Congestion Management Process						
Performance Measure Analysis						
Guiding Principle	**Performance Measure**	**Source**	**Methodology**	**Baseline Results**		**Corridor/ Regional**
Economic Vitality	Transportation plus housing costs as a percentage of median income in CMP corridors	H+T Affordability Index by CNT (Center for Neighborhood Technology) Using 2000 Census Block Groups	Join spreadsheet manually acquired from CNT for 2007-2011 from their website in GIS. Provide average along corridor.	Argonne/Mullan	52.25%	C
				US 2/US 395/Division	44.78%	
				SR 291/Francis	48.94%	
				Freya/Thor/Greene	47.65%	
				Interstate 90 Central	45.47%	
				Interstate 90 East	51.28%	
				Sullivan	51.41%	
				US 2 A	52.93%	
	Freight tonnage in CMP corridors	WSDOT 2011 Traffic Volume Shapefile and SV FGTS tonnage 2013 Updates for FGTS	Highways - WSDOT 2012 data downloaded 1/16/14 (most current available). Late 2013, data provided by City of Spokane Valley for WSDOT FGTS updates by jurisdictions done every 2 years (percentages and classifications) for review and potential change in status, no data provided by City of Spokane	Argonne/Mullan (T-2)	5.42-8.68%	C
				US 2/US 395/Division (T-2)	3.02-3.49%	
				SR 291/Francis (T-2/T-3)	2.64-3.74%	
				Freya/Thor/Greene (T-1)	N/A	
				I-90 Central (T-1)	10.4-10.5%	
				I-90 East (T-1)	11.44%	
				Sullivan (T-1/T-2/T-3)	6.03-12.96%	
				US 2A (T-2)	13.72%	
	Assessed land value in CMP corridors	Assessor's current parcel database for Spokane County based on 1/2 mile buffer of corridor of residential, multi-family, condominiums, exempt/utilities, general commercial, Industrial and land values.	Determine land value based on Assessor's tax valuation and including a percentage of the valuation for parcels split within buffer area.	Argonne/Mullan	$288,111,153	C
				US 2/US 395/Division	$1,037,076,997	
				SR 291/Francis	$389,958,303	
				Freya/Thor/Greene	$179,374,138	
				Interstate 90 Central	$738,255,774	
				Interstate 90 East	$684,164,722	
				Sullivan	$236,065,369	
				US 2 A	$173,047,867	
Cooperation and Leadership	Attendance at CMP meetings, committee, and public meetings	Sign-in sheets, public meeting (Mark Hollenbeck), meetings with individual stakeholders, presentations to SRTC Board, TTC and TAC	Inform and determine the process as to how the CMP corridors were identified. Review of specific corridors at each meeting.	In 2013 - 9 committee meetings, 2 SRTC Board meetings, 3 TTC meetings, 2 TAC meetings and 1 public meeting with Mr. Hollenbeck.		R/C

Congestion Management Process						
Performance Measure Analysis						
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Stewardship	Expenditures from SRTC call for projects for CMP projects vs. all expenditures for SRTC call for projects	STIP	Review projects that meet CMP strategies in TIP and review selected corridors relating directly to the CMP listings and reviewed on a annual basis	TBD		R/C
System Operations, Maintenance & Preservation	Transit performance on corridors	STA	STA provided bus frequency and access along each corridor during Peak Hours (6-8 AM, 4-6 PM)	Argonne/Mullan	4 to 6	C
				US 2/US 395/Division	8	
				SR 291/Francis	10	
				Freya/Thor/Greene	8 to 20	
				Interstate 90 Central	10 to 12	
				Interstate 90 East	N/A	
				Sullivan	4	
				US 2 A	4	
	Travel Time Index (TTI) Averages and Peaks on Corridors	Derived from INRIX Traffic Analytics Historic Probe Data Explorer Tool, Travel Time Index (TTI) represents actual travel time as a percentage of the ideal (free flow) travel time (Travel Time/Free-flow Travel Time)	TTI for each corridor was determined by using data from April 2012. AM TTI data was taken between the hours of 07:00-09:00 and PM TTI was between the hours of 16:00-18:00 PM.	Argonne/Mullan (NB/SB)	1.11/1.15 / 1.11/1.05	C
				US 2/395/Division (NB/SB)	1.10/1.21 / 1.16/1.28	
				SR 291/Francis (EB/WB)	1.21/1.37 / '1.20/1.29	
				Freya/Thor/Greene (NB/SB)	1.11/1.14 / 1.09/1.11	
				Interstate 90 Central (EB/WB)	1.00/1.09 / 1.02/1.02	
				Interstate 90 East (EB/WB)	0.987/0.997 /	
				Sullivan (NB/SB)	1.16/1.21 / 1.11/1.12	
				US 2 A (EB/WB)	1.03/1.03 / 1.07/1.07	
	Cost of Project/Planning Time Index (PTI) improvement	Derived from INRIX Traffic Analytics Historic Probe Data Explorer Tool, Planning Time Index (PTI) represents the near-worst case travel time as a percentage of ideal (free flow) travel time (95% Travel Time/Free-flow Travel Time)	PTI data is exactly the same as the TTI above. The Cost of Project will be determined by the Transportation Improvement Program (TIP) on a year by year basis provided the TIP project has been constructed	Argonne/Mullan (NB/SB)	1.35/1.39 / 1.37/1.28	C
				US 2/395/Division (NB/SB)	1.26/1.49 / 1.35/1.51	
				SR 291/Francis (EB/WB)	1.23/1.29 / 1.24/1.28	
				Freya/Thor/Greene (NB/SB)	1.30/1.24 / 1.38/1.25	
				Interstate 90 Central (EB/WB)	1.05/1.17 / 1.13/1.13	
				Interstate 90 East (EB/WB)	1.03/1.07 / 1.02/1.03	
				Sullivan (NB/SB)	1.35/1.26 / 1.29/1.27	
				US 2 A (EB/WB)	1.12/1.15 / 1.12/1.10	

Congestion Management Process					
Performance Measure Analysis					
Guiding Principle	**Performance Measure**	**Source**	**Methodology**	**Baseline Results**	**Corridor/ Regional**
System Operations, Maintenance & Preservation cont.	Reliability Transit factor (reliability based, travel-time TBD)	STA	Provided by STA Bus Route Scheduler	Argonne/Mullan US 2/US 395/Division SR 291/Francis Freya/Thor/Greene Interstate 90 Central Interstate 90 East Sullivan US 2 A	C
Quality of Life / Choice and Mobility	Total Regional miles of bike network	SRTC (TIP, MTP, etc)	Yearly updates from Jurisdictions on bike facilities with construction updates (mileage)- maintained in GIS database through December 2013. Used c/l mileage of all FFC roads and compared with bike friendly data	Separated Paths: 77.1 Bike Lanes: 107.3 Signed Bike Routes: 42.8 Shared Roadway: 1035.1 Prohibited: 17.5 Total miles: 0	R
	Miles of Sidewalk gaps filled on CMP Network	Spokane Regional Pedestrian Network (PNET) 2013 and future updates by Jurisdictions and SRTC GIS staff TBD (GIS undergoing trial basis currently)	Initial 2007-2013 data inputted by WSU/EWU GIS & Stimulation Lab through onsite verification, orthophotography and jurisdictional updates along with FFC road centerline mileage * 2 to determine sidewalk potential on both sides within PTBA	Total mileage Aug. 2013 is 1,598.7 (MTP)	C
	Percent of households within 1/2 mile of transit	2010 Census of housing units plus Spokane County Building Permits 2010 thru 2012 using STA 2012 transit stops	Using number of households by 2010 Census block (CB) that contact the 1/2 mile buffer of corridor. Spatial Join in GIS with building permits (BP) (2010-1012). Clip CB & BP layer with 1/2 mi corridor buffer. Clip CB & BP with 1/2 mi buffer of transit stops on corridor. Calculate % change in CB acreage. Use % change to calculate Housing Units (HU) in corridor and transit buffers to calculate % of HU with transit	Argonne/Mullan: 87.18% US 2/US 395/Division: 92.92% SR 291/Francis: 96.28% Freya/Thor/Greene: 97.12% Interstate 90 Central: 33.67% Interstate 90 East: 27.12% Sullivan: 99.31%	C

Congestion Management Process						
Performance Measure Analysis						
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			access.	US 2 A	80.93%	
Safety & Security	Collision rate per VMT	Yearly collision data for Spokane County from WSDOT Transportation Data & GIS Office (TDGO) 2009 thru 2012 used for initial analysis	Formula used: (Average Collisions over 3 years * 1,000,000)divided by ((Length (miles)) * AADT * 365) Formula obtained from WSDOT's Annual Collision Data Summary Report.	Argonne/Mullan	2.34	C
				US 2/US 395/Division	3.5	
				SR 291/Francis	3.48	
				Freya/Thor/Greene	3.29	
				Interstate 90 Central	1.3	
				Interstate 90 East	0.77	
				Sullivan	3.18	
				US 2 A	1.72	
	Incidence clearance time on I-90	SRTMC/WSDOT Gray Book (PeMS) Incidence Response (IR) time	Data collected in real-time from roadway detectors. WSDOT PeMS Data (Performance Measurement System) applies to I-90 only 1/1/12 thru 12/31/12	11.7 minutes in 2012 for WSDOT Eastern Region		C
Buffer was determined by using the GIS to create a polygon that has a 1/2 mile radius from the centerline of the corridor or point feature						
* On I-90 corridors for HU within transit stops reflects limited transit stops and should not be a determining factor in their assessment						