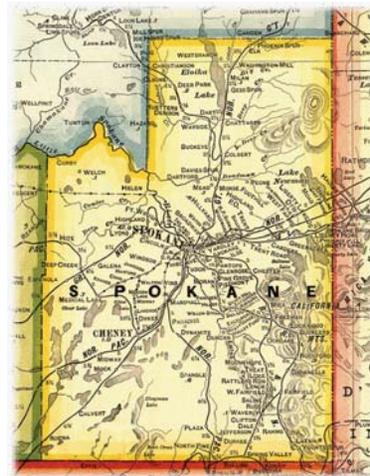


HORIZON 2040

EXECUTIVE SUMMARY

Approved by the SRTC Policy Board December 12, 2013



SRTC'S MISSION

To coordinate transportation planning in the Spokane Region by providing leadership, expertise, and a forum for collaboration.

HORIZON 2040 is the Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP) for the Spokane metropolitan planning area developed by the Spokane Regional Transportation Council (SRTC). It is a plan for an integrated, accessible and multi-modal transportation system to safely and efficiently move people and goods through the year 2040.

HORIZON 2040 identifies a list of projects and programs expected to be implemented between today and the year 2040. Horizon 2040 also includes a list of unfunded transportation needs that are important to the region should additional funding become available.

HORIZON 2040 INCLUDES:

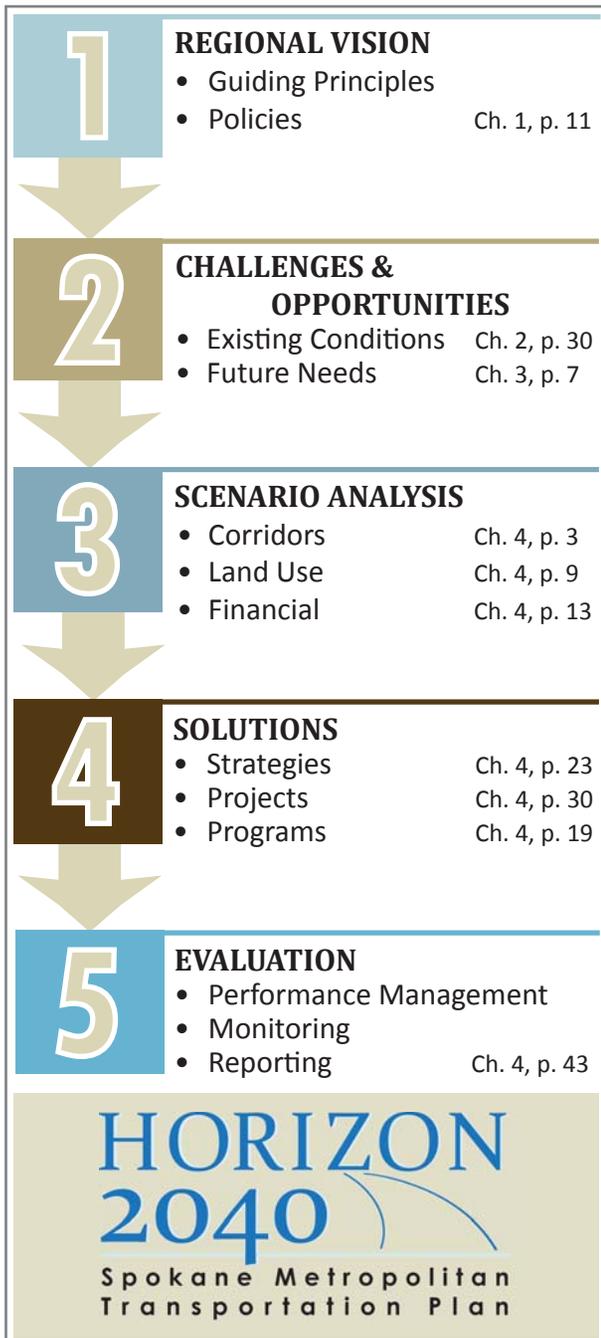
- Projected transportation demand of persons and goods based on county and municipal comprehensive plans;
- Existing and proposed transportation facilities;
- Strategies to operate and maintain local transportation facilities;
- Processes and strategies to manage congestion now and in the future;
- Assessments of capital investments;
- Descriptions of existing and proposed transportation facilities;
- Types of environmental mitigation activities and potential areas to carry out these activities;
- Pedestrian and bicycle facilities;
- Transportation and transit Improvement activities; and,
- A financial plan.

HORIZON 2040 covers a 27-year planning horizon, and includes short-, mid- and long-range strategies for overcoming transportation challenges and capitalizing on regional opportunities. Horizon 2040 establishes Guiding Principles and Policies for achieving the regional transportation vision. It also reflects current demographics and recent economic realities while forecasting trends that influence travel behavior.

“We support Horizon 2040 as it will put us on a path to achieving excellence in intermodal connectivity which is critical to the ability of Spokane International Airport to deliver increasing economic benefits to the community.”

***Lawrence Krauter,
Spokane International Airport***

The following graphic illustrates the planning process undertaken in Horizon 2040. Using a regional vision as the foundation, transportation challenges and opportunities were identified, scenario analysis was conducted, and a variety of solutions were developed. The final step was building an evaluation framework to measure the effectiveness of the plan.



1 REGIONAL VISION

In order for SRTC to achieve its vision and mission, the following Guiding Principles and Policies were developed by the SRTC Board as the first step in creating a policy framework for Horizon 2040.

Economic Vitality

- Focus on people, freight and goods movement to improve regional, national and global competitiveness
- Enhance accessibility and connections to economic activity centers
- Prioritize multi-modal investments

Stewardship

- Protect the environment
- Follow federal, state and local legislation and policies
- Measure performance

Cooperation and Leadership

- Provide a regional forum to develop priorities
- Identify funding strategies
- Coordinate with stakeholders

Choice and Mobility

- Create viable transportation choices
- Increase availability and improve service
- Improve transportation system connections
- Share the use of infrastructure

System Operations, Maintenance and Preservation

- Preserve and prolong the life of infrastructure
- Use fiscal resources prudently
- Provide adequate funding
- Improve efficiency of system operations

Safety and Security

- Draw on best-practice design
- Utilize education and outreach
- Make use of operational strategies
- Improve maintenance of the transportation system

Quality of Life

- Offer safe and convenient forms of active transportation
- Consider the needs of all transportation users regardless of ability
- Design to support social, cultural and commercial activities

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CHALLENGES & OPPORTUNITIES

SRTC has evaluated trends in population and employment growth as well as other factors that will influence the regional transportation system in the future.

HORIZON 2040 takes a close look at the Spokane region and the existing conditions of our transportation system. From this we know:

- More than 24% of people employed in Spokane County live outside the county.
- The 2010 Census says there are now more single person households in Spokane County than households with children.
- 7.2% of Spokane County households have no vehicles available.
- Only 13% of peak hour travel is congested. Even so, the delay per person adds up to 23 hours annually, with a total congestion cost of \$141 million for the area.
- Of the 355 bridges in Spokane County, 21 are considered structurally deficient and 71 are functionally obsolete.

- Trucking is the dominant mode of freight transport in the Spokane area.
- BNSF Railway and the Union Pacific operate approximately 60 trains per day through the Spokane metropolitan area between 4,000 and 6,000 feet long.
- Bicycling and walking represents about 11% of total trips in Spokane County.
- More than 11 million rides are provided on the STA bus system annually.
- The latest financial projections indicate that there will not be enough funding to operate, maintain and preserve the regional transportation system at a state of good repair.

“Growth in the Spokane region will impact how we plan for transportation, whether it’s in Liberty Lake, the City of Spokane or any other jurisdiction in the area. We must address the issues this growth could bring now, before it’s too late to adapt our current transportation system to more residents commuting and more cars on the roadways.”

Mayor Steve Peterson, City of Liberty Lake

TOP ISSUES Data analysis and public input gathered as part of the Horizon 2040 development process reveal the following issues as the foremost concerns when it comes to the region's transportation system:

Additional funding resources needed for operations, maintenance and preservation. The first step to address the region's aging infrastructure is to understand the scale of costs, especially the backlog of deferred maintenance and other unfunded needs. SRTC members must consider how maintenance of current and new facilities will be paid for when approving new construction. Conversely, new roads and bridges may be needed, requiring a fine balance to fund our needs with limited resources.

Increasing access to public transportation services. Improving the quantity and quality of public transportation will support increased mobility to growing activity centers and enhance the region's quality of life. Investment in urban transportation corridors and services will be a major strategy for addressing these opportunities. There are nearly 114,000 transit focused jobs in Spokane County with even more forecast for the future. The needs of populations, especially those with physical disabilities, projected to live outside the reach of conventional transit service should be addressed to increase their access to medical, social and recreational services and activities.

Addressing the region's structurally deficient and functionally obsolete bridges. Data shows one in four of the area's bridges are considered functionally obsolete (need repair or replacement of a certain component) or structurally deficient (the design of the bridge is not suitable to its current use).

Implementing solutions to improve traffic safety. There are specific priority areas targeted for traffic safety but overall, roadway design and efforts such as education are needed to increase area safety.

Ensuring efficient freight movement while expanding freight mobility's role in economic development. The regional transportation system contributes significantly to the economic vitality and commerce of the region. With almost 81,000 freight focused jobs in the region, ensuring connectivity between employment activity centers and supporting effective freight corridors is crucial.

Implementing solutions to improve pedestrian and bicycle connectivity, accessibility and safety. Many people are shifting from driving alone to walking or bicycling. Improvements targeting bicycle and pedestrian connectivity and accessibility are needed. Projects and educational programs that improve bicycle and pedestrian safety are equally essential.

Implementing transportation-related measures to sustain and enhance the region's quality of life. The region's population is projected to grow 35% by 2040. This growth and the changing face of our population will influence future travel behavior. For example, many seniors are giving up their cars. The largest growth sector of our population is ages 65 and over implying a significant impact to travel behavior and needs. Some younger people are living car free as well, and many commuters are turning to bicycling, walking and transit as alternatives to driving alone. And younger people who do drive are driving less, 23% fewer miles in 2009 than in 2001. At the same time, the sheer increase in people in our area could increase the number of vehicles on the road. Decisions made now will impact conditions of the future and demand on the transportation system.

FUTURE IMPACTS OF TRANSPORTATION ISSUES ON OUR AREA

A simulation of possible future transportation conditions was used to evaluate potential system needs and deficiencies that result from future growth in our region. When looking at future traffic conditions with the current transportation system (a “No-Build” scenario), the impacts to mobility could be extensive by the year 2040. Based on future conditions and needs, we know:

- Changes in demographics and land use will increase pressure on regional transportation networks and likely increase use of alternative modes of transportation.
- Growth in public transportation use will be constrained without future investments in additional transit capacity and services. A projected 23% increase in transit rides would represent a strain on the transit system and likely under-represents the full demand that could be expected in 2040 considering the 35% increase in population.
- Absent future improvements to the vehicular and public transit networks, the Spokane region will experience increased congestion in certain high volume corridors.
- Public transportation service and other information, technology, design and operations programs show demonstrable benefits to the traveling public and freight shippers.
- Freight movement forecasts point to the need for infrastructure and logistics improvements in order to capitalize on future economic opportunities.

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SCENARIO ANALYSIS

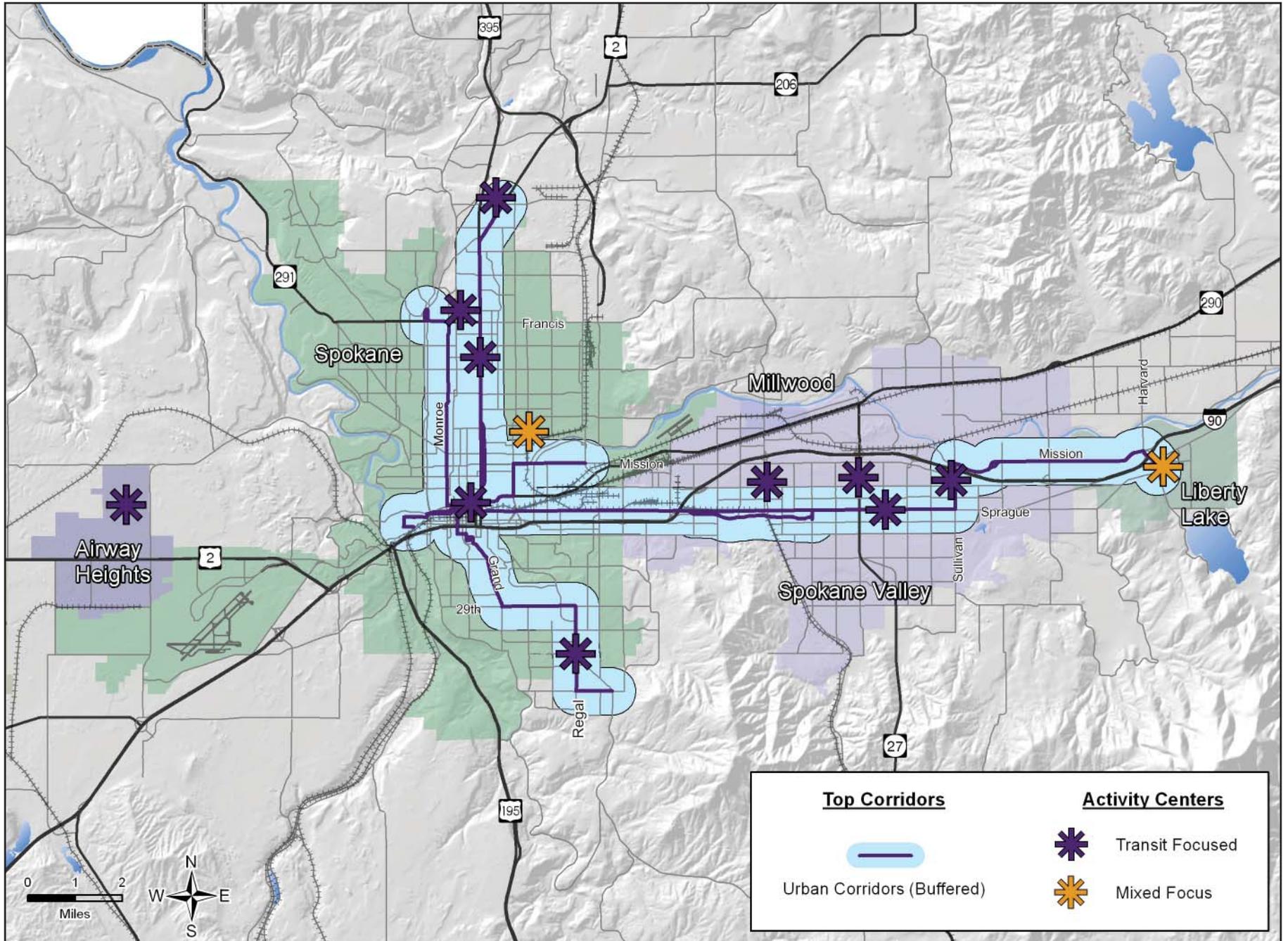
HORIZON 2040 provides detail to:

- evaluate the effectiveness of proposed transportation activities;
- assess the interconnected, multimodal impacts of the improvements;
- illustrate the potential social, economic, and environmental benefits and consequences; and,
- demonstrate financial feasibility through the year 2040.

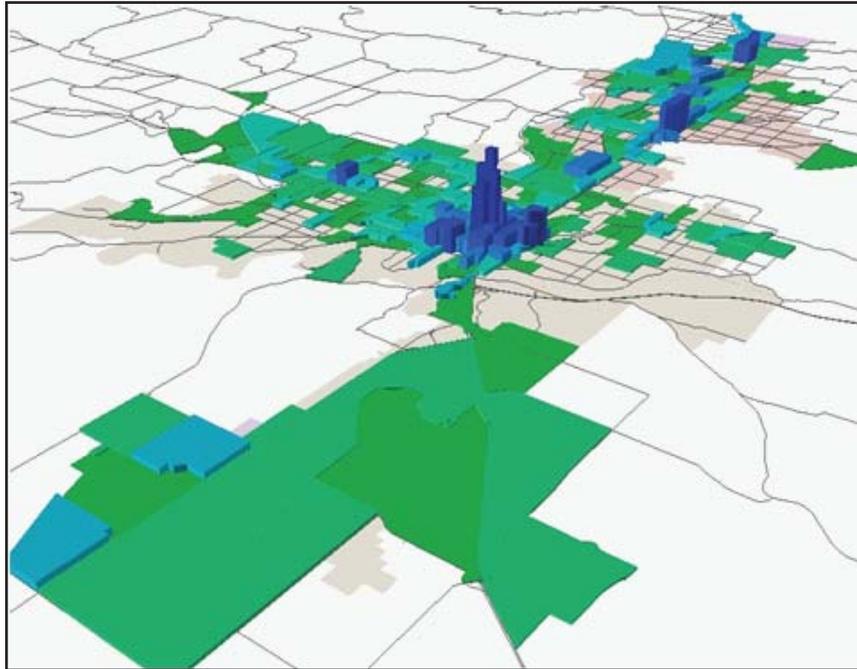
The Horizon 2040 scenario analysis process provides the public and decision makers with a range of options for maintaining and enhancing the regional transportation system within a constrained budget of resources. The scenarios include: investigating transportation investments in urban and freight transportation corridors, evaluating land use impacts around these corridors and around regional employment activity centers, and exploring revenue and expenditure options that provide the greatest benefit for the least cost. The intent of Horizon 2040 is to identify the highest priority regional networks that can be funded with the limited revenues available.

Horizon 2040 establishes regional priority freight, transit, bicycle and vehicular networks. The vehicular priority network is consistent with requirements in the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The freight priority network includes high volume truck routes, major rail lines and air cargo facilities. The transit priority network is consistent with Spokane Transit’s long range planning efforts. Ongoing coordination with local jurisdictions aided in developing the bicycle priority network.

Top Transportation Corridors from Horizon 2040 Screening Process



SRTC evaluated several land use scenarios in the development of Horizon 2040 to provide perspective for the public, land use planners and regional decision makers. The correlation of land use and transportation is important to consider not only when planning for future investments but also when considering the long term impact of projects on regional economic vitality and quality of life.



The purpose of the Horizon 2040 Financial Plan is to forecast what funding may be reasonably available during the planning period of Horizon 2040 and to demonstrate that the projects and programs in Horizon 2040 can be implemented within this financial constraint. For the years 2014-2040, nearly \$10.9 billion is forecasted in reasonably available revenues for the region. This is far short of the projected need, especially for the maintenance, operations and preservation of the regional transportation system. Projected

expenditures for the same period, including capital projects, programs and maintenance of transportation networks, are \$10.9 billion reflecting the plans financial constraint.

		Local	WSDOT	STA	Total
Revenues		\$3,969,800,000	\$3,462,200,000	\$3,431,600,000	\$10,863,600,000
Expenditures	Operations & Maintenance	\$1,004,100,000	\$907,800,000	\$2,986,800,000	\$4,898,700,000
	Preservation	\$2,004,200,000	\$517,800,000		\$2,522,000,000
	Regionally Significant Capital	\$181,800,000	\$2,036,600,000	\$94,400,000	\$2,312,800,000
	Programs	\$779,800,000		\$350,400,000	\$1,130,200,000
Balance		\$0	\$0	\$0	\$0

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SOLUTIONS

STRATEGIES

Horizon 2040 includes strategies and actions that will lead to the maintenance and enhancement of the regional, integrated multimodal transportation system. These strategies facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand. In order to develop the Horizon 2040 strategies, SRTC conducted an in-depth analysis process evaluating several scenarios for providing solutions and capitalizing on opportunities in our region. The scenario analysis is described in detail in Chapter 4. The strategies are the outcome of the analysis as well as extensive public outreach and coordination with member jurisdictions that has been continuous throughout the development of Horizon 2040.

Strategy 1: Transportation System Management and Operations

Horizon 2040 emphasizes the operation, maintenance and preservation of the region’s existing transportation networks.

Strategy 2: Transportation Demand Management

Horizon 2040 places a priority on maximizing the utility of current transportation systems using cost-effective approaches such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS).

Strategy 3: Cost-effective transportation investments

Horizon 2040 strongly encourages the use of innovative techniques for the cost-effective engineering and construction of transportation projects using high quality, long lasting materials.

Strategy 4: Transit investments to support existing employment and spur job growth

Public transportation plays an important role in the economic vitality and quality of life of our region.

Strategy 5: Safety and Security

The transportation investments in Horizon 2040 support and enhance the safety and security of the regional networks and systems.

Strategy 6: Protect the natural environment

Protecting the natural environment including air, soil and water quality will be a requirement for regional funding for all transportation projects.

Strategy 7: Provide multimodal options region-wide

Investments in the bicycle and pedestrian networks as well as ensuring the provision of other modal options is a high priority in Horizon 2040.

The Horizon 2040 preferred scenario includes road, bridge, transit, bike and pedestrian capital investments and programs while addressing the need for sustaining a level of operations, maintenance and preservation of the regional transportation system. The preferred scenario results in people driving shorter distances, not spending any more time than necessary in their cars and more people taking transit.

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EVALUATION

HORIZON 2040 is a performance-based plan. Measuring the success of achieving the goals of the Plan will be essential for demonstrating the worth and effectiveness of the Plan’s strategies to regional decision makers and the public.

SRTC has developed an evaluation framework that uses criteria for measuring the effectiveness of the plan strategies. SRTC will utilize these measures when reporting annually on the region’s progress in meeting the Horizon 2040 Guiding Principles and Policies.