

**AGENDA**

DATE: January 16, 2017  
TO: Members of the Transportation Advisory Committee  
FROM: Amanda Mansfield, Associate Transportation Planner  
SUBJECT: TAC Meeting – **Monday January 23, 2017 – 3 p.m.**  
SRTC Office, Paulsen Building, 421 W. Riverside, Ste. 500

1. Call to Order 3:00 p.m.
2. Roll Call/Record of Attendance 3:00 – 3:02 p.m.
3. Election of officers 3:02 – 3:07 p.m.
4. Public Comments 3:07 – 3:10 p.m.
5. Approval of November 2016 Minutes 3:10 – 3:12 p.m.
6. **Information** Member & Replacement Member Introductions 3:12 – 3:35 p.m.
7. **Information** Committee procedures and communication rules 3:35 – 3:50 p.m.  
Staff: Amanda Mansfield
8. **Information & Discussion** SFY 2018 Unified Planning Work Program 3:50 – 3:55 p.m.  
(UPWP) Overview  
Staff: Amanda Mansfield
9. **Information & Discussion** Horizon 2040 Update – Draft Chapter One 3:55 – 4:15 p.m.  
Staff: Eve Nelson
10. TAC Member Comments/Roundtable 4:15 – 4:20 p.m.
11. Staff Report 4:20 – 4:25 p.m.
12. Future Agenda Items 4:25 – 4:30 p.m.
13. Adjournment 4:30 p.m.  
Next Meeting: March 23, 2107

**MEETING MINUTES**

Spokane Regional Transportation Council  
Transportation Advisory Committee  
Monday, November 28, 2016, 3 p.m.  
The Paulsen Building, 421 W. Riverside, Ste. 500

**1. Call to Order.**

TAC Vice-Chair Brandi Colyar called the meeting to order at 3:00 p.m.

**2. Roll Call/Record of Attendance/Introductions.**

<b><u>TAC Members Present</u></b>	<b><u>Absences Year to Date</u></b>
Brandi Colyar	1
Rosemarie Schmidt	0
John Dietzman	0
Paul Kropp	0
Bob Race	1
Hank Greer	1
Margaret Watson	0
Ben Wick	1
James Simon	1
Kennet Bertelsen	2
Greg Francis	1

<b><u>TAC Members Absent</u></b>	
Kitty Klitzke	2

**Guests**

Rich Burnett, Citizen	Scott Engelhard, Spokane County
Alec Young, Fairchild Air Force Base	Justin Botejue, Better Health Together

**Staff**

Staci Lehman	Eve Nelson
Amanda Mansfield	Anna Ragaza-Bourassa

**3. Public Comments**

There were no comments.

**4. Approval of September 2016 Minutes.**

Ms. Colyar read a proposed amendment that was presented via email by Mr. Dietzman to change the word “struck” to “proposed” on page 2 of the September minutes.

Ms. Colyar asked if there was a motion to approve the minutes with the edit proposed.

**Mr. Kropp made a motion to approve the minutes with the edit proposed. Ms. Watson seconded. Mr. Bertelsen abstained due to absence. The minutes passed.**

**5. Transportation as a Social Determinant of Health** (Justin Botejue, ACH Project Manager, Better Health Together)

Mr. Botejue discussed Healthier Washington, an initiative for health care improvement. He noted that nine Accountable Communities of Health were created, which are initiatives to transform community health care. He defined the Better Health Together initiative as consisting of six counties in the eastern region of Washington including Spokane County and three Tribal communities. He presented statistics on health determinants across the six counties. He presented on three focus areas of their regional health plan: (1) population health; (2) integrated care; and (3) social determinants of health (six interrelated areas of whole person health outside of the doctor's office: housing, transportation, education, income stability, food security, community support). He noted that Better Health Together looks at what the counties can do to respond to outside-of-the-doctor's office determinants of whole person health.

He noted that the aim of Better Health Together with regard to transportation, is to increase access to transportation to jobs, food, school, and health care. He presented the public feedback received on transportation access issues and on proposed measures to gauge how well they meet performance goals. He described Better Health Together work group strategies such as designing routes to improve accessibility to health-related destinations and using educational outreach to inform people new to the region on how to access health-related destinations and the economic and environmental benefits of active transportation. He noted another way the initiative can improve transportation options is to advocate for transportation policy.

He noted that the Center for Medicaid and Medicare Services announced a 1.5 billion dollar Medicaid transformation waiver for Washington and that 10% of that will be apportioned to the Better Health Together initiative six county region. He noted that part of the funding is for transforming how health care is implemented, and since a lack of transportation access is a barrier for some Medicare and Medicaid patients, this could be a funding source for transportation access initiatives.

Mr. Dietzman asked how data is collected on how transportation impacts health. Mr. Botejue responded that surveys are sent out to health providers. They are working with Spokane Regional Health District (SRHD) on a community linkage map, which indicates which where communication gaps are in terms of health provider communication.

Mr. Kropp asked for clarification on if missed appointment metrics can be collected. Mr. Botejue responded that they are looking to get this data from health providers as well. Mr. Kropp noted that an ADA metric was mistakenly left out and that the impact of land use on access to health providers was not sufficiently addressed as it relates to proximity of providers to residences.

Ms. Colyar asked if they track language barriers. Mr. Botejue responded that they did for the Community Support work group for new immigrants and refugees in Spokane County. Ms. Colyar stated that if groups with language barriers are unable to decipher wayfinding transportation access information or aren't aware that the transportation resources are out there, they can't transport themselves.

## **6. Draft 2017 Transportation Improvement Program (TIP) Guidebook (Anna Ragaza-Bourassa)**

Ms. Ragaza-Bourassa presented on the Draft 2017 TIP Guidebook. She noted that the development of the guidebook was in response to a federal certification corrective action request. She stated it was the fifth annual update and its purpose is to guide Board and committee decisions related to transportation programming.

She reviewed the document's sections:

- Section 1: Big picture regional programming
- Section 2: Development of the TIP
- Section 3: Project Change
- Section 4: Project tracking
- Section 5: Public involvement as it relates to the TIP
- Section 6: What agencies can and cannot do in terms of funding projects

Mr. Kropp asked if when using the word "distance" the intent was to express distance or length. Ms. Ragaza-Bourassa responded that it was to express distance but that staff can look at changing language to: "project length greater than ½ mile."

Mr. Kropp asked that staff present information on TIP amendments to the public that is detailed and easy to understand. Ms. Ragaza-Bourassa responded that staff is tied to the STIP for project description language but that Ms. Lehman tweaks the language before it goes out. Ms. Lehman responded that staff will continue to work on making the TIP documentation easier to read but that staff does not have latitude to change the project descriptions. Mr. Kropp requested that staff include references to resources. Ms. Lehman stated staff could include a link to the project web page.

Ms. Ragaza-Bourassa stated that staff is looking for a recommendation of Board approval of the Draft 2017 TIP Guidebook, that the Board reviewed it in November and that staff is looking for Board approval in December. She stated that the effective date for the Guidebook is January 1, 2017, which is when the new TIP and STIP are approved by the State and the Federal government and when projects can obligate.

Mr. Wick noted that the ½ mile minimum cut-off takes out some smaller projects and asked if their funding is impacted. Ms. Ragaza-Bourassa responded that all federally funded projects have to be in the TIP regardless. She stated if a project is locally funded and less than ½ mile, it would not need to be in the TIP. She stated that if the project is not ½ mile or longer, this would have implications for the Horizon 2040 update as well as the TIP, which has to be consistent with Horizon 2040. She stated that the project

would be consistent with the documents but not listed in them and that not being included provides the project sponsors with more flexibility.

Mr. Wick asked for confirmation that it wouldn't affect the project's ability to obtain funds. She stated that if regionally significant, the project has to be listed in Horizon 2040, and if it is not, the plan has to go through an amendment process for the project to be listed. She stated the pro of not being listed in the plan is more funding flexibility for the project and that the project is seen and perhaps advocated for. Ms. Ragaza-Bourassa stated that Horizon 2040 also has buckets and programs that non-regionally significant projects can be included in. Mr. Wick asked if the Transportation Technical Committee (TTC) was supportive of the cut-off. Ms. Nelson responded that the TTC was supportive with the caveat that staff monitor if problems arise. Mr. Wick noted that for past Spokane Valley bridge project proposals, the State and Federal government wanted proof the projects were regionally significant. He stated Spokane Valley was able to show that with a letter of support from SRTC. Ms. Ragaza-Bourassa responded that jurisdictions would still get a letter of support saying the projects are consistent with the bridge program in Horizon 2040 even if they are not regionally significant. She stated that a project can also be considered regionally significant if it impacts the interstate or a state highway, and that many bridge projects would do so.

**Mr. Kropp moved that the Draft 2017 TIP Guidebook be recommended to the SRTC Board for approval. Mr. Francis seconded the motion. The motion was passed unanimously.**

#### **7. Horizon 2040 Update: Application and Evaluation Process for Regionally Significant Projects (Eve Nelson)**

Ms. Nelson stated that staff came to the TAC previously to work on Guiding Principles and is now working on the application and evaluation process for regionally significant projects. She stated that in January 2016, the Board accepted a toolkit study, which many TAC members participated in and the purpose of that was that was to develop performance management requirements in the FAST Act. She stated SRTC is going to improve and implement performance management in the upcoming Horizon 2040 update and that one of the key points is that SRTC has to link project selection to how it is going to prioritize and meet these performance measures. She stated that Horizon 2040 includes programs, which are ways to fund projects, and includes regionally significant projects, but that the requirement to prioritize projects is new. She stated that the applications the jurisdictions will submit will contain information related to project need and justification, and how it meets Guiding Principles. She noted that the information provided by these applications could satisfy the need for more clarity around TIP projects. She stated that SRTC staff will be using the evaluation tool, which was reviewed by the Board and the committees, to prioritize projects and to identify non-prioritized projects that do well in certain performance areas, which will allow the Board to make decisions about whether to include the non-prioritized projects in the document. She presented the timetable for this application process, noting that the application process begins January 4<sup>th</sup> and that the jurisdictions have until February 8<sup>th</sup> to submit

project applications, along with congestion management and roadway justification reports if they are going to add capacity. She stated that after SRTC's GIS staff has collaborated on the tool, staff will bring it back to the TAC in May and the Board in June.

Mr. Kropp stated it would be helpful to new members to show what the current plan includes in terms of project lists and Ms. Nelson listed some of the current projects. Mr. Kropp stated that it would be interesting to compare what projects are in the current plan with the actual plan update submissions. Ms. Nelson responded that the jurisdictions have not shared projects with SRTC and that projects can be submitted and included in the plan at a later date with plan amendments. Mr. Kropp inquired about the time bands in the plan update. Ms. Nelson responded that because of the lifting of the rigorousness of the air quality evaluation, SRTC staff is going to be including two time bands: short term and long term. Mr. Kropp asked what the time frames would be and Ms. Nelson responded that it has not been decided. Mr. Dietzman asked what the time frames are for the current time bands. Ms. Nelson responded that the current time bands are every ten years. Ms. Ragaza-Bourassa responded that staff is discussing using the TIP timeframe for the first time band, and the years following for the second. Mr. Kropp stated that staging by ten-year bands had a use because it showed when the project would be pertinent. Ms. Nelson stated that it is useful; however, it does not give the jurisdictions flexibility around project timelines.

#### **8. TAC 2016 Work Program and 2017 Draft Work Program (Amanda Mansfield)**

Ms. Mansfield presented the 2016 Work Program/proposed 2017 Draft Work Program. She discussed the following project categories and status of SRTC and TAC progress:

- Member Orientation
- Federal Certification Review
- Project Tracking
- 2015 and 2016 Year in Review
- 2015 and 2016 Plan Amendment Consistency Review
- Horizon 2040 Implementation Toolkit Study Draft
- Annual Listing of Obligated Projects
- FY 2017 and FY 2018 UPWP
- Draft Horizon 2040 Amendment
- TIP Document
- TIP Guidebook
- TAC Work Program Tracking
- Recap of Comprehensive Plan Update Certifications
- TAC 2018 Tentative Work Program
- Draft Horizon 2040 Update

Ms. Lehman stated that staff would be bringing the Horizon 2040 updates to the TAC as they occurred, prior to October 2017.

Mr. Kropp asked whether there were calls for projects planned in 2017. Ms. Mansfield responded that there were not.

Mr. Kropp requested again that Mr. Krauter from the Spokane International Airport (SIA) be asked to present to the TAC. Ms. Lehman responded that an SIA presentation is

timely because of upcoming 2018 policy changes that would impact SIA. She stated staff would try to make that presentation happen.

Mr. Kropp asked whether staff will do a travel survey and why staff would bring it to the TAC as a presentation. Ms. Mansfield responded that staff will do a survey and that it will happen after the Horizon 2040 update. Ms. Lehman responded that staff is bringing it to the TAC because it is a big ticket item and staff wants to explain what it is, why SRTC is spending that amount of money, and how it would impact SRTC's modeling. Mr. Kropp asked when SRTC would promote the travel survey. Ms. Mansfield responded that staff would bring it to the Board for authorization and Ms. Lehman stated that staff will not know which firm will conduct the survey, until later.

Mr. Wick stated that as someone who does not do transportation all the time, it is hard to stay engaged with less meetings. Mr. Kropp stated the TAC should have the conversation with staff. Ms. Lehman responded that SRTC will have a new Executive Director, which could impact how often the TAC meets but until then, staff will continue to do things the way they had been done.

Ms. Colyar stated that the TAC should visit project tracking mid-year. She stated that with regard to the capital project presentations, the TAC should get presentations on updates related to those big projects.

## **9. TAC Member Comments/Roundtable**

Mr. Wick stated that the Sullivan Road Bridge project would be finishing up in December.

Mr. Greer stated that being new to the committee, meeting more regularly if needed would be beneficial.

Mr. Race agreed that the TAC should receive updates on large capital projects. Ms. Watson also agreed that there should be updates on capital projects including Bridging the Valley.

Mr. Dietzman asked if there was any news on the black tank issue and the routing of the freeway with regard to the North Spokane Corridor. Ms. Lehman stated that WSDOT will start an education campaign regarding the NSC in the new year and that it would be on their web site. Mr. Dietzman stated that at the public meeting a few weeks back it was stated that WSDOT had 60 days to make a decision. Mr. Kropp stated that WSDOT did convene a high level council, so there has been some progress.

Mr. Francis asked that WSDOT talk about traffic calming efforts, particularly in areas that are starting to be developed where there is a disconnect between the deeded agreements and what WSDOT is proposing.

Ms. Colyar asked if there were any public comments. Mr. Englehard from Spokane

County introduced himself.

Mr. Wick announced that the City of Spokane Valley is hosting a discussion on their proposed 6% utility tax to fund transportation projects on December 6, 2016.

Ms. Colyar stated that WSDOT is doing a disparity study for the disadvantaged business enterprise program related to the requirement that a percentage of contracts be awarded to disadvantaged businesses. She stated that the study is private and in order to be unbiased, the study organizers are not letting local agencies come to the table and do not appear to be doing public outreach. She stated that the disadvantaged business hiring requirements is a good concept but that it often takes business outside of the area because there are not a lot of disadvantaged businesses in the area. She stated the study has been one-sided in terms of who gets to contribute to the discussion and she encouraged the TAC to go to the WSDOT web site to learn more about the study. She stated WSDOT is considering extending the requirement beyond construction to design, consultant contracts, and surveys etc., which can have a significant impact.

## **10. Staff Report**

Ms. Mansfield stated that the SRTC Board subcommittee selected three of the eleven applicants and three replacement members to recommend for appointment by the Board. She stated that Board would act on these recommendations at the December 8, 2016 meeting and that staff would bring the names of the appointed members and replacement members to the TAC in January, 2017 as well as elect Chair and Vice-Chair.

Ms. Lehman stated that SRTC had wrapped up the summer and fall roundtables, that she was writing the summary report, and that the transportation access problems faced by mental health clients was an often heard comment. She stated that the report would be brought to the Board in January, 2017 and that the comments included would impact the update to Horizon 2040. She stated that when the report is sent out, the TAC would be included.

Ms. Lehman stated that there was an article in the Journal of Business published the week prior that featured the update to Horizon 2040. She stated this was the kickoff to SRTC's efforts to let the public know about the update.

## **11. Adjournment**

Ms. Colyar asked for a motion to adjourn the meeting.

**Mr. Wick moved to adjourn the meeting and Mr. Bertelsen seconded.**

The meeting adjourned at 4:30 p.m.

## **MEMORANDUM**

**DATE:** January 16, 2017

**TO:** Members of the Transportation Advisory Committee

**FROM:** Amanda Mansfield, Associate Transportation Planner

**SUBJECT:** SFY 2018 Unified Planning Work Program Overview

### **Summary**

The Unified Planning Work Program (UPWP) contains information about the transportation planning projects that will be conducted in the Spokane region during a given state fiscal year (SFY). It is a fundamental tool that spells out the core functions, planning studies, technical support and ongoing planning activities that are being conducted by the agency. The UPWP also lists the federal, state and/or local funding sources for each identified task.

SRTC has entered the initial phase of developing the SFY 2018 UPWP. For the past three years, the UPWP has focused on SRTC's core functions that meet the federal Metropolitan Planning Organization (MPO) and state Regional Transportation Planning Organization (RTPO) requirements. In addition, this UPWP will expand beyond our core functions to include emerging transportation planning needs and issues as identified in Horizon 2040. Staff will provide an overview of upcoming planning activities for discussion and input from committee members.

For purposes of interagency coordination, SRTC's FY 2018 UPWP will also include major planning activities identified by Spokane Transit Authority (STA) and the Washington State Department of Transportation (WSDOT) Eastern Region in a separate appendix. Additionally, staff will coordinate with the SRTC committees and Board on upcoming projects or studies for possible inclusion in the UPWP.

### **Public Involvement**

The SFY 2018 SRTC UPWP will be presented and discussed at future Transportation Advisory Committee (TAC), Transportation Technical Committee (TTC) and SRTC Board meetings, which are open to the public.

### **Policy Implications**

The purpose of the UPWP is to meet the federal MPO unified planning work program requirements as well as the state RTPO work program requirements. The UPWP also fosters regional coordination and collaboration on proposed planning activities over the next state fiscal year (July 1 – June 30).

**Technical Implications**

In spring of 2017, the WSDOT Transportation Planning Office, Public Transportation Division, and Eastern Region Planning Office, along with the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), will conduct a review of the SFY 2017 UPWP. SRTC is required to send the draft SFY 2018 UPWP to the review committee by March 20, 2017. The final UPWP is expected to be presented to the SRTC Board at their May meeting. After Board approval at their June meeting, the UPWP will be submitted to WSDOT who will in turn submit it to FHWA and FTA for approval by the end of June. The SFY 2018 UPWP will be in effect beginning July 1, 2017.

**Prior Committee Actions**

None.

**Requested Action**

For information and discussion.

## MEMORANDUM

DATE: January 16, 2017

TO: Members of the Transportation Advisory Committee

FROM: Eve Nelson, Senior Planner

SUBJECT: Horizon 2040 Update; Draft Chapter One

### Summary

The preliminary draft of Horizon 2040, Chapter One is attached to this memo (see Attachment). Chapter One includes the federal and state requirements of Horizon 2040, the Interagency Consultation process to complete the plan and the Guiding Principles of the agency.

The most substantive updates to the draft included revisions to:

- reflect the latest population figures;
- update federal language to reflect the change to Fixing America's Surface Transportation (FAST) Act from Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21); and
- refine the Guiding Principles.

The Staff and the TAC thoroughly reviewed the Guiding Principles and how they are currently being implemented by the agency. The Staff and the TAC made recommendations to consolidate language throughout and combine two of the Guiding Principles; Quality of Life and Choice and Mobility now known as, Quality of Life. The graphic below reflects the revised draft Guiding Principles.



**Public Involvement**

The public involvement process for Horizon 2040 has been ongoing and continuous throughout the development of the plan. A formal public comment period will be scheduled in the fall of 2017.

**Policy Implications**

Horizon 2040 establishes the regional transportation policies for the next 20+ years.

**Technical Implications**

Horizon 2040 assists the Board in developing regional priorities and selecting projects for Surface Transportation Program-Regional (STP-Regional) funds, Congestion Mitigation and Air Quality (CMAQ) funds, and Transportation Alternatives Program (TAP) funds. Additionally, the Board is responsible for ensuring that all federally funded transportation projects are consistent with Horizon 2040.

**Prior Committee Actions**

The committee has been briefed on Horizon 2040 throughout the past year with the Toolkit Study and the update to the Guiding Principles. The update to Horizon 2040 will have committee and policy board review throughout 2017.

**Requested Action**

This item is provided for informational purposes.

**Chapter 1  
Who We Are**

*Purpose: Horizon 2040 is the Metropolitan and Regional Transportation Plan for Spokane County, Washington.*

Spokane County is the fourth most populous county in Washington State with 492,530 residents.<sup>1</sup> The City of Spokane is the largest city in the county (second in the state to Seattle) and the county seat. Spokane County has historically functioned as the transportation hub of the Inland Northwest, especially for the mining, timber, and agriculture sectors. **Map 1.1** shows the Spokane transportation planning area.

Population of Spokane County, cities and small towns (updated)

Jurisdiction	2016 Population Estimate
Airway Heights	8,425
Cheney	11,650
Deer Park	4,005
Fairfield	620
Latah	195
Liberty Lake	9,325
Medical Lake	4,945
Millwood	1,790
Rockford	470
Spangle	275
Spokane	214,500
Spokane Valley	94,160
Waverly	108
Unincorporated Spokane County	142,062
Spokane County	492,530

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<sup>1</sup> Office of Financial Management-Population Estimate for April 1, 2016

## HISTORY OF THE REGION

The history of the region has played a major role in how its transportation system has developed. Spokane County is made up of several cities, the largest being Spokane. The city of Spokane Falls (the “e” was added in 1883 and “Falls” dropped in 1891) was incorporated as a city

INSERT MAP HERE

### Map 1.1 - Spokane Regional and Metropolitan Transportation Planning Area, and Transportation Management Area

was incorporated as a city of about 1,000 residents in November 1881.<sup>2</sup> With the arrival of the four major intercontinental railroads soon after, Spokane became a vital transportation center. The gold, silver and lead rush in nearby North Idaho in the late 19th century added to the desirability of our region, creating an economic and population boom for Spokane. The emergence of natural resource industries including agriculture and timber around the turn of the century continued to fuel the population growth and increased demand on the regional transportation system.

This demand led to the beginnings of public transportation in the area; horse-drawn vehicles, steam-powered streetcars and cable cars in the 1880s. In 1922, the Spokane United Railway Company was founded. It consisted of several electric trolley and streetcar lines established by real estate developers to encourage people to buy homes in new neighborhoods outside downtown Spokane. Ridership declined as the popularity of the automobile increased and by 1936 electric trolley lines were replaced by buses.

PHOTO HERE

### Spokane bids farewell to old streetcars owned by the Spokane United Railways in a 196? parade.

Transit ridership reached its peak in Spokane in 1946 with 26 million passengers as a result of gasoline rationing from World War II. In the years following, the personal automobile

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<sup>2</sup> Arksey, Laura (October 3, 2009). “Spokane Falls (later renamed Spokane) is incorporated as a first-class city on November 29, 1881”. Essay 9176. HistoryLink.

continued to erode transit usage and in 1968 the City of Spokane took over operation of the area's bus transit system. In 1980 voters approved establishment of the Spokane Public Transportation Benefit Area (PTBA), relinquishing the City's control of the public transit system. Initially funded by a three-tenths of one percent sales tax, an additional three-tenths was approved by voters in 2004 for a total of six-tenths of one percent (0.6%). Another tax increase was approved to maintain, expand and improve transit service in November 2016, meaning a tenth-of-a-penny increase went into effect in April 2017, followed by a second tenth of a penny in April 2019.

Spokane Transit Authority (STA) is the fixed route, paratransit and vanpool public transportation provider for the PTBA. A list of other area public transportation providers is included in the Spokane County Coordinated Public Transit-Human Services Transportation Plan at [http://www.srtc.org/other\\_documents.html](http://www.srtc.org/other_documents.html).

The increase in personal vehicles led to the growth of the Interstate Highway system. Interstate 90 came to the area in the 1960s, bisecting Spokane County. I-90 is the longest interstate highway in the U.S., nearly 3,100 miles from Seattle in the west to Boston on the east coast. It is a six lane urban interstate highway from the Garden Springs interchange west of the City of Spokane to Barker Road in the City of Spokane Valley. Other major highways in Spokane County include US-2, US-195 and US-395. Area state routes include SR-904, SR-902, SR-291, SR-290, SR-206, SR-27 and SR-278.

With a major river running through the metropolitan area, bridges have been and continue to be a critical piece of Spokane County's transportation network. Early in Spokane's history, several wooden and steel bridges spanned the Spokane River. Today, there are a total of 355 bridges in Spokane County. The iconic Monroe Street Bridge was built in 1911 and underwent a major renovation from 2003-2005. The replacement of Spokane Valley's Sullivan Road West Bridge was completed in 2016.

Spokane County has two Class I railroads, Burlington Northern Santa Fe Railway (BNSF) and Union

#### **INSERT PHOTO HERE**

The second Monroe Street Bridge over the Lower Falls sometime prior to 1910.  
*Photo Courtesy of Spokane Public Library, Northwest Room*

Pacific Railroad (UP), and one class II line (Montana Rail Link). A major yard and intermodal facility is operated by BNSF in Spokane Valley and there is also a transload facility in Spokane

Valley (Inland Empire Distribution Systems) served by both BNSF and UP.

Spokane County's air travel and air freight needs are serviced by Spokane International Airport (SIA) and Felts Field, two air passenger and cargo service facilities. SIA's 4,800 acre facility is located adjacent to Interstate 90 and State Highway 2. A BNSF spur line, known as the Geiger Spur, also serves the AIR Spokane development site. FedEx, UPS, and the United States Customs and Border Patrol agencies have facilities at SIA. The U.S. Postal Service also has a regional processing facility at the airport business park. More than 3 million passengers and 54 thousand tons of cargo pass through SIA annually. SIA, the Airport Business Park and the Felts Field Airport are jointly owned by the City of Spokane and Spokane County. The facilities are operated and maintained by the Spokane Airport Board as a separate entity through an agreement between the City and County.

In 1979, Spokane County Parks proposed to build a bike and pedestrian trail along the Spokane River. Today, the Centennial Trail is a paved pedestrian and bicycle path that runs for 40 miles across Spokane County, 37 miles of which is a separated class 1 trail. The Fish Lake Trail, Ben Burr Trail and many other shared use paths, bikes lanes and park trails crisscross the county.

#### **INSERT PHOTO HERE**

The Great Northern and the Spokane, Portland and Seattle Station in present day Riverfront Park circa 1945. *Photo Courtesy of Spokane Public Library, Northwest Room*

A handful of smaller cities and towns complete the makeup of Spokane County, each with their own additional transportation facilities and challenges. Cheney has significant traffic on SR-904 headed to Eastern Washington University, Liberty Lake has a park and ride facility utilized by many North Idaho residents employed in Spokane County, and many of the rural communities of the county provide farm products destined for distribution points on the transportation system. Each community within the region works together to make the larger transportation system work.

More information on existing transportation modes and facilities in Spokane County is provided in Chapter 2, *Where We're At*.

## **WHAT IS HORIZON 2040?**

Horizon 2040 is the Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP) for Spokane County. MTPs satisfy a variety of federal planning requirements while RTPs are required by the state under the Washington State Growth Management Act of 1990 (GMA).

Horizon 2040 is a multimodal “blueprint” for the future of transportation and mobility needs of Spokane County. It provides detail to: evaluate the effectiveness of proposed transportation activities; analyze the potential social, economic, and environmental benefits and consequences; and demonstrate its financial reasonability until 2040.

Horizon 2040 identifies a list of projects and programs expected to be implemented between today and the year 2040. It also includes a list of unfunded transportation needs important to the region to be considered should additional funding become available. Additionally, Horizon 2040:

- Supports regional coordination and collaboration;
- Recognizes that land use and transportation are linked and must be considered together to meet both land use goals and transportation needs;
- Puts an emphasis on maintenance, preservation and safety;
- Recognizes that an efficient transportation system/network supports livable communities and is crucial to economic vitality;
- Acknowledges improvements to the efficiency of the transportation system can be made through the use of transportation demand management (TDM) and intelligent transportation systems (ITS);
- Provides a financial plan to meet future needs while demonstrating that funding for all projects and programs in the plan is reasonably available;
- Satisfies state and federal planning requirements and regulations; and
- Is a performance-based plan that establishes metrics for monitoring and evaluating success.

## **ROLE OF SRTC – RESPONSIBILITIES AND RELATIONSHIPS**

SRTC is the federally designated Metropolitan Planning Organization (MPO) for Spokane County. Federal law requires any urbanized area with a population greater than 50,000 to establish an MPO to ensure transportation spending is based on a continuing, cooperative and comprehensive planning process. Federal funds for transportation projects and programs are channeled through this process and awarded to local agencies and jurisdictions to address transportation needs.

With an urbanized area of greater than 200,000 residents, Spokane is required to have a Transportation Management Association (TMA); nonprofit organizations made up of private and public sector representatives and other interested parties working to address transportation issues. SRTC serves as the TMA for Spokane County.

SRTC is also a state-designated Regional Transportation Planning Organization (RTPO) for Spokane County. RTPOs serve the same basic transportation planning functions as MPOs with additional responsibilities pertaining to GMA. An RTPO covers both urban and rural areas and receives state funding for planning efforts. As mandated by the Revised Code of Washington ([RCW](#)), to advance coordination at the regional and local level, RTPOs are authorized to certify County and local comprehensive plans (including amendments). To be certified by SRTC, plans must demonstrate that their transportation elements are consistent with the regional transportation plan ([Horizon 2040](#)), reflect the guidelines and principles under [RCW 47.80.026](#), and satisfy the requirements of [RCW 36.70A.070\(6\)](#).

As a regional intergovernmental agency, SRTC encourages communication, coordination, and collaboration among planning and transportation departments at partner agencies, including the City of Spokane, Spokane Valley, Spokane County, the Washington State Department of Transportation, Spokane Transit Authority, the Spokane Airport Board, and small cities and towns to assure connectivity throughout Spokane County. An Interlocal Agreement between these agencies shows our commitment to working together to provide each other, and the public, with quality transportation planning services.

## **MTP REQUIREMENTS (Updated)**

A new Federal transportation law, Fixing American's Surface Transportation Act (FAST Act), was approved in December 2015. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. That means states and local governments can move forward with critical transportation projects, like new highways and transit lines, with confidence that they will have a Federal partner over the long term.

Overall, the FAST Act largely maintains current program structures and funding levels between highways and transit. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

Specifically, the FAST Act puts new focus on the following:

1. Project Delivery; a number of proposals speed the permitting process while protecting resources.
2. Freight formula and discretionary grant programs fund freight transportation projects.
3. A new Innovative Finance Bureau will serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance.
4. The Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan program provides financing options for large projects and public-private partnerships.
5. Safety and its' impact on the integration and connectivity of the transportation system, across and between modes, for people and freight.
6. Transit language that includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.
7. Ladders of Opportunity includes items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, the FAST Act makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

The FAST Act also continued many of the previous MTP requirements contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), including the following eight planning factors.<sup>3</sup> These factors still apply and illustrate the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development:

8. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
9. Increase the safety of the transportation system for motorized and non-motorized users.
10. Increase the security of the transportation system for motorized and non-motorized users.
11. Increase accessibility and mobility of people and freight.

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<sup>3</sup> 23 CFR Section 450.306

12. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local growth and economic development patterns.
13. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
14. Promote efficient system management and operation.
15. Emphasize the preservation of the existing transportation system.

The FAST Act maintains MAP-21 additional requirements related to performance measures and targets. Under the FAST Act, MPOs are required to coordinate with State and public transportation providers to establish targets that address federal performance measures. MPOs are required to include performance targets in their plans within 180 days after the date of enactment of performance targets by the State or public transportation provider. All performance measures included in the FAST Act and MAP-21 are reflected in this document. However, due to a delay in publishing the final national rules, only the safety performance rule has been published and is the only performance target mentioned in Horizon 2040.

It was anticipated that federal guidance on performance measures would be available in late 2014, and that all final rules and performance targets would be established by the State of Washington and the Spokane Transit Authority in late 2015. The United States Department of Transportation (USDOT) is required to establish national performance measures and standards no later than 18 months after the enactment of individual performance management final rules.<sup>4</sup> However that timeline did not hold and SRTC is only required to incorporate safety performance targets into this MTP; yet all the performance measures are mentioned and incorporated into Horizon 2040.

The Code of Federal Regulations<sup>5</sup> says the MTP must cover no less than a 20-year planning horizon, include both short- and long-range strategies/actions, and must be updated, at a minimum, every five years or every four years in air quality non-attainment or maintenance area. It also includes a list of other items the MTP must include, such as projected transportation demand of persons and goods; existing and proposed transportation facilities; operational management strategies, including ITS; assessments of capital investments; a

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<sup>4</sup> 23 U.S.C. 150(c)<sup>5</sup> 23 CFR 450, Subpart C

<sup>5</sup> 23 CFR 450, Subpart C

financial plan; and more.

The FAST Act, which includes all the components of MAP-21, came with additional guidance and legislation on MTP development. The MTP shall contain, at a minimum:

**Identification of Transportation Facilities**— should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors.

**Performance Measurements and Targets**—description of the performance measures and performance targets used in assessing the performance of the transportation system.

**System Performance Report**—evaluating the condition and performance of the transportation system with respect to the performance targets, including:

- ◆ progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports; and
- ◆ for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.
- ◆ Consultation—the discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

#### **CONSISTENCY WITH TIP, ITS, CMP, AIR QUALITY PLANS AND OTHER MODAL PLANS**

Federal regulations stipulate that the MTP must be consistent with regional plans and programs including:

- the Transportation Improvement Program (TIP)
- the Regional Intelligent Transportation Systems (ITS) Architecture Plan
- the Congestion Management Process (CMP)
- air quality plans
- other modal plans

## **CONTINUING / COOPERATIVE / COMPREHENSIVE PROCESS**

As the MPO for Spokane County, SRTC is charged with ensuring a “3Cs” planning process is utilized; “...a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development, while minimizing transportation related fuel consumption and air pollution.”<sup>6</sup>

This process requires SRTC to work directly with local, state, and federal agencies and the public to develop and administer a wide range of transportation program activities. More detail on the cooperative process is provided in the Interagency Coordination and Collaboration Process section of this chapter.

## **MTP ADMINISTRATIVE MODIFICATION VS. AMENDMENT**

Due to air quality issues in the 1980s and 90s, Spokane County is designated a maintenance area under the Clean Air Act. As a result, SRTC is required to update the MTP every four years. Changes can be made more often, as needed, through two methods: amendment or administrative modification.

Amendments require public review and comment, demonstration of fiscal constraint, or a transportation conformity determination for projects in nonattainment and maintenance areas that are not exempt from conformity. Changes to projects that are included only for illustrative purposes, do not require an amendment.

A revision is a change to the MTP that occurs between scheduled periodic updates. A major revision is an amendment, while a minor revision is an administrative modification.

SRTC worked with the Washington State Department of Transportation (WSDOT), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop guidelines for amendments which include:

- New projects or deleted projects;
- Major scope changes (as determined by Interagency Consultation);

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<sup>6</sup> 23 CFR 450 and 49 CFR 613

- Changes that impact air quality conformity;
- Significant changes in the funding for or cost of a project; or
- Any other project or plan change deemed “major” by SRTC via Interagency Consultation.

Administrative modifications include any change that doesn’t qualify as an amendment. Administrative modifications do not require public review and comment, demonstration of fiscal constraint, or a transportation conformity determination (in maintenance areas) to confirm the change is consistent with air quality goals.

## **RTP REQUIREMENTS**

As stated in the *What is the MTP?* section of this chapter, SRTC is required to develop and maintain a Regional Transportation Plan (RTP) for Spokane County. The RTP is a requirement of the Washington State Growth Management Act (GMA). Horizon 2040 serves as both the MTP and RTP for Spokane County. To satisfy the GMA requirements for an RTP, Horizon 2040 must include:

- A regional transportation strategy;
- Identification of existing and planned facilities and programs;
- Level of service standards for the regional system<sup>7</sup>;
- A financial plan<sup>8</sup>;
- Assessment of regional development patterns;
- Assessment of regional capital investment;
- Least-Cost Transportation Planning;
- Compliance among local land use plans, countywide planning programs/policies and the state transportation plan<sup>9</sup>;
- References to benchmarks that require a reduction in annual per capita vehicle miles traveled<sup>10</sup>; and

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<sup>7</sup> RCW 36.70A

<sup>8</sup> RCW 47.80.030(1)(d)

<sup>9</sup> RCW 47.80.026, RCW 36.70A.070, RCW 36.70A.210

<sup>10</sup> RCW 47.01.440

- References to greenhouse gas reduction goals<sup>11</sup>

## STATE TRANSPORTATION POLICY

Horizon 2040 is also required to consider the following state transportation policy goals. These were incorporated as part of the process to develop the Horizon 2040 Guiding Principles and Policies included later in this chapter:

### GUIDING PRINCIPLES GRAPHIC

## COMMON RTP AND MTP REQUIREMENTS

Requirements for the MTP and RTP between the Federal and state levels overlap in several areas. The requirements for each are shown below, as well as those required for both.

### COMMONALITIES GRAPHIC HERE

## INTERAGENCY COORDINATION AND COLLABORATION PROCESS

SRTC consults with several other agencies as a required part of the conformity determination process as stated in 40 C.F.R. Part 93.105, which covers requirements for determining conformity to State or Federal Implementation Plans; transportation plans or programs; or projects developed, funded, or approved under Title 23 or FTA transit laws.

The agencies involved in SRTC's interagency consultation group include the FTA, FHWA, WSDOT, Washington State Department of Ecology, Spokane Regional Clean Air Agency, Spokane Transit Authority, and the U.S. Environmental Protection Agency.

SRTC utilizes two different formal interagency groups/processes. The first is for air quality purposes (as discussed above). The second is for non-air quality purposes, such as the cooperative development of the MTP and TIP, financial planning and other activities.

The interagency consultation group determines which transportation projects should be considered regionally significant for purposes of regional transportation modeling. This group also evaluates whether projects that are otherwise exempt from meeting conformity should be treated as non-exempt in cases where potential adverse air quality impacts may exist.

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<sup>11</sup> RCW 70.235.020

SRTC also coordinates and collaborates with partner jurisdictions including the MPO for neighboring Kootenai County, ID, Kootenai Metropolitan Planning Organization (KMPO). SRTC and KMPO maintain a working relationship of planning for the two adjacent counties; providing a partnership for cooperative transportation decision making within the region.

## **PUBLIC INVOLVEMENT IN HORIZON 2040**

SRTC's Public Participation Plan includes several requirements for public outreach and document review during the MTP process. A variety of outreach methods and materials must be used to engage the public. In addition, the MTP must:

- Be reviewed annually and updated at a minimum of every four years.
- Be reviewed by SRTC's Policy Board, Transportation Technical Committee and Transportation Advisory Committee prior to being adopted or accepted by the Board.
- Be reviewed through the Interagency Coordination and Collaboration process.
- Have a minimum 30-day public comment period prior to adoption.
- Have a Legal advertisement published including notice of a public meeting to be held to provide the public opportunity to review and ask questions about the document.
- Have notice of the public comment period sent to an extensive email distribution list.
- Have a public meeting hosted during the 30-day public comment period to solicit input.
- The draft document must be posted for review and comment on SRTC's web and blog sites.
- Draft documents must be provided to Federal, State and member agencies for review and comment.
- Final copies of the adopted document must be provided to member, Federal and State agencies.
- The final version of the adopted document must be posted on the SRTC website.

SRTC's Public Participation Plan can be found on the SRTC website at <http://srtc.se7enmarketing.com/get-involved/public-involvement/> under the Policies heading.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SRTC receives federal financial assistance. Any person who believes they have been unlawfully discriminated against under

Title VI has a right to file a formal complaint with SRTC. = Complaints must be in writing and filed with SRTC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence.

For more information on Title VI, or on Environmental Justice, see the SRTC website at [www.srtc.org](http://www.srtc.org).

A summary of the Horizon 2040 outreach and public involvement process is provided in **Appendix A**.

## VISION / GOALS / OBJECTIVES

*SRTC's underlying values. What we will do and how we will do it.*

### REGIONAL VISION FOR 2040

A critical step in any long-range planning process is to establish a regional vision of Spokane and its future. SRTC's Unified Regional Transportation Vision and Implementation Strategy (Vision Project), completed in 2011, serves as the first step in realizing Spokane's desired vision. The Vision Project was a study to determine the long term transportation vision and goals for the area for the next 30 to 50 years.

The vision statement resulting from the Vision project reflects the needs and desires of the region:

*Future transportation investments will help the Spokane Region maintain its appeal as a livable community with a thriving business and cultural atmosphere nestled within the beautiful scenery of eastern Washington. A well-maintained regional transportation system will provide a high level of service across both urban and rural areas with a variety of sustainable transportation choices and connectivity that advance accessibility and reliability for all users.*

*The region's prosperity will also be the result of direct and indirect investments in our transportation systems to move freight and facilitate commerce that will ensure retention and attraction of new employers and family wage jobs, as well as increase our ability to attract quality employees. Implementing sustainable, efficient, effective, and reliable*

*solutions to existing and future transportation challenges in the Spokane Region will be key to making the Inland Northwest a fantastic place to visit, live, work, play, and raise a family.*

## **POLICY FRAMEWORK**

As mentioned, federal planning factors clearly illustrate the need for long range transportation plans to recognize and address the relationship between transportation, land use and economic development planning. Horizon 2040 addresses each of the planning factors and the state's transportation policy goals in the following Policy Framework.

The Guiding Principles were crafted by and accepted by SRTC's Board and represent the first step in creating a policy framework for Horizon 2040. From there, policy language was developed based on the Guiding Principles. The policies are specific statements to guide decision-making in order to reach the envisioned future. Additional work such as strategies and performance measures in relationship to the policies completes the framework.

Horizon 2040 provides an opportunity to test and analyze regional transportation policies. The Guiding Principles and Policies are the foundation for the Horizon 2040 evaluation framework. The performance measures in the framework allow for a thorough evaluation of our progress as a region in meeting the established policies.

The following pages provide detail about each of the Guiding Principles and Policies.

### **GUIDING PRINCIPLES CIRCLE GRAPHIC**

#### **GUIDING PRINCIPLE 1: ECONOMIC VITALITY (Updated based on TAC/TTC Input)**

Investments and improvements in the regional transportation system will promote economic vitality by focusing on moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within major economic activity centers, will stimulate commerce. Horizon 2040 should prioritize and coordinate regional transportation investments aimed toward the development of a multimodal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.

**POLICIES - To promote economic vitality and prioritize transportation investments, Horizon 2040 will:**

1a. Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.

1b. Support areas of potential economic development.

1c. Support the efficiency of freight movement.

## GUIDING PRINCIPLE 2: COOPERATION AND LEADERSHIP

Horizon 2040 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2040 will help coordinate efforts to communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

**POLICIES - To provide a regional forum for transportation planning and funding, Horizon 2040 will:**

2a. Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.

2b. Incorporate public processes in significant planning efforts.

2c. Promote regional transportation interests, plans and projects to federal, state and local public and private entities.

2d. Coordinate transportation relevant data for shared use among regional stakeholders.

2e. Strengthen avenues of involvement for all people including those considered underserved regardless of race, national origin or income in the decision-making process.

## GUIDING PRINCIPLE 3: STEWARDSHIP

Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies. This is in addition to following federal and state and local goals as adopted by statute, ordinance, resolution or

executive order. Horizon 2040 will use performance measures to ensure coordinated regional policies make progress towards established objectives. SRTC and project proponents should demonstrate that projected revenues will sustain current facilities and services, and ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

**POLICIES - To protect the environment and minimize impacts from transportation, Horizon 2040 will:**

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|--|
| 3a. Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.  |
| 3b. Make investments that maximize transportation benefits and support federal, state and local goals and maintain a federally compliant Transportation Improvement Program (TIP). |
| 3c. Ensure plans provide for the responsible use of public and private funds while demonstrating financial constraint.   |
| 3d. Encourage evaluating shared-use of infrastructure for stakeholders and all transportation users.   |
| 3e. Use performance measures to evaluate how policies and investments support key transportation objectives.   |

**GUIDING PRINCIPLE 4: SYSTEM OPERATIONS, MAINTENANCE AND PRESERVATION**

Horizon 2040 will strive to provide adequate funding for projects that address documented transportation needs, reduce lifecycle operation and maintenance costs, conserve energy, and preserve and prolong the life of existing infrastructure. SRTC and project proponents will use performance-based plans that provide for efficient system management.

**POLICIES - Maximizing the operations and physical condition of the transportation network will require strategic investments. To accomplish this Horizon 2040 will put a priority on programs and projects that:**

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|---|
| 4a. Develop cost-effective strategies; pursue alternative funding sources and mechanisms. |
|---|

4b. During winter weather conditions, ensure snow and ice removal and snow storage is regularly maintained and designed for roadways and sidewalks to improve user safety and mobility and to keep the transportation system operational.

4c. Maintain a Congestion Management Process to reduce and monitor congestion and improve operations through ITS technologies, transportation demand management, and transportation system management, rather than through physical expansion of facilities.

4d. Support maintenance and preservation of the transportation system.

### **GUIDING PRINCIPLE 5: SAFETY AND SECURITY**

The regional transportation system will be designed, constructed, operated and maintained to enable the healthy, safe, and secure movement of people and goods. The system will enhance safe and secure choices, access and usage among all modes of transportation through best-practice design, operational improvements, education and outreach, and technological strategies. Increased emphasis should be placed on maintenance activities and education of all users as means of making the system safer.

**POLICIES - Maximizing the operations and physical condition of the transportation network will require strategic investments. To accomplish this Horizon 2040 will put a priority on programs and projects that:**

5a. Support improvements to roadway safety deficiencies in order to reduce crashes within all modes of transportation.

5b. Protect critical infrastructure from natural and human threats.

5c. Promote safety through supporting education, outreach and enforcement of rules of the road for all modes that use the roadways.

5d. Support transportation infrastructure and operational strategies for emergency response.

### **GUIDING PRINCIPLE 6: QUALITY OF LIFE**

Quality of life issues will be considered in transportation decision-making. The community will strive to have urban, suburban and rural neighborhoods offer safe and convenient forms of healthy, active transportation options for people of all abilities. Decision-making will work toward creating viable transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility

for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. The provision of shared-use infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity. Through context sensitive design, the community will strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

**POLICIES – To improve choice and mobility, Horizon 2040 will put a priority on programs, services and projects that:**

6a. Incorporate complete streets policies into transportation planning that enhance and expand bike, walk and transit networks and their connectivity.
6b. Improve access and the quality of access to transit for all people including those considered underserved, regardless of race, national origin, income or ability.
6c. Implement transit that improves frequency, span and reliability of transit services with a variety of service levels and transit modalities within the region.
6d. Support health-promoting transportation options for users of all abilities to increase opportunities for physical activity while improving demand-management strategies to reduce Single Occupant Vehicle (SOV) trips.
6e. Support transportation projects that protect culture, value and unique characteristics of communities and contributes to a sense of place.

**STRATEGIES**

While the preceding principles and policies are guiding rules intended to influence decisions and actions, strategies are required in order to deliver change by implementing those policies.

With the requirement in the FAST Act to establish performance targets, each strategy in Horizon 2040 has one or more performance measure. As previously mentioned, USDOT is required to establish national performance measures. MPOs are then required to establish targets for each measure. MPOs are required to establish targets in coordination with the relevant state(s) and with providers of public transportation. Please see the Strategies and Monitoring sections of Chapter 4, *How Will We Get There*, for more detail.

In order to develop strategies and reach goals set for the future, it is important to have an understanding of where we stand today. Chapter 2 of this document, *Where We're At*, looks at

existing conditions for our region, including area employment; commute patterns, the condition of area bridges, traffic volumes, movement of freight and goods, and much more.