



APPENDIX A
OUTREACH

OUTREACH PROCESS

Community engagement and stakeholder outreach has been extensive and continuous, throughout the Horizon 2405 update process through various general and tailored outreach methods. Due to the COVID-19 pandemic, engagement strategies were adapted to ensure public safety. This required SRTC staff to collaborate, coordinate, and engage virtually. The efforts of the MTP engagement were centered around building community relationships and understanding transportation needs, barriers, and priorities of historically excluded communities. A series of focus group conversations and one-on-one interviews with service providers who serve vulnerable communities were among the most significant outreach strategies during this update.

SUBJECT MATTER EXPERT TEAMS

Subject matter expert teams were used to guide components of the MTP update. Stakeholders included individuals from local agencies, the Washington State Department of Transportation, Public Development Authorities, Spokane Transit Authority, and other private businesses or organizations. Subject matter expert teams were engaged during several workshops, discussions, and email correspondence to collaborate on the following components:

- Land use update
- Financial forecast
- Freight truck profile

VISUALIZATIONS & VIDEO

As part of the MTP engagement, SRTC enlisted the help of a production studio to develop a short informational video. The video introduces SRTC's regional role as a metropolitan planning organization and describes the long-range transportation plan, Horizon 2045. The video launched on June 30, 2021 and can be found on the SRTC website.¹ This video was shared through multiple platforms and helped community members understand the complexities of our transportation systems, while conveying a message of approachability to the planning process.

TRANSPORTATION QUESTIONNAIRE

To supplement the public engagement efforts of the preceding MTP update, SRTC designed a public tailored engagement strategy for Horizon 2045. One component to that strategy was the development and distribution of a transportation questionnaire. The questions were designed to gather input regarding the public's individual transportation needs, challenges, barriers, and priorities. SRTC also wanted to know how they could best engage with members of the community within the region. The questionnaire was distributed through SRTC media, email blasts, news press releases, partner agency dissemination, and shared through many other outreach methods. SRTC received 626 responses while the questionnaire was open from June 30, 2021, to August 15, 2021. The full questionnaire can be found online.²

FOCUS GROUP

A series of focus group conversations and one-on-one interviews were held with individuals and service providers of historically excluded communities. Financial incentives were offered to participants. The full report out of can be found online.³ Communities that we able to meet during the summer of 2021 include:

- Community Health Workers
- LatinX
- Asian and Pacific Islander
- Immigrant populations
- Rural communities
- Low-income

¹ www.srtc.org/horizon-2045

² <https://www.surveymonkey.com/results/SM-8588JSN29/>

³ [Link forthcoming](#)

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- Unhoused
 - Housing insecure families and individuals
 - People with disabilities

Communities we contacted but were unable to set up focus group meetings, include:

- Long-term care/aging adults
- Urban and Tribal AI/AN communities
- Black/African American community
- Marshallese community
- Muslim community
- Education sector/youth

COMMUNITY EVENTS

Due to the limited number of in person events during the COVID-19 pandemic, most engagement was conducted virtually. There were a few in-person events that SRTC staff attended. SRTC staff had tables or booths at community events to talk to community members about Horizon 2045, including:

- Spokane Bike Swap
- Unity in the Community

COMMUNITY PRESENTATIONS

SRTC staff presented at local committee meeting and organizations throughout the Spokane region, including:

- City of Spokane Community Assembly
- City of Spokane Pedestrian, Transportation and Traffic Committee (PeTT)
- City of Spokane Plan Commission
- City of Spokane Transportation Sub-Committee
- Spokane Collaborative

PUBLIC MEETINGS

SRTC held two public meetings during the Horizon 2045 plan update.

- **Public Meeting #1 (June 30, 2021):** There were several goals for the first meeting. SRTC staff was focused on educating community members about who SRTC is and what SRTC does in the region, sharing the long-range transportation plan and why public input is important to the plan, and lastly, how community members can connect with SRTC. The latter half of the meeting was an open community discussion to understand transportation challenges when moving around the region and priorities for the future. This meeting served as the launch for the transportation questionnaire and SRTC educational video.
- **Public Meeting #2 (October 14, 2021):** The second public meeting was held during the formal public comment period. The meeting covered details about the Horizon 2045 plan update, equity in transportation, some of the trade-off considerations in transportation planning, and an overview of the community engagement efforts during the plan update. Again, the latter part of the meeting was open for community questions and conversations about the plan, SRTC's role in the region, and other transportation issues. A financial incentive was offered to attendees of this public meeting.

SOCIAL MEDIA

Social media was used to promote the milestones and share engagement opportunities with the public. SRTC has several social media platforms used to engage the community, that include:

- Reddit
- LinkedIn
- Facebook
- Twitter

PRESS RELEASES, LEGAL NOTICES, SRTC WEBSITE & EMAIL DISTRIBUTION

For each milestone or engagement opportunity during the MTP update, SRTC staff developed press releases, legal notices, and updated the SRTC website to reflect important deadlines. SRTC staff sent out emails of all engagement opportunities, events, meetings, and information pertaining to the MTP update. Email addresses have been collected during a number of engagement events.

SRTC BOARD & COMMITTEE MEETINGS

Throughout 2020 and 2021, SRTC presented components of the Horizon 2045 plan update to the SRTC Board and two advisory committees. Board and committee meetings were held monthly and open to the public. Agenda packets were available on the SRTC website and were emailed to distribution lists. The Board and committees received informational presentations at 37 meetings.

- SRTC Board of Directors—12 meetings
- Transportation Technical Committee (TTC)—15 meetings
- The Transportation Advisory Committee (TAC)—10 meetings

MEDIA COVERAGE

Throughout 2020 and 2021, there were a number of articles and references to Horizon 2045 in the Spokesman Review. KXLY wrote about the plan and financial incentives offered as a part of the public meeting #2 promotion.

PUBLIC COMMENT PERIOD

A public comment period was held from October 13, 2021 to November 12, 2021. A table detailing comments received and SRTC responses is provided in the next section of this appendix.

PUBLIC COMMENT SUMMARY

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
10.14.21	Mark Foutch, E-W Committee Co-Chair, All Board Washington	Email	Thanks so much to SRTC staff for including that brief mention of AMTRAK service among transportation modes early in the document, and then on p. 63 an excellent, detailed two-paragraph discussion of current AMTRAK service to/from Spokane including the +-+ inconvenient departure times.. I was particularly pleased to see that this departure time issue is mentioned frequently in public comment! It is really good to see this on SRTC's "radar". I'll cc key players in our organization with this email. Regards, Mark	Noted. See below for additional follow up.
10.14.21	Gary Wirt, All Aboard Washington	Email	<p>Adding to Mark Foutch's comments on the Horizon 2045 draft document page 63, there is a similar paragraph on page 84 about inconvenient AMTRAK schedules in Spokane. The paragraph concludes: "There is no forecasted increase for passenger rail service in our area". In this regard, I presume you are aware of the July 2020 feasibility study conducted by the Joint Transportation Committee (JTC) which concluded that restoring passenger rail service between Spokane & Seattle over Stampede Pass using BNSF tracks is both technically and operationally feasible. That study, which included ridership estimates, journey times, and suggested schedules, has led to significant discussion about the potential for restoring the service..</p> <p>All Aboard Washington made a presentation to Washington State Transportation Commission (WSTC) on the subject at their meeting in July 2021. WSDOT Rail, Freight, and Ports Division will be providing a follow-on briefing Tuesday, October 19, 2021 at the Commission's October meeting. Additionally, WSTC has scheduled a meeting in Yakima for April 2022. Although a detailed agenda for the April meeting is yet to be determined, I was recently informed by Yakima Valley Council of Governments (YVCOG) Transportation Manager, Mr. Alan Adolf, that several elected officials from Yakima County, Kittitas Country, and Benton County are planning to be involved in that meeting for the purpose of endorsing restoration of passenger rail service through Central and Eastern Washington, obtaining the support of WSTC, and obtaining support from our legislative representatives. It would be beneficial for SRTC and/or other interested officials, businesses, and/or citizens from the Spokane area participate in the April meeting and voice their support for additional passenger rail service. My understanding is that the meeting will be the first in-person WSTC meeting in more than a year. I do not know if the meeting will also be available by ZOOM. I encourage you to discuss SRTC participation in the April meeting with Mr. Adolf at YVCOG, (509) 759-7981</p> <p>For the purposes of comments on Horizon 2045, I think it would be reasonable to at least include a statement that JTC completed a study in 2020 regarding additional passenger rail service and in view of the significant level of interest in the service, further discussion and evaluation is expected. Regards, Gary Wirt</p>	<p>Thank you for submitting comment on the passenger rail component of SRTC's Metropolitan Transportation Plan update. My name is Mike Ulrich and I'm the project manager for the plan update. We've gotten to the stage of the public comment period where I've begun incorporating the comment we received into the plan as appropriate. To that end, I appreciate you reminding us of the JTC's feasibility study and the ongoing coordination with WSTC and the communities of Central Washington. In light of Mr. Adolf's clarifications that he sent on 10/15 I intend to include the below language on page 63 of Horizon 2045:</p> <p>Initial study commissioned by the WA Legislature's Joint Transportation Committee found that introducing a Spokane to Seattle service via the Stampede Pass was technically feasible and despite long journey times, could generate ridership above or comparable to some other Amtrak State supported services. According to the study's final report, travel time from Spokane to Seattle could take 8 hours and 35 minutes with ridership near 200,000 passengers annually. Coordination with the Washington State Transportation Commission regarding the concept is expected to continue in the Spring of 2022.</p> <p>I hope this adequately characterizes where the conversations are regarding the future potential of the service. If you have any additional feedback please let me know.</p> <p>Thanks again for your engagement with our plan update!</p>
				Thanks again for your engagement with our plan update!

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
10.14.21	Ursual Mitchell	Email	How about starting some solid public transportation going up north on 395, to give people without cars, or people who don't like driving to work in to the city and home at night more access to Spokane. Older folks in Deer Park etc. without transportation are stuck to shop in 2. Hand stores or Yokes or have problems getting health care. Our dreams, to get to Spokane safe, especially during the winter months...	<p>Thank you very much for taking the time share your comments with Spokane Regional Transportation Council. I can understand how frustrating it would be to live in the Deer Park area without access to a vehicle since public transit options are so limited. I will forward your comments to Spokane Transit Authority and the comments will also be incorporated into the long-range metropolitan transportation plan document, Horizon 2045. I'm attaching links to the websites for a couple public transportation options - the SMS Community Shuttle (they have a route that goes between Deer Park and Spokane) and the Gold-Line Intercity bus, which also goes between the two cities.</p> <ul style="list-style-type: none"> • SMS - Deer Park to Spokane via Hwy 395 • Gold Line Intercity Bus Service • More information about other transportation options can be found in the Spokane Transportation Collaborative's Getting There Guide <p>Best regards, Julie Meyers-Lehman"</p>
10.15.21	Alan Adolf, Transp. Program Manager, Yakima Valley Conference of Govts.	Email	Good morning Gary /Julie. Slight correction to the comments below (those from Gary Wirt) At this point, the Mayors of Yakima and Ellensburg are firmly supportive of expanding the discussion. Mayor Tabb (Ellensburg) has indicated that 2 of the 3 Kittitas County commissioners are also supportive of the return of passenger rail, but have not been part of the conversation with Yakima and Ellensburg as of yet. Also, the City of Toppenish has been championing the passenger rail effort for quite some time and were not part of this early conversation. Mayor Byers and Mayor Tabb along with city manager of Yakima will begin reaching out to other regional elected officials in the upcoming weeks to gauge their "official (?)" support in hopes of gaining the support of our 13/14/15th District Legislators.... Then probably Congressman Newhouse and Sens. Cantwell / Murray. We will begin to develop or April WSTC presentation in earnest, and will task our policy board's direction in who to address the Passenger Rail Issue. Regards, Alan Adolf	See the response to Mr. Wirt above.
10.16.21	Phil Faris	Email	<p>I attended the SRTC Zoom conversation this week and found it to be interesting and informative. I also participated this summer in Spokane's Sustainability Action Plan SAP meetings regarding its Transportation and Land Use section. My interest is Big Picture oriented and in both contexts I felt that the "plans" were hard to grasp until I spent a lot of time reading the entire documents and outlining them (and memorizing them). Of course, the staff working groups don't have this problem because they already have spent so much time dedicated to these issues.</p> <p>Recommendation 1: For the Public, it would be helpful to have more granular outlines of the chapters and sections and topics and headings all on one page. Possibly this could be in an "Overview Outline" appendix that the chapters refer readers to when they get fogged in mentally.</p> <p>Recommendation 2: Similar to my first comment, I believe the public would "get into" the document's spirit and goal more quickly if they had a summary of the Transportation Modes presented up front. Starting with the history, as the SRTC does, is one very interesting approach. But I believe the public can't even comprehend what the history is covering without a grasp of the "structure" of the topic's domain, but especially of the modes of transportation it covers and what it doesn't.</p>	<p>Thanks for participating! We appreciate the shear volume of the information in the plan. We'll be developing a web based interface to help folks digest the information in the plan more easily.</p> <p>We agree. While we don't have the time to develop one before the Board is set to adopt the plan. We intend to develop an index for the plan that will hopefully add to the plan's readability.</p> <p>This is helpful feedback. We've discussed some strategies for reorganizing the document as part of the next update. At this stage, we're reluctant to take on a major reorganization given the federal requirement for adoption by December.</p>

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
10.16.21	Phil Faris	Email	<p>Observation 1: An aspect of the above comment deals with the place that private automobiles find in this plan. That is, POV's are non-existent and totally ignored! While I concede that there is a good reason for that, I don't think most people will start to think of "Transportation" in the region with anything other than their own private automobiles in mind</p> <p>All of these comments work together to give the public the impression that the government planners are trying to hide something from them. My own point of view comes from the direction of Environmental Protection. Specifically, a task force I'm part of is looking for ways to "update" civilization so that its impact on global and local ecosystems stops destroying ecosystems and starts to balance them. Urban and regional transportation systems are a HUGE aspect of earth's overall ecosystem. Totally separate from climate change, this ecosystem seems almost intentionally non-resilient. One "enabler" of this non-resiliency is regional and global transportation. It creates dependencies (actually, it makes most of those dependencies possible) that wipe-out local sustainability and create elements that would cease to function without far-ranging transportation networks. But you know all this.</p> <p>But the public is more or less wallowing in a sea of either ignorance or information overload. Planning documents such as Horizon 2045, as currently drafted, only serve to increase that information overload. And they also are susceptible to misunderstanding. Finally, they are so complex that enforcement compliance is nearly impossible to enforce. (Having said that, they are excellent data sources for anyone who wishes to spend a lot of time studying the issues; that's the flip side of information overload.) Finally, they are still a terrific beginning upon which a public relations solution can be built. So keep up the good work! Thanks, Phil Faris</p>	<p>Thank you for your observation. It's clear through your comments that've given the issues impacting transportation significant thought. Your observation about the plan contributing to information overload is one we've given some thought to. We've discussed ideas to simplify the plan and elevate the most relevant information. See some of the examples of that cited above. We hope you'll continue to stay engaged to help inform the conversation regarding topics like sustainability and environmental protection.</p>
10.17.21	Tom Sahlberg	Email	<p>Julie ... thank you for the invite and information at the virtual meeting. My experience with SRTC when I was with SPD, the County Traffic Safety Commission and Safe Kids Coalition was not as positive or productive for our community. Your team is actually listening and actively seeking input from ALL citizens in a way that is encouraging. Your collaborative approach is much appreciated. As the LE member of the 1st N/S Corridor team (yes 30+ years ago) we made promises that were naïve and unrealistic about the size/scope/funding of such a huge undertaking. With appreciation – keep up the good work ... Tom Sahlberg</p>	<p>Tom, thanks for continuing to stay engaged with the work of SRTC. We appreciate the perspective that you bring to these community conversations.</p>
11.02.21	@JackDaniyel	Twitter	<p>This is the most car-centric 25 year plan #Spokane could possibly have. Apparently no one live in the South Hill. We could build out BRT, add protected bike lanes, but instead we have road widening projects. SRTC=Spokane Really Tied to Cars.</p>	<p>@JackDaniyel thank you for taking time to review Horizon 2045. We appreciate your comments related to SOVs. Please note that 26.5% of transportation related revenue during the planning period will be invested in transit including development of high performance service on the Monroe-Regal line.</p>

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
11.11.21	washarp@q.com	Email	<p>"While not a resident of the Spokane region, I have ridden Amtrak's fine Empire Builder (EB) trains to/from and through Spokane on many occasions.</p> <p>As mentioned in Horizon 2045, the inconvenient times of both arrivals and departures limits patronage. Passenger train travel serving Spokane is unlikely to increase, as is stated in comments, as long as the only options are middle-of-night.</p> <p>Our state's intercity rail passenger advocacy organization, All Aboard Washington (AAWA – I served as Executive Director 1985-2018), is actively working with Spokane and Eastern Washington interests to bring about added Amtrak service to and from Spokane, particularly daytime service to and through the Yakima Valley. (Statements to you from Gary Wirt and Mark Foutch, leaders of AAWA efforts.)</p> <p>Despite years of statewide bi-partisan support for state investments in intercity passenger train service, and the passage of the best ever federal funding for intercity rail as part of the Infrastructure bill, neither WSDOT nor Amtrak now has future plans to increase service for Spokane or Eastern Washington.</p> <p>Amtrak's comprehensive plans at this time in fact neglect any future service increases for the entire Inland Northwest!</p> <p>A similar lack of interest from WSDOT or Amtrak was evident about 30 years ago when we in Western Washington began working with local communities, interested legislators, and a couple of influential Members of Congress. Persistence paid and by 2005 the NW Corridor was seen as one of the best in the Amtrak system, with most of the investment having come, not from DC, but from our own state.</p> <p>Given Horizon 2045 has a potential lead time of 24 years, one assumes enough interest and support can be generated by elected officials at the local, state, and federal level, and members of the Spokane and other Eastern Washington communities to a significant increase in this most comfortable, safe, and environmentally-sound mode of personal travel. One hopes that the growth of train service for your citizens and visitors takes less than 24 years, however.</p> <p>Sincere best wishes to your being able to add passenger trains as a viable travel choice for Spokane area citizens and visitors"</p>	<p>Thanks for your comments. As you note the issue of passenger rail in the State was elevated by comments made by Gary Wirt and Mark Foutch. As a result we revised text in the plan to emphasize the conversations that are happening at the State-level around potential future service. We'll continue to monitor those conversations and make sure our Board is aware of any new developments. Thanks again for shining a light on this important mode.</p>

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
11.12.21	Paul Kropp	Email	<p>". . . Long Term, aka ""Various improvements recommended in US 195/I-90 Study,"" page 108.</p> <p>This is a comment on the draft Horizon 2045 plan published on the SRTC web site. Thanks for the opportunity.</p> <p>Late to the party, but really how on earth are the US 195/I-90 study projects to be understood as dead last for completion?</p> <p>Projected Year = 2045? That's what WSDOT wants the jurisdictions, residents, and commercial interests of the entire region to know and understand are its expectations (priorities?) for improvements in the Latah corridor?</p> <p>The greatest oddity is that \$450 million are expected to be available to ""Replace I-90 Latah Creek Bridges, widen I-90 and bridges for US 195 ramp auxiliary lanes, reconstruct BNSF bridge"" by a full 10 years earlier in 2035! In just 15 years from now!</p> <p>The point of the 195 Study is to identify a suite of state and local projects for a quarter the cost to keep the corridor ""safe"" until 195's connection to I-90 can be accomplished later. I would have expected the project year targets for these two projects to be reversed: 2035 for the</p> <p>195 study projects and 2045 for the I-90/US-2/BNSF Latah Valley crossing bridges.</p> <p>What is the explanation or justification for SRTC - on behalf not only of WSDOT but the City of Spokane -- for the apparent positioning in time of these two projects?</p> <p>Yet, by adopting HZ 2045 as drafted are the region's elected officials and jurisdictions acknowledging that for Spokane County the state WSDOT is putting I-90 first -- multiple Latah Valley crossing improvements and a Barker Road interchange -- before SR-290 passing lanes, SR-904 passing lanes, and the US-195 safety and capacity projects inside the city of Spokane when it goes about allocating new federal infrastructure package funding across the state?</p> <p>I look forward to SRTC's responses to all public comment.</p>	<p>Thank you for taking the time to review the update to the Metropolitan Transportation Plan. To your concerns about the projected completion year for the US195/I-90 suite of project...The years shown in the table on page 108 are estimates. As you know, SRTC does not build projects so we rely on the best available information as to when projects may be built. In some cases, especially in the planning stages of projects, we are especially conservative with those estimates.</p> <p>The development of Horizon 2045 has preceded Board acceptance of the suite of strategies for US 195/I-90 Study. Once the Board accepts the suite of US 195/I-90 strategies those projects should then progress through the local agency planning process and become part of the comprehensive plans and a capital improvement programs of relevant jurisdictions. SRTC understands immediate funding solutions are currently being sought for some of the near-term strategies.</p> <p>However, since the entire suite of projects includes longer-term strategies and SRTC does not yet have clarity on the pace of local agency planning and their funding commitments, SRTC is placing those projects in the 2045 planning time frame. This does not preclude the strategies from progressing more quickly. Again, the year shown in the table is only an estimate. By the next update of the Metropolitan Transportation Plan, SRTC should have more information regarding the local agency planning and financial commitment which will allow us to revisit the planning horizon for the suite of strategies.</p> <p>I hope this helps clarify. Please follow up if you have any additional questions or concerns.</p>

Horizon 2045 Public Comments from Comment Period: October 13, 2021 to November 12, 2021

Date	Name	Method	Comment	Response
11.11.21	Joe Tortorelli	Email	<p>The Spokane Area Good Roads Association has been an advocate for our transportation system since its formation in December 1903. In those 118 years we have championed many initiatives to improve all the forms of transportation in our area. So, it is with deep conviction and with unanimous support that we believe that the plans for our current interstate freeway in Horizon 2045 are totally inadequate.</p> <p>There is no indication that the Regional Transportation planning organization has considered the need to widen I-90 to six lanes on either the east, Barker to state line or the west, top of the Sunset Hill to the Cheney exit at SR 904. In the last couple of years Amazon has built four distribution facilities on both ends of I-90 in Spokane County. The commonsense assumption is that these facilities will dramatically increase vehicle counts on I-90 at the entry points as well as thru the cities. Peak hour traffic has now come to a standstill. It wasn't long ago that congestion on I-90, as defined by the WSDOT standard of travel at less than 45 MPH, was six minutes per day, Seattle on I-5 was six hours per day. We don't want to be Seattle.</p> <p>WSDOT is presently concentrating on completing the 10.5 miles NSC and has stated that the only improvements they can make to I-90 is to install and manage ramp meters to limit the congestion created during the peak travel times. Once the NSC is completed in 2029 we will not be calling US 395 and I-90 freeways but instead they will be parking lots for hours, like Seattle and the Puget Sound area.</p> <p>Long range planning is the forte of SRTC for the Spokane area and yet Horizon 2045 is supposed to forecast growth for the next 24 years and does not even mention the expansion of our major arterial thru the cities east to west. Many years ago, the County proposed creating six urban connectors to allow us to not have to congregate in the center corridor to travel around the city. Maybe this concept should be revisited. In the meantime, please consider the improvements to I-90 to keep our mobility reasonable.</p> <p>Joe Tortorelli Executive Director/Secretary Spokane Area Good Roads Association (509) 926-9356, jtortorelli@econdnw.com</p>	<p>Horizon 2045 aims to balance strategic multimodal investments with the growing backlog of maintenance and preservation needs. The Plan outlines a significant \$5.1B deficit in future revenue to cover projected maintenance and preservation expenditures. While adding lanes to Interstate 90 (I-90) is not currently in the plan, Horizon 2045 does include strategic investments that aim to improve I-90 operations and safety: interchange improvements, alternate parallel routes to I-90, demand management strategies, and system operational strategies. These investments are designed to maximize the benefit from system capacity before adding lanes and additional maintenance and preservation costs that comes with those lane miles. Currently WSDOT is not placing a priority on I-90 expansion due to balancing other statewide priorities such as maintenance and preservation and safety.</p> <p>Moving forward to better address the scale of regional transportation needs, including I-90, SRTC is embarking on a Data Applications for Transportation Analysis (DATA) project that will update our tools so that we better understand the impacts from projected growth and recent changes in travel patterns. This DATA project will help inform an updated analysis of transportation system performance and needs. SRTC is committed to a continuous, comprehensive, and cooperative transportation process that identifies short- and long-range problems and develops possible solutions that are at the right time and the right size for our region. That process includes listening to the public we serve and addressing their concerns. We appreciate your comment and will continue to plan and be attentive to I-90 needs and strategies as we begin the next iteration of the SRTC Metropolitan Transportation Plan.</p>

Horizon 2045 Public Comments Provided at Virtual Public Meeting: October 14, 2021

Name	Comment	Response
Jules (no last name)	A Washington state income tax could pay for a number of transportation initiatives	While SRTC recognizes the challenges related to limited transportation funding, the WA Legislature ultimately has state taxing authority.
Josette Gates	Amazon is a heavy user of transportation infrastructure like airports and roads but pays very little in taxes compared to their profits	Noted.
	Spokane is very car dependent city and one of the main ways to reduce this is to install light rail. Is light rail included in this plan?	Light rail is not specifically called for in this plan. Instead, the plan recognizes the service improvements STA is planning on some of their most highly frequented routes including Monroe-Regal as well as Division. Additionally, service to Coeur d' Alene is listed as an unfunded project in the plan.
	Studies have shown that buses do not have the same effect on reducing car dependency. Funding will likely increase to reduce emissions in the future.	Noted.
	How is the Spokane Sustainability plan coordinated with this groups planning? What about re-powering the diesel STA buses when they are "surplus" to electric to reduce emissions?	Many of the City of Spokane's Sustainability Action Plan's guiding principles are aligned with the guiding principles of Horizon 2045 including quality of life and stewardship. SRTC has begun work planning to advance the region's planning for climate change. Expect to see more on that in the next plan update. STA is actively working to convert their fleet of diesel coaches to electric. They currently operate 14 electric coaches and are actively working to secure funding for more.
Melanie Elston	People I talk to want the free buses back. I know it was a covid thing but I think it would be good for the community not to required \$2 every time.	Free and reduced bus fare was a topic that come up in our 2021 focus group conversations. While SRTC doesn't have the ability to implement free buses passes, we will ensure your suggestion is received by the STA. Comment forwarded to STA for consideration.
	Cars are so entitled around here. They won't share the road with bikes and get upset at me trying to cross the street to catch the bus.	Noted.
	Def need better bike lanes and cross walks	This is a theme we heard often in our focus groups. More detail is provided on pages 21 and 22.
	I thought it was weird that buses stop running too early on the weekends. Aren't people more likely to be out having fun later? Seems like a gap in service.	Noted. Comment forwarded to STA for consideration.
Lindsey Shaw	A bus in dogtown would be nice	Noted. Comment forwarded to STA for consideration.
	We are seeing so many people being challenged by rent increases that food and clothing are their biggest need and getting them to the places that have those resources has been a huge obstacle.	Noted.
	I hope that with greenways, bikes become more of a way to get around for my family	Noted. We've heard the need for more bicycle infrastructure as part of our focus groups. More detail provided on pages 21 and 22.
	I have always thought a cross state light rail would be so great for our whole states economy.	This is a theme we heard often in our focus groups. More detail is provided on pages 21 and 22.
Larry Luton	With the growth that Evs are expected to see between now and 2045, have your forecasts included a recognition that gas tax revenues to see a dramatic decline by 2045?	Our forecasted gas tax revenues for the region are based on the Washington State Transportation Revenue Forecast Council's projections—available at: https://ofm.wa.gov/budget/transportation-revenue-information . More detail is available in Appendix C, pages 6–12). In terms of declining gas tax revenue, while it seems intuitive that gas consumption will continue to decline with the adoption of EVs it's less clear how the legislature will react to that and whether a gas tax increase will be adopted to account for declining revenues. As we learn more about options like a Road Usage Charge (https://waroadusagecharge.org/) we'll update our plan accordingly.
	STA should consider a zero fare program	Noted. Comment forwarded to STA for consideration.
	Paint is not a safety system for cyclists. Separated bike paths need to be developed aggressively.	Thank you for your comments. SRTC agrees that emphasis should be placed on safe, separated bike network facilities. In the past year, the agency revisited our bike facility classes to place greater emphasis on separated facilities - however there is still work to be done. Horizon 2045 forecasts approximately \$279 million, or 16% of all forecasted programmatic expenditures, to be allocated to active transportation projects such as separated bike paths.
	Safe Routes to School programs need to be greatly expanded.	Noted. Comment forwarded to Spokane Regional Health District for consideration.

Horizon 2045 Public Comments Provided at Virtual Public Meeting: October 14, 2021

Name	Comment	Response
David Seaman	Is there a consideration for the increased wear and tear on roads from the increased average weight of evs? I understand commerial freight has a larger impact, but do you find that impacts future costs?	EV's tend to be much lighter in weight than internal combustion engines, reducing the overall wear and tear on the roadway infrastructure. Eventually commercial freight trucks and local fleet vehicles may switch to electric models. We will know more about the overall impacts of EVs to the transportation system and associated costs, once there is greater market adoption.
David Seaman	I'm curious about how the region's transportation goals align with other goals - is there any commitment to a vision zero or goal to reduce vmt and/or carbon emissions? I notice that a lot of our plans involve expanding/widening roads - when there's not a lot of evidence we can throw capacity at traffic to solve congestion.	The region has adopted what we call "performance targets" for safety and air quality, among others. The intent with performance targets is to measure performance in a given area (i.e. - fatalities) with respect to the investments being made in the region. So, as an example, if we are not meeting our target for fatalities, that let's the Board know additional investment in safety projects may be warranted.
	"smarter" signals would be great, especially with bike sensors!	Thank you for your comments, David. SRTC and our stakeholders are working to ensure that Spokane is served by modern transportation infrastructure including intelligent traffic systems (ITS). This work falls under the transportation system management and operations (TSMO) program, to which we hope to allocate approximately \$220 million during the period covered by Horizon 2045.
Debra Morgan	(regarding bus fare) Even a \$10 low-income program for people under a certain income would be better than what it is now.	Noted. Comment forwarded to STA for consideration.
	We also need more wheelchair ramps in many neighborhoods. Many of the sidewalks in my area don't have them making me have to use my walker in the street because I can't get it up the curb.	Noted. Comment forwarded to jurisdiction for consideration.
Shebly Koch	(regarding bus routes) And maybe some routes that aren't just to downtown. I have no resonable way to take the bus to school.	Noted. Comment forwarded to STA for consideration.
	Increasing safety for cyclists, pedestrians, & active transport in general would be great. Paint is not the most comforting barrier from vehicles.	This is a theme we heard often in our focus groups. More detail is provided on pages 21 and 22.
	There aren't enough marked crosswalks and it would help if lights have pedestrians and/or bikes priority.	This is a theme we heard often in our focus groups. More detail is provided on pages 21 and 22.
	Would be great if kiddos could safely bike or walk to schol	This is a theme we heard often in our focus groups. More detail is provided on pages 21 and 22.
	Raising crosswalks so that cars have to "enter" the pedestrian space is an interesting way to slow vehicles down that I've seen	That is interesting. Safety is one of the plan's guiding principles. Innovative solutions like the one you've suggested here are incentivized when SRTC distributes federal funding.
	Is there any collaboration with the local universities? I know that most of my classmates drive to campus every single day - sometimes multiple times a day.	Karl Otterstrom of STA said "STA has bus pass programs with WSU Spokane, EWU, Gonzaga and the community colleges. There is no extra charge to ride the bus.
Jen B	Is there a Sharecar in Spokane I had read about one at Gonzaga	Yes. Zipcar operates service that includes Gonzaga University.
Stephanie Watson	Safety for cyclists of all ages is huge! More walking paths and greenways! Make transit in line with rider schedules and service hubs for work and neighborhood destinations.	"SRTC agrees, and we hope to invest approximately \$279 million in active transportation facilities (or 16% of forecasted programmatic expenditures) during the period covered by Horizon 2045. These investments are intended to make active transportation safer and expand the network to improve access for all the area's residents. With regard to your comment on transit schedules, we are forwarding your comment to STA for consideration. Thank you for your feedback! "

Horizon 2045 Public Comments Received via Survey Monkey

Chapter 1

Date/Question	Name & Email/Answer
10.15.21	Kevin Mullin, ewashdude@hotmail.com
Please share thoughts, comments or questions on Chapter 1	Just following what ur doing, I watch all downtown project and more!
SRTC staff response to comment in previous row	Thanks for taking the time to review the plan.
What is the most interesting section or piece of information in Chapter 1, or was there anything that stood out to you?	The amount of info, is outstanding and a lot!! Still following all of it!
Was there anything that was difficult to understand or confusing in Chapter 1?	No, u were very clear!
SRTC is planning on creating an interactive website to share the information in this plan, do you have any ideas or considerations you would like us to know?	Keep up the public input, just a few legislators doing it is bad, like to see you listen to the input too!!
10.25.21	Luke O'Bannan, spokaneluke@gmail.com
Please share thoughts, comments or questions on Chapter 1	Please avoid unnecessarily altering existing transportation systems and facilities - whether or not there is federal money to pay for it. The surveys (and therefore the input) are focused on what to change, but there should be a strong presumption that things work as they currently exist. If a major change is going to be made, there must be undeniable research and evidence showing a significant net benefit to the general Spokane community (and not small subsets). There are always unintended consequences and unforeseeable costs of change. As a north side resident, it was disturbing when the City moved forward with a plan regarding reducing Monroe St. to a single lane in either direction. Whether or not that was a good idea (and the 5pm traffic on Division and Maple may suggest it was not) is not the point. When people with vested interests in the status quo asked the City to demonstrate the need for such a significant change, the City's response (as I heard it) was: "We're moving forward unless you can prove that the idea is bad." The City should not place the burden of disproving an idea on the citizens but should instead carry its burden of demonstrating uses of resources and modifications are of a significant and widespread benefit. This is not just good governance, but also helps with community buy-in and avoiding damaging and costly experimentation. Also, with any public works project there is a threat that the project is driven by political aspirations and not the benefit of the community who will end up using the infrastructure and paying for it (even if through federal taxes). It is easy for a project leader to prefer an expansive and idealistic project instead of a mundane and practical one. Please carefully consider this and avoid unnecessarily altering existing transportation systems.
SRTC staff response to comment in previous row	Thanks for taking the time to review the plan. Your thoughts regarding altering existing transportation systems are important, especially in an environment of decreasing revenues and increasing construction costs. What might not be especially clear in our plan is that SRTC doesn't build projects. Instead, we provide planning analysis that helps inform where there are regional opportunities and challenges. One of the things we monitor closely is congestion on the regional network. We are forecasting congestion to increase into the horizon year of 2045. So, our member jurisdictions will need to make investments to help address that. We do want to ensure that those investments benefit the most users of those congested systems. At the same time, we need to make sure those that have been historically excluded from the decision making process are also receiving benefit from transportation related investment. As you can see there's a balance that our Policy Board must strike when making decisions about distributing federal dollars. Thanks again for your thoughts which will be included in the plan and we hope you'll stay engaged with SRTC in the future.
What is the most interesting section or piece of information in Chapter 1, or was there anything that stood out to you?	In general, the draft appeared to assume that Spokane will dramatically change in the next couple of decades. Although this may be true, many people do not want to see Spokane change in dramatic ways. We like our neighborhoods, mixed use along arterials, accessible parks, and the inefficient use of land with views or along the river. Economic and cultural progress is fine, but Spokane should not try to imitate other cities.

Horizon 2045 Public Comments Received via Survey Monkey

Chapter 1

Date/Question	Name & Email/Answer
Was there anything that was difficult to understand or confusing in Chapter 1?	The public opinion survey included 626 responses, but is there any indication that these responses were a proportional representation of the Spokane community or does it include a large number of responses from highly engaged/motivated groups. I am concerned that most people in Spokane are not going to spend time sharing their thoughts on hypothetical planning ideas. Instead, people are likely to voice concerns when an hypothetical becomes a change likely to influence their lives (costing them time or money). Without know who responded to the surveys, it is not clear whether those results are representative the community's true priorities and experiences. Also, I didn't see anything regarding the central role that Spokane winters play in transportation, rendering multi-modal transportation options unreliable for significant periods of every year.
SRTC is planning on creating an interactive website to share the information in this plan, do you have any ideas or considerations you would like us to know?	The system should be sure to include: (1) congestion reporting, (2) sidewalk installation requests, (3) feedback for specific project ideas before the ideas become certainties.

Horizon 2045 Public Comments Received via Survey Monkey

Chapter 2

Date/Question	Name & Email/Answer
10.15.21	GN, silverbowmtn@gmail.com
Please share thoughts, comments or questions on Chapter 2	I think bridge maintenance is highly important, especially with all the ones we have in Spokane County.
SRTC staff response to comment in previous row	Maintaining and preserving the existing system are critical to the performance of the transportation network, as you point out. Of the region's bridges on what we call "The National Highway System" (think freeways, state highways, etc.) only about 55% of those are in good condition. As a region we'll need to continue to emphasize the need to secure additional revenues for the preservation and maintenance of bridges.
What is the most interesting section or piece of information in Chapter 2, or was there anything that stood out to you?	The projected growth was interesting, as well as the bridge status map.
Was there anything that was difficult to understand or confusing in Chapter 2?	No
SRTC is planning on creating an interactive website to share the information in this plan, do you have any ideas or considerations you would like us to know?	Let people make additions, lines, circles, notes etc on the map. Nothing that changes the original map, but notes that are saved on top.

Horizon 2045 Public Comments Received via Survey Monkey

Chapter 3

Date/Question	Name & Email/Answer
10.15.21	Robert Flowers, mr_mouse@comcast.net
Please share thoughts, comments or questions on Chapter 3	It is well past time to think light rail. Two factors will shape Spokane's growth and livability in the 21st Century: through rail traffic and congestion on I-90. Chapter 3 of this report predicts where both growth and impediments to movement will occur and they will take place in the same location: along the I-90 corridor from Spokane's airport to the eastern Washington state line. To accommodate predicted growth without making the same mistakes other cities have made (adding freeway lanes, etc.) Spokane needs to immediately begin planning for light rail and acquiring necessary rights-of-way to facilitate the building of light rail from the eastern Washington State line to the Spokane airport. In conjunction with this process, existing freight and (the occasional) passenger rail lines which pass through the heart of Spokane should be acquired so that through freight (which includes hazardous and toxic materials) is shunted around the city and so that these abandoned rail lines may be repurposed for a portion of the light rail line serving the central city area. More freeway lanes has never solved a people movement problem.
SRTC staff response to comment in previous row	We've heard in other venues similar input regarding the need for a transit option along the I-90 corridor from the Airport to the state line. It should be noted that Horizon 2045 contemplates a "high performance transit network" route between SIA and Coeur d'Alene. This project appears as unfunded on page 117 of the plan. Spokane Transit's comprehensive plan calls for high frequency service via articulated bus or double-decker bus.
What is the most interesting section or piece of information in Chapter 3, or was there anything that stood out to you?	Predicted traffic congestion and predicted future growth areas.
Was there anything that was difficult to understand or confusing in Chapter 3?	
SRTC is planning on creating an interactive website to share the information in this plan, do you have any ideas or considerations you would like us to know?	Perhaps provide a means for respondents to create scenarios using different modes of transportation to serve the projected growth areas.