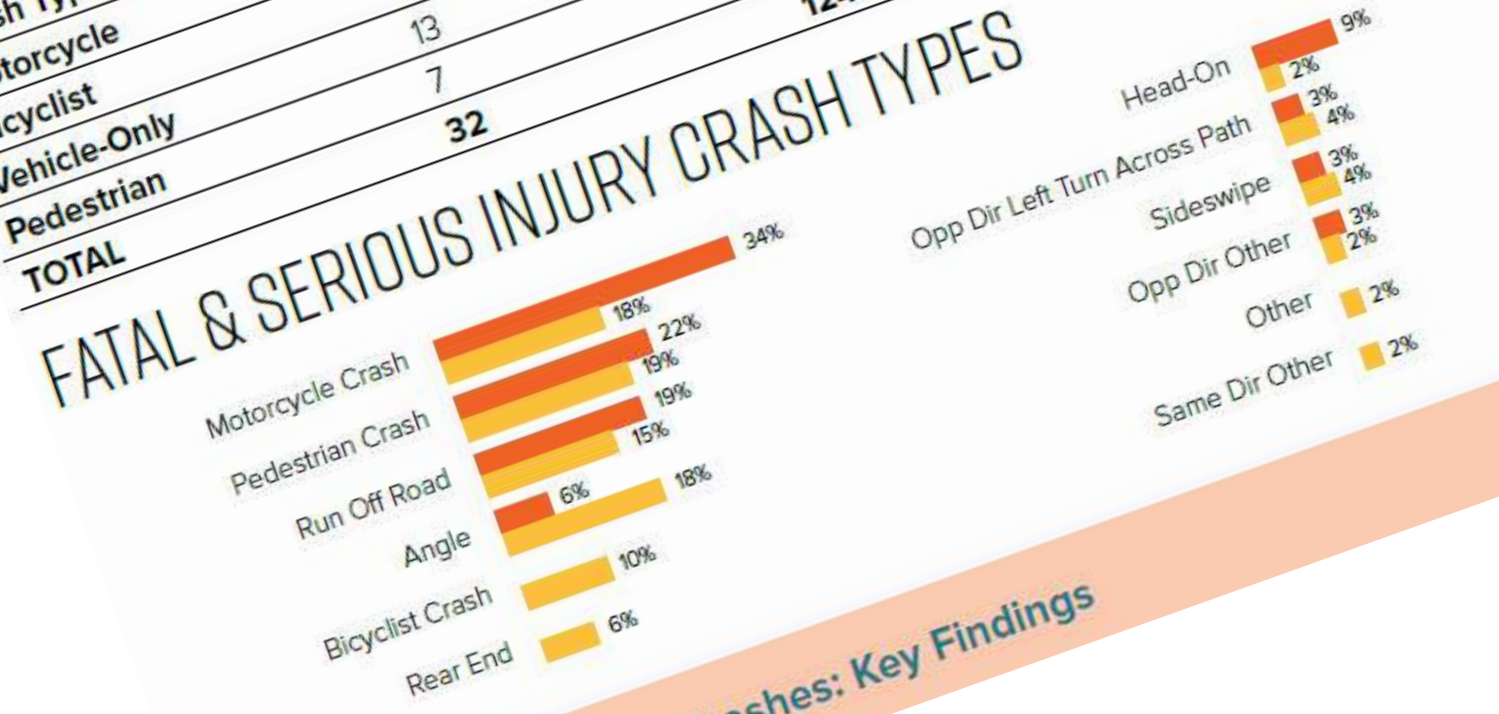
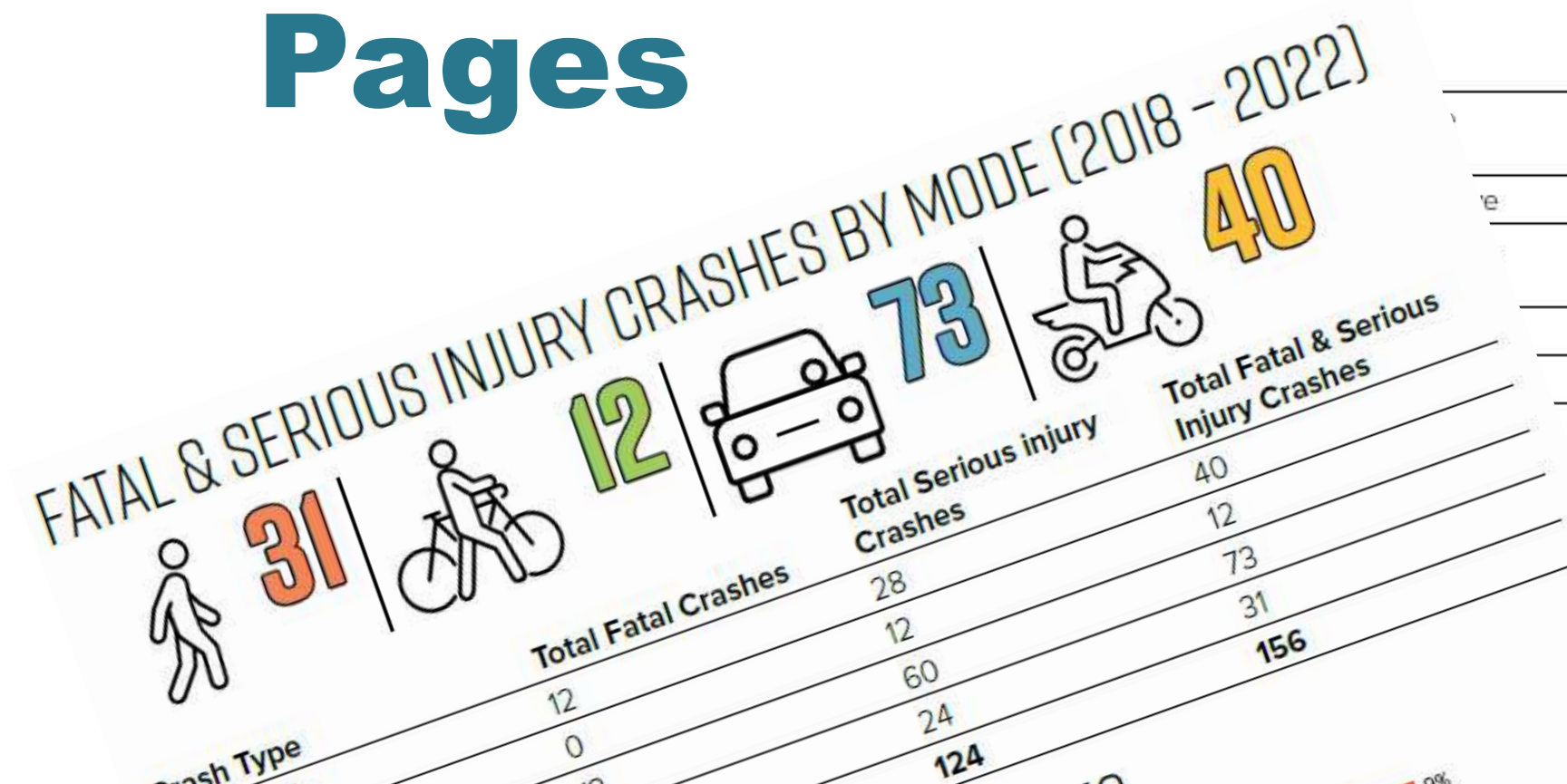
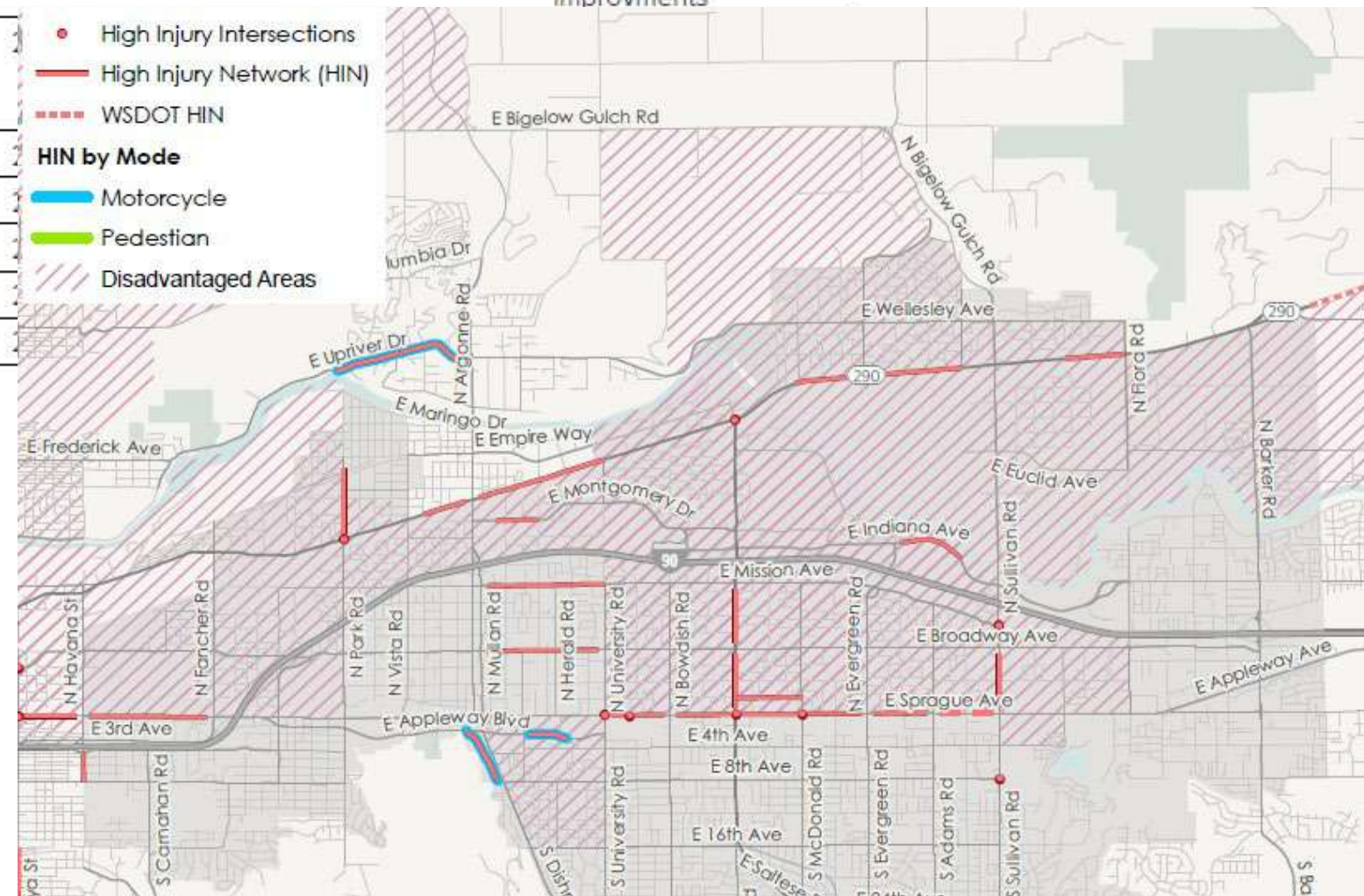
HPN

Data Source: WSDOT Crash Data 2018-2022.
 * Cities with less than 25,000 population do not have jurisdiction over WSDOT roads.

Member Pages

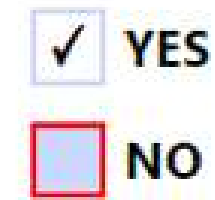
HIGH-INJURY NETWORK CORRIDORS

Full Name	To	From	Score	Fatal & Serious injury Crashes	Total Crashes	Length (mi)	Planned Projects
Evergreen Rd	Adams Rd		543	5	48	0.71	Curbed median at west leg of Trent/Evergreen
University Rd	Evergreen Rd		497	4	101	1.53	
Havana Rd	Fancher Rd		436	4	40	0.90	Two RRFBs and medians
Farr Rd	Felts Ln		416	4	20	0.29	
Broadway Ave	Sprague Ave		353	3	56	0.40	
Argonne Rd	University Rd		326	3	29	1.00	
Evergreen Rd	Sullivan Rd		324	3	27	0.50	
McDonald Rd	Evergreen Rd		324	3	27	0.48	Medians and left turn improvements
Wells Rd	Sullivan Rd		318	3	21	0.31	
Flora Rd	Argonne Rd		317	3	20	0.34	Medians and left turn improvements
Wells Ave	Broadway Ave						
Wells Ave	Sprague Ave						
Argonne Rd							
University Rd							
University Rd							
Flora Rd							



Fatal and Serious injury Crashes: Key Findings

Engagement and Collaboration



Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

WHAT WE HEARD FROM THE COMMUNITY

Will be updated!

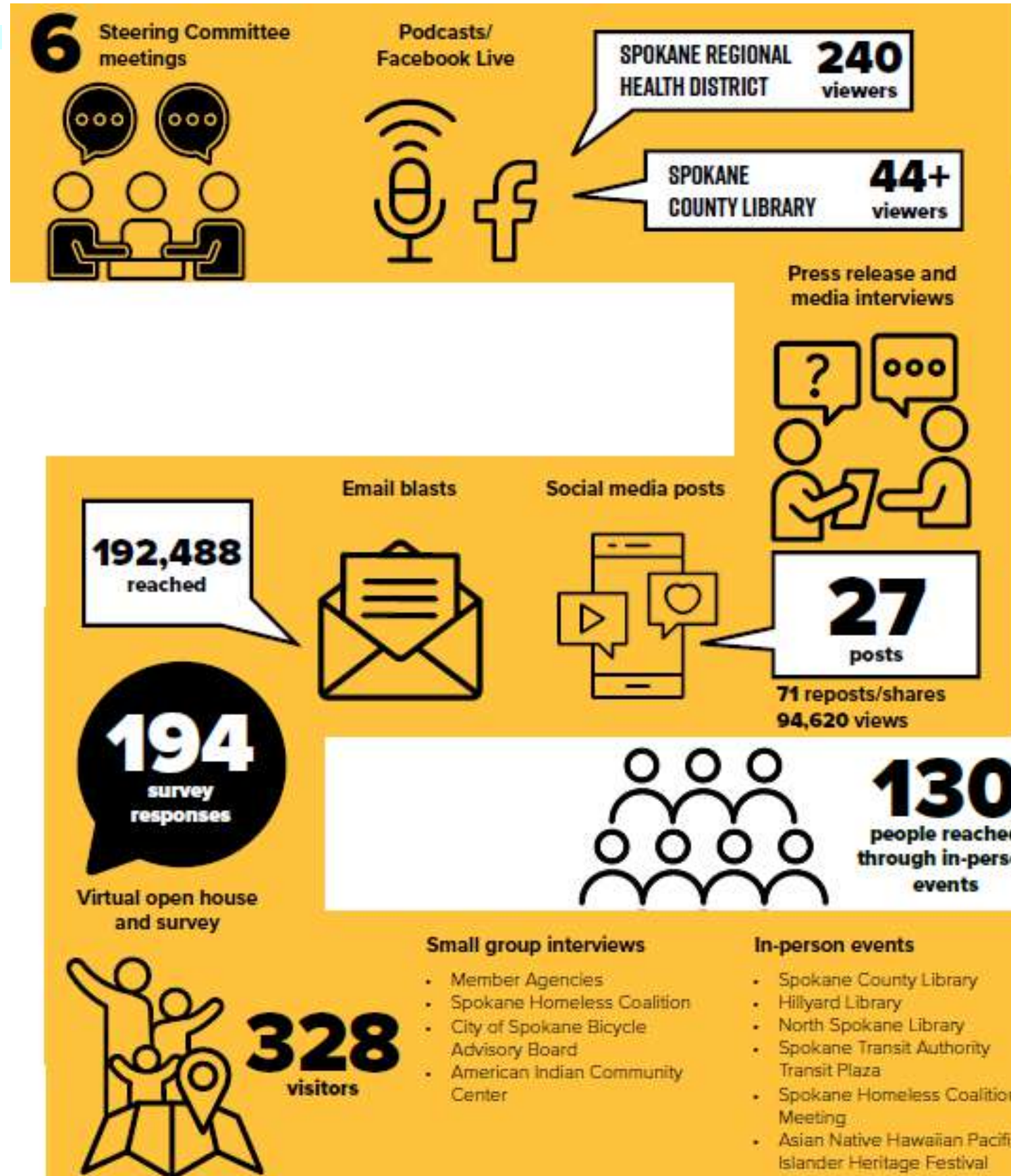
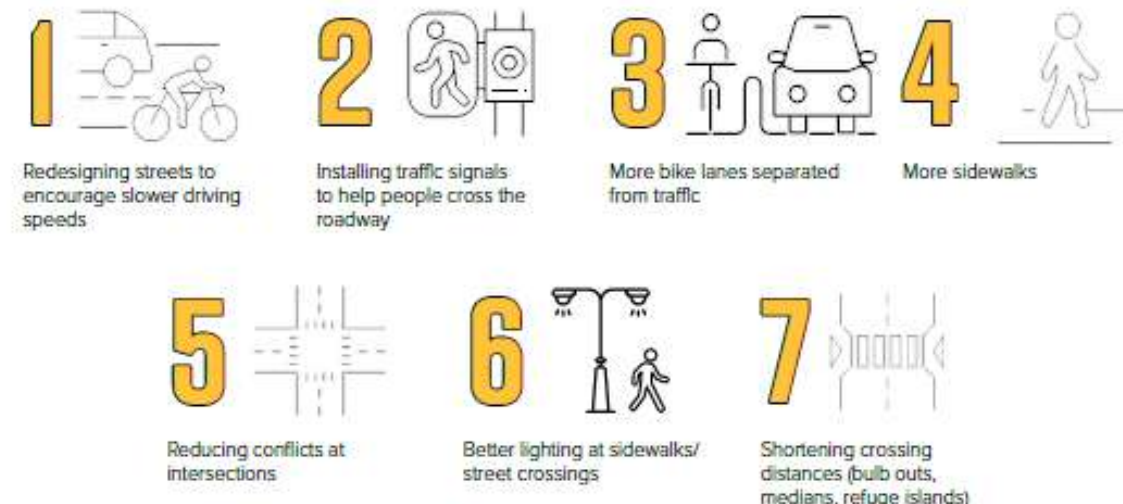
Over 125 people provided feedback at the Asian Native Hawaiian Pacific Islander Heritage Festival Outreach on May 11

WHAT PEOPLE WERE MOST CONCERNED ABOUT



WHAT WOULD MAKE PEOPLE FEEL SAFER?

Top safety measures selected by community members who responded to our survey



Equity

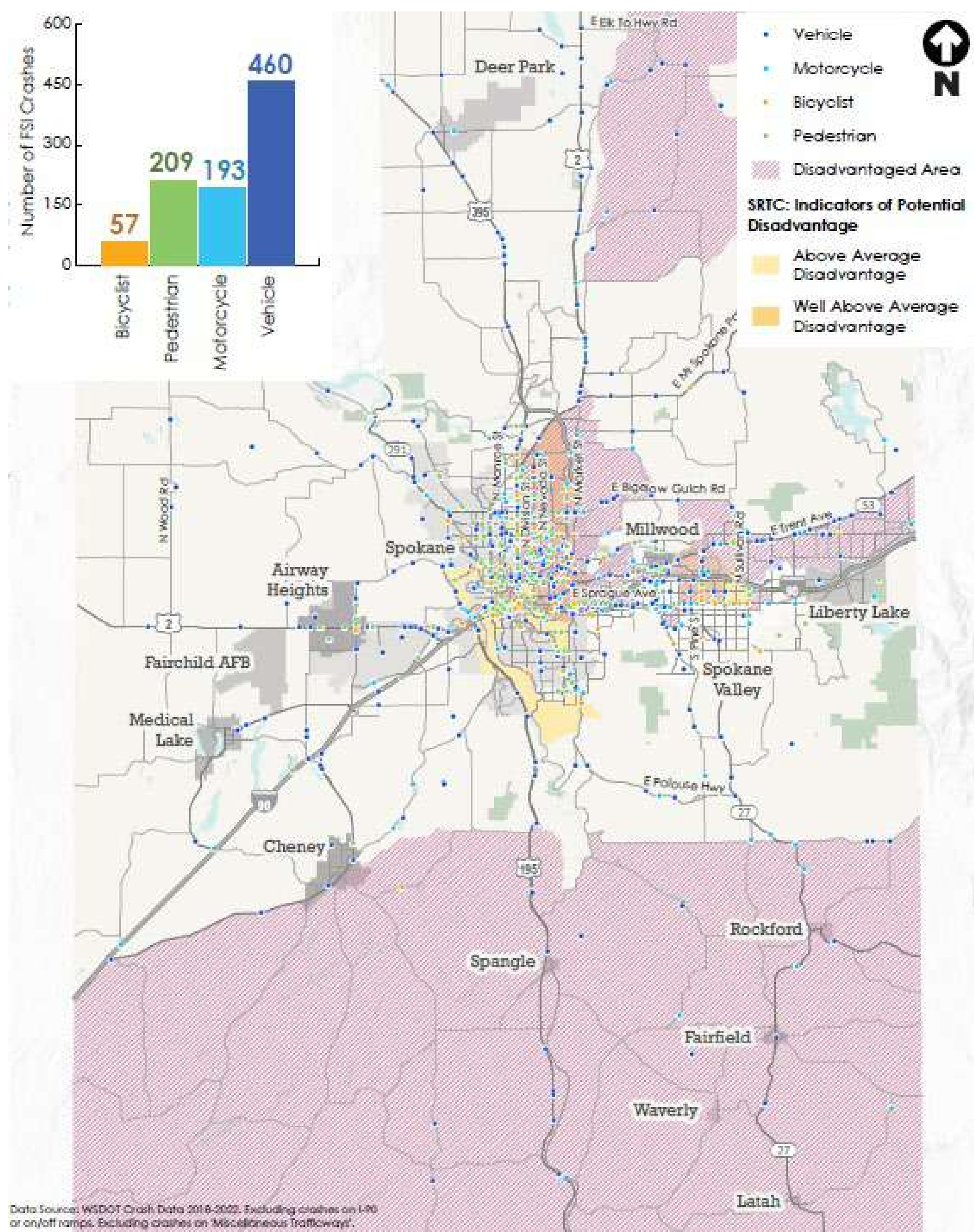
Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

✓ YES

□ NO

RESIDENTS IN DISADVANTAGED AREAS ARE BURDENED WITH **APPROXIMATELY 35%** OF THE REGION'S HIGH INJURY NETWORK MILES.



Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

YES

NO

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

STRATEGIES AND ACTIONS

SRTC has developed a set of strategies and actions to make progress towards eliminating fatal and serious injury crashes for people in vehicles, on motorcycles, walking, rolling, or cycling. Recommended strategies are informed by the crash analysis, equity analysis, High Injury Network, stakeholder interviews, public input, agency plans and policies, and best practices from the region and throughout the U.S. They also tie back to the Safe System Approach, which considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

All the proposed strategies should be viewed through the lens of equity and emergency response:

- **Prioritize equity** in the planning and implementation of safety projects so as not to reinforce existing racial and socioeconomic disparities by concentrating investment in areas that are already better served by transportation infrastructure.
- **Coordinate on design and operation modifications** impacting designated emergency response routes.

Achieving zero traffic deaths and serious injuries requires strengthening all elements of the system through collaboration among multidisciplinary partners.



MANY OF THE STRATEGIES AND ACTIONS INCLUDE SOLUTIONS THAT CAN BE APPLIED BROADLY

throughout the roadway network to address crashes HIN and to proactively reduce crashes on roadways with similar characteristics as the HIN. Many strategies reference the FHWA Proven Countermeasures. They can be found in Appendix F and include a description of the crash type they address and their anticipated benefits.

EMPHASIS AREAS

A unifying framework for regional transportation safety planning in Spokane County.



**Pedestrian and
Bicycle Safety**

- Crossing enhancements on HIN in disadvantaged areas
- Physically separate users
- Evaluate lighting



**Speed
Management**

- Speed management policy
- Review existing design standards
- Expand use of automated enforcement
- Identify lane reallocation opportunities

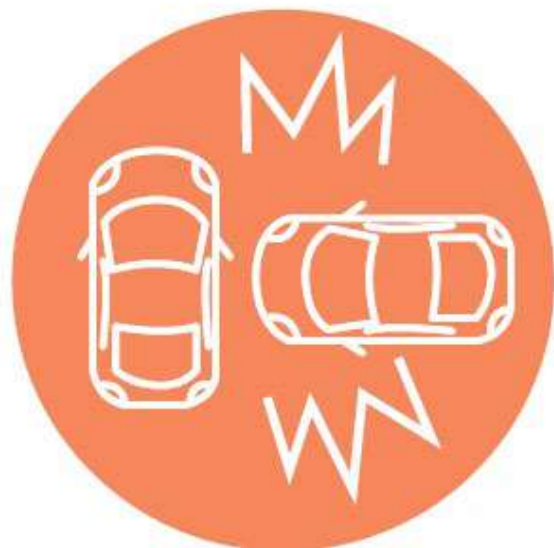
EMPHASIS AREAS

A unifying framework for regional transportation safety planning in Spokane County.



Run Off the Road/Lane
Departure Crashes

- Install FHWA proven countermeasure on HIN and roads with similar characteristics
- Evaluate need for speed management strategies



Angle
Crashes

- Evaluate left-turn high crash locations for protective phasing
- Increase use of red-light running cameras
- Access management study on HIN corridors in high use commercial areas



Education:
Changing Behaviors

- Education campaign – distracted and impaired driving, speeding, motorcycle safety
- Before and after studies

Prioritization – Future Projects

Criteria	Metric
Location	<p>Infrastructure project must meet a), b), c), or e). Non-infrastructure project must meet e).</p> <ul style="list-style-type: none">a) On High Injury Networkb) Systemic solution to address high risk intersections and/or corridors outside the HINc) Systemic solution to prevent known high risk crash locationsd) On a corridor or intersection with high vulnerable user activity (i.e., school zone, transit, community/senior center)e) Program will occur over entire region
Effectiveness	<p>Must implement one of the following:</p> <ul style="list-style-type: none">a) FHWA proven Safety Countermeasureb) Complete Streetc) At least 2 of 5 Safe Systems Strategies (safer people, safer roads, safer speeds, safer vehicles, post-crash care)
Equity	<ul style="list-style-type: none">a) Infrastructure projects should be at least 50% within an SRTC identified and/or Justice40 underserved communityb) Non-infrastructure projects should identify how the project will connect with EJ populations

Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

Annual Reports

	Performance Metrics
Outcomes: Reduction in fatal and serious injuries	Number of fatalities
	Number of serious injuries
	Fatalities per 100 million Vehicle Miles Traveled (VMT) on all roads
	Serious injuries per 100 million VMT
	Number of motorcyclist fatalities and serious injuries on all roads
	Number of pedestrian fatalities and serious injuries on all roads
	Number of bicyclist fatalities and serious injuries on all roads
Outputs: Project/Strategy Implementation	Number of safety projects/strategies continued from prior year.
	Number of safety projects constructed on HIN
	Number of safety projects constructed in underserved communities
	Number of strategies implemented

What's Next

- **June 26:** Final Plan Presentation to TAC/TTC
- **July 11:** Board Adoption



AARON WAS LEFT LYING ON THE ROAD

Aaron rides the same route to work every day. He was in a designated bike lane, hugging the curb when a truck swerved in front of him into the bike lane and the driver slammed on the brakes. Aaron hit the back of the truck. The driver left the scene.

Aaron was left lying on the road. Luckily, he was able to get up and ride home (thanks to adrenaline) but had to seek medical attention to verify his injuries weren't serious.

When he got home, he looked down and realized he was covered in blood from road rash—his hands were especially torn up. He has since given up most of his recreational road riding because of safety on the streets but continues to bike to work.

Aaron Jordan
Roast Coffee House owner

DATA Project Update

SRTC Board Meeting

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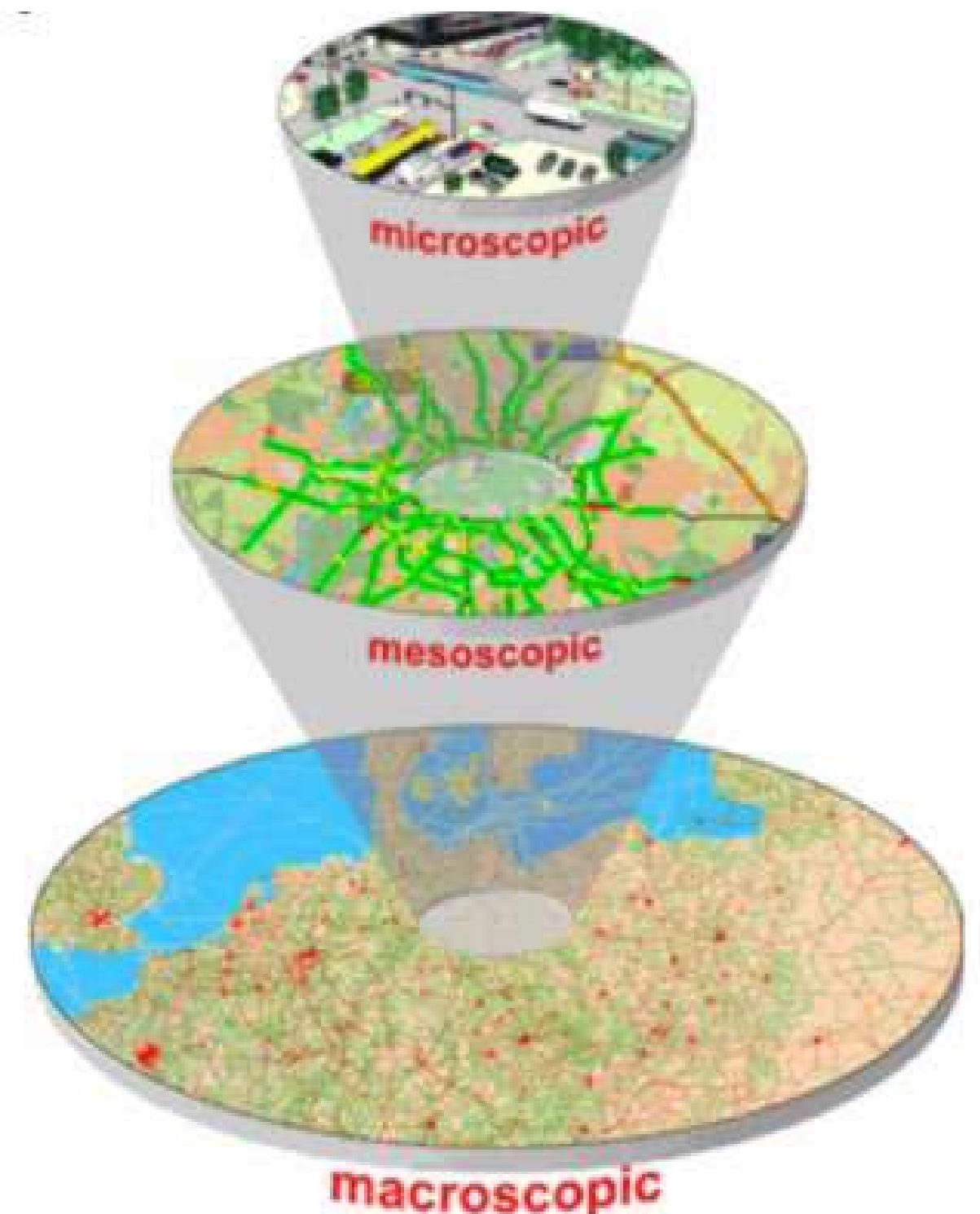
June 13, 2024

Current Status

- **Model that forecasts regional travel demand has been delivered**
- **We have members who need to use the tool for current projects**
- **We have members who would like certain intersection and roadway detail added to the delivered model**

Uses and Limitations of 4-Step Model

- **Uses:**
 - Assists in the development of transportation infrastructure plans and policies
 - Useful for planning major infrastructure projects like highways, bridges, and transit systems
- **Limitations:**
 - Simplified assumptions about traffic flow and do not account for individual vehicle movements
 - Aggregation leads to the loss of detailed information, which result in less precise predictions at a local level



Project Team Informed Decisions

- Several meetings discussing, prioritizing and selecting model enhancements:
 - added freight sub-model
 - land use allocation tool
 - scenario planning capability
 - traffic counts
- Some of these enhancements required changes to how the new model functions compared to the 2019 model
- Those changes changed the level of detail included in the new model

Delivered Model

- **Model is valid at a regional scale according to industry standard metrics**
 - **Assists in the development of transportation infrastructure plans and policies**
 - **Useful for planning major infrastructure projects**
- **It represents a markedly better product for regional transportation planning than the previous model**
- **It isn't an asset management database**

Member Needs

- Members have needs which the regional model isn't suited to accommodate
- Those needs include things like:
 - volumes on road segments for grant applications
 - traffic mitigations for development proposals

Solutions

- Staff has been working with members and the on-call consultant team to develop some options to meet member needs
- Staff recommends:
 - acknowledging the model has been delivered according to scope
 - releasing the model
 - staff develop a separate scope to address requested revisions
 - SRTC Board review options for addressing requested revisions

Agreed Upon Scope

- We can't go back and rewrite the scope
- The project has been delivered according to scope
- We need to close out the contract because it has been satisfied

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

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Smart Mobility & Resiliency Projects

Board of Directors

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Jason Lien

June 13, 2024

MTP Update – Studies & Plans

- **Work Underway:**
 - Regional Safety Action Plan
 - Congestion Management Process
 - **Smart Mobility Plan**
 - **System Resiliency Assessment**
- **Work Completed:**
 - Corridor / Area Studies
 - Household Travel Survey
 - Bike Level of Traffic Stress
 - Equity Framework
- **Additional Items in 2024:**
 - Vehicle Miles Traveled Reduction Framework
 - Commute Trip Reduction Plan
 - Priority Networks
 - **Needs Assessment Summary**



Smart Mobility Technologies

- **Infrastructure**
 - Intelligent Transportation Systems (ITS)
 - Communications / Sensors
 - Broadband / Fiber / 5G
- **Vehicles / Logistics**
 - Connected/Autonomous
 - Clean fuels
 - Freight delivery
 - Micromobility
- **End User**
 - Apps / traveler info



What are other MPOs doing?

- ITS solutions
- Micromobility & first/last mile
- Clean fuels / electrification
- Automation
- Broadband
- Scenario planning
- Dedicated funding programs (and research partnerships)
- Pilot projects

System Resiliency

Resiliency is the ability to anticipate, prepare for, adapt to, withstand, and recover from disruptions and changing conditions. At its core, the resiliency of the transportation infrastructure system allows the region to maintain essential services in the event of a human-caused or natural disaster. A resilient system can also withstand not only a single event, but a series of events or a permanent change in the environment.

System Resiliency

- What are the risks from natural events or other disruptions
- What are the region's critical infrastructure & vulnerabilities
- Identify needs for redundancy and preparedness



Next Steps

- **Stakeholder Advisory Group #2 end of month**
- **Committee / Board info item – Goals & Objectives**
- **Draft recommendations at the end of this year**

Thank You

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UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES: 2025 LEGISLATIVE PRIORITY STATEMENTS

Board Meeting – For Information & Discussion

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June 13, 2024

2024 LEGISLATIVE PRIORITY STATEMENTS

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

Priority A Expand resources to improve transportation **SAFETY** in support of **TARGET ZERO**



- ▶ Direct additional safety funding to state and local agencies to achieve zero fatal and serious injuries by 2030.
- ▶ Promote increased coordination and integration between WSDOT, MPOs, and local partners.

Since 2014 roadway fatalities and serious injuries crashes have increased by 62.5% in SRTC's planning area. SRTC has committed to supporting WSDOT's Target Zero goal by 2030. SRTC firmly believes that getting to zero will require new collaboration strategies, additional financial resources, and sustained commitments of collaboration between our transportation partners.

Priority B Pursue strategies to effectively address **MAINTENANCE & PRESERVATION** needs

- ▶ Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion, however the timeframe to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming years. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.



Priority C Support increased funding for **REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS**



- ▶ Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPOs have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPOs including most recently new requirements to track and monitor vehicle miles of travel (VMT). SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.

Priority Statements

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 | DEVELOPMENT | INITIATION |
|---|---|--|
| <ul style="list-style-type: none"> ▶ 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 | <ul style="list-style-type: none"> ▶ 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 | <ul style="list-style-type: none"> ▶ Design is < 30% complete ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study |

Projects

REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

- ▶ **Regal St & 44th Ave**
Total Project Cost: \$398,679
- ▶ **From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements**
See Project (IP-7) under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

Safety Focus

LATAH BRIDGE REHABILITATION



PROJECT STATUS: INITIATION

Project Overview

The Latah Bridge is nearing the end of its useful life. The Latah Bridge Rehabilitation project will extend the bridge's useful life and reduce safety concerns related to its existing condition. The project consists of the replacement and widening the bridge deck, barriers, railing, sidewalks, and the rehabilitation of select structural elements. Widening the bridge deck will enable additional and/or improved pedestrian and transit facilities, including a shared-use path, bike lane, and space to accommodate a potential future light rail transit (LRT) line.



About the Area

The Latah Bridge is located on Sunset Boulevard, a principal arterial and important freight route connecting downtown Spokane with the rapidly growing West Plains area. The corridor is part of the City of Spokane's bikeway network and is used by Spokane Transit Authority for routes connecting downtown Spokane with the Spokane International Airport.



SPOKANE REGIONAL TRANSPORTATION COUNCIL | JANUARY 24, 2024

Information Sheets

Feedback

- **Earlier preparation was appreciated**
 - Meetings with state and federal members
- **External partners find this helpful**
 - Local Chambers
- **Separate products for state and federal use**

Coordination

SRTC Members

State & Federal Legislators

MPOs & RTPOs

Local Chambers & Transportation Stakeholders

Washington State Transportation Commission

Washington Association of Counties (WSAC)

Association of Washington Cities (AWC)

About SRTC - Statement



Finish what we have started



Adequately fund maintenance and preservation



Identify a broad range of project types to meet growing needs



Invest in projects that improve the quality of life in the region

Top Priority Statements

A: Expand resources to improve transportation safety in support of TARGET ZERO

B: Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

C: Support increased funding for Regional Transportation Planning Organizations (RTPOs)

2024 LEGISLATIVE PRIORITY STATEMENTS

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

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Priority B Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

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Priority C Support increased funding for REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS



- ▶ Increase the Regional Transportation Planning Organization (RTPO) program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80.

RTPOs have an important responsibility to provide transportation planning support in rural and tribal areas across the state. Funding allocations have not been increased over time to meet the rising cost of operations as well as the expanded responsibilities of RTPOs including most recently new requirements to track and monitor vehicle miles of travel (VMT). SRTC supports an effort to more completely assess the funding needed for RTPOs to perform their duties.

2024 ADDITIONAL PRIORITY AREAS

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



Priority D Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

Priority E Fund regionally critical projects on the SRTC UNIFIED LIST

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.



Priority F Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

- ▶ Assess the need for and continue to develop electric charging infrastructure capacity.
- ▶ Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.

Priority G Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understanding of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.



Priority H Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.

Priority I Maintain currently committed LEGISLATIVE INVESTMENTS

- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.



Full Page- Safety Focus

REGIONAL SAFETY PROJECTS

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Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

2024 Unified List of Regional Transportation Priorities Safety Projects

Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

- ▶ **Regal St & 44th Ave**
Total Project Cost: \$356,679
- ▶ **From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements**
See Project IP-1 under Implementation Projects for details.



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

Top Priority Statements

Expand resources to improve transportation safety in support of TARGET ZERO- (Full Page)

Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

Support increased funding for Regional Transportation Planning Organizations (RTPOs)

Modernize the Tax Increment Financing (TIF) public financing method

2024 LEGISLATIVE PRIORITY STATEMENTS

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Additional Priority Area

Safety Priority Statement

Expand resources to improve transportation safety in support of TARGET ZERO



**Pedestrian and
Bicycle Safety**



**Speed
Management**



**Run Off the Road/Lane
Departure Crashes**



**Angle
Crashes**



**Education:
Changing Behaviors**

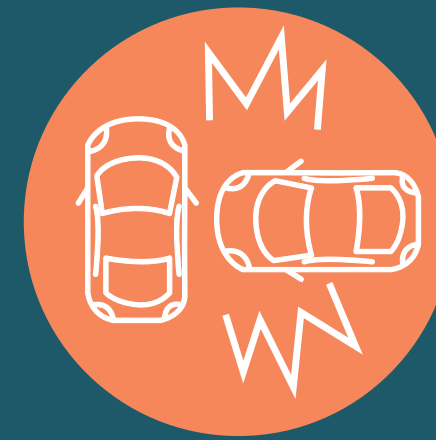
SRTC Regional Safety Action Plan Emphasis Areas

Safety-Legislative Activity



Pedestrian & Bicycle Safety

- Prohibiting right turn on red lights
- Update Cooper Jones Act- bike & ped safety education



Angle Crashes

- Targeted infrastructure projects



Speed Management

- Speed cameras in safety work zones*
- Expanded authority-speed cameras*
- Increase recruitment of troopers*



Education: Changing Behavior

- Lowering blood alcohol levels
- Increase driver's ed. for young people*



Run Off Road

- Fund increase for the rural lane departure program*
-Desire to increase levels in 2025



SRTC - Other

- Direct additional funding to state and local agencies - achieve zero by 2030
- Promote increased coordination with WSDOT/MPOs/Local Agencies

*=passed by Legislature

2024 Legislative Priority Statements

Pursue strategies to effectively address MAINTENANCE & PRESERVATION needs

- Develop an approach for the programming of maintenance & preservation funds that balances funding needs with the ability to deliver projects over time.

Support increased funding for Regional Transportation Planning Organizations (RTPOs)

- Increase the RTPO program budget as needed to achieve the transportation planning outcomes and requirements of RCW 47.80
 - *RTPOs are coalescing around a more specific strategy*

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Discussion- 2025 Priority Statements

- 1) Does the Board support the full-page safety focus and TIF language?
- 2) Other thoughts?

Next Steps for State Version

- Information Item, Draft 2025 Priority Statements—July 11th
- Action Item – September 12th

Contact Info

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