



Photo Credit: Spokane International Airport

CHAPTER 4

HOW WE'LL GET THERE

Our Options	103
Financial Plan	111
Implementation Strategies	122
Air Quality Conformity Determination	125
Plan Implementation	126

OUR OPTIONS

Strategies to maintain and enhance the regional transportation system in support of our economic vitality and quality of life.

Several common transportation issues or themes have been described throughout Horizon 2045. There are significant demographic shifts occurring in the region. Improved economic conditions and technological advances have influenced personal travel and the shipping of goods. Funding for operations, maintenance and preservation of the regional transportation system has not been sufficient to keep up with needed repairs and improvements. To summarize, the future of transportation in Spokane County will be significantly impacted by changes in travel behavior and available financial resources may not be able to keep pace with growing demand.

FUTURE TRENDS & OTHER CONSIDERATIONS

Many of the transportation-related indicators referenced in Horizon 2045, including the following areas, point to dramatic changes in the way people will get around.

LACK OF ADEQUATE FUNDING

The region faces an increasing backlog of maintenance and preservation costs. Funding levels have not been sufficient to maintain regional roads and bridges at a state of good repair. Additional local revenue options will be required to avoid future deferred maintenance. Likewise, some public transit providers in the area are also unable to fund needed services due to the lack of local funds required to match federal or state grant opportunities.

STATE OF BRIDGES

Currently, there is a significant need for bridge improvements in Spokane County. It is anticipated that the number will grow as the region's bridges age. Many of these bridges are approaching or have exceeded their design life and several are located on vital freight routes.

TECHNOLOGICAL CHALLENGES & OPPORTUNITIES

The region's current estimates for travel demand reflect travel behavior based on technology that exists today. Emerging trends such as automated, connected, electric, and shared (ACES) vehicles will influence travel behavior and the effects are difficult to predict. In addition to travel behavior, electrification will impact gas tax revenues at the state and national level. SRTC must continue to research and monitor the impacts of these emerging issues.

GROWTH

Concentrated growth has the potential to significantly impact demand on the regional transportation network. Forecasting growth can be especially challenging, given the various factors that influence location choice. The long-term forecast developed by SRTC is based on OFM's GMA medium series population projections.¹ The region's historical growth trends, derived from OFM's annual population estimates, were also considered in the forecast's development.² However, the 2020 Census figures showed somewhat higher population growth than OFM's estimates anticipated. SRTC will closely monitor growth data to ensure subsequent forecasts are accurately reflecting regional growth patterns.

With growth comes the challenges related to housing, including availability, affordability, and accessibility. In response to these challenges, the state legislature passed HB1220, requiring jurisdictions to revise the housing element of their comprehensive plans to plan for and accommodate housing affordable to all economic segments. In response to this effort, SRTC will need to analyze how housing policy revisions might affect the transportation network. This may include looking at volume-to-capacity ratios, level of service on principal arterials, and travel time on the regional network. Additional studies may be needed to assess future growth scenarios.

INCREASE IN ELDERLY POPULATION

The forecasted increase in the senior population of Spokane County could have a major effect on the future of transportation services; an increasing number of seniors will drive less and yet will still need transportation to work, shopping, medical appointments, social activities, cultural events, and recreational opportunities.

CHANGES IN HOUSEHOLD COMPOSITION

In the past several decades, there has been a significant trend towards more single-person households (who are more likely to use transit or bike or walk for transportation). Although the proportion of single-person households in Spokane County has remained stable since 2010, the national share of single person households has continued to increase. In turn, families with children will represent a smaller proportion of households. These changes in our region's demographics and travel behavior have implications to planning for transportation infrastructure and the land use make-up of our community.

¹ At the time of Horizon 2045's development, the most recent GMA population projections were those released in 2017. They can be found at: <https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2010-2040-0>.

² OFM's April 1 official population estimates can be found at: <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates>.

DECREASE IN HOUSEHOLD & PER CAPITA VMT

As illustrated in Chapter 3, daily and peak hour VMT by household is forecasted to decrease in Spokane County. Young people are looking to live in places where cars are not required. They are driving less for many reasons—economic factors, new licensing laws, improvements in technology that support alternative transportation, and changes in Generation Y’s values and preferences—all factors that are likely to have an impact for years to come.³

EQUITY

The SRTC planning area includes a higher proportion of low-income residents than the state of Washington or the nation as a whole. Previous research has highlighted that low-income and minority communities are among the first and most affected by impacts to the transportation system. One concern is modal conflict, as lower income and minority commuters are more likely to rely on alternative modes of transportation such as walking or bicycling to work. Freight corridors within SRTC’s planning area overlap substantially with some of the County’s most potentially disadvantaged census geographies. Moving forward, SRTC needs to take additional steps to prevent disproportionate project impacts to historically excluded and potentially disadvantaged communities. This work begins with a review of the agency’s equity planning framework. As part of this analysis, SRTC needs to continue to research project impacts so that the agency is better equipped to identify project-specific benefits and harms to individual communities.

CLIMATE CHANGE

Spokane County is experiencing high temperatures for an extended period and more frequent heat advisories. Wildfires and wildfire smoke impact the region more frequently in the summer and extend into early fall. The ecosystem shift also has impacts to the resiliency of our transportation system. Our transportation system needs to be resilient to the heat and have adequate redundancy in the case of an event that some of the network becomes unusable. Additionally, we must evaluate the carbon emission contribution from our transportation network and continue to monitor and evaluate solutions to reduce vehicle miles of travel per capita, vehicle hours of travel per capita and carbon emission that contribute to climate change impacts.

³ Transportation and the New Generation. Why Young People Are Driving Less and What It Means for Transportation Policy. Benjamin Davis and Tony Dutzik, Frontier Group; Phineas Baxandall, U.S. PIRG Education Fund, 2012.

REGIONAL TRANSPORTATION CHALLENGES & OPPORTUNITIES

SRTC has analyzed the current regional transportation system and looked at projected future needs. Certain transportation corridors and areas throughout the region have deficiencies including safety and mobility challenges. Also, opportunities to invest in specific transportation and freight corridors in support of regional economic vitality and quality of life were examined. This chapter identifies specific strategies to capitalize on these opportunities and address transportation-related challenges.

RECENT & IN PROGRESS STUDIES

Several studies identifying additional priorities are either currently in progress, or have recently been completed. These are summarized in this section. Their locations are shown in figure 4.1.

RAIL-ROAD CONFLICTS

The Washington State Legislature directed the Joint Transportation Committee to conduct an evaluation of the impacts of prominent road-rail conflicts and develop a corridor-based prioritization process for addressing the impacts on a statewide level. The road-rail conflicts identified in the Spokane area need further evaluation for potential solutions (see figure 4.2).

US 195/I-90 STUDY

The US 195/I-90 Study was a regional effort to develop solutions to safety, mobility, access, and infrastructure challenges in the study area. The study area is shown in figure 4.1. The work, led by SRTC, was a collaborative effort with WSDOT, the City of Spokane, Spokane County, and STA. The study identified recommendations that, when implemented, will:

- Create a more resilient and connected network for local trips in the area between Hatch Road and I-90
- Improve safety for all and preserve capacity on US 195 for regional trips
- Extend the life of the US 195/I-90 interchange
- Provide more connections for walking, biking, and using public transportation to travel within the study area and connect to key destinations in the Spokane region

WEST PLAINS SUBAREA TRANSPORTATION MANAGEMENT PLAN

The West Plains Subarea Transportation Management Plan, Phase 1 US 2 Vicinity Study is a transportation and market land use study of US 2 in and around the West Plains.⁴ A 2013 white paper developed by the University of Washington identified the West Plains as a rapidly growing area in Washington state. The paper specifically analyzed land development along state transportation corridors and consid-

⁴ The West Plains Subarea Transportation Management Plan can be accessed at: www.connectwest-plains.com.

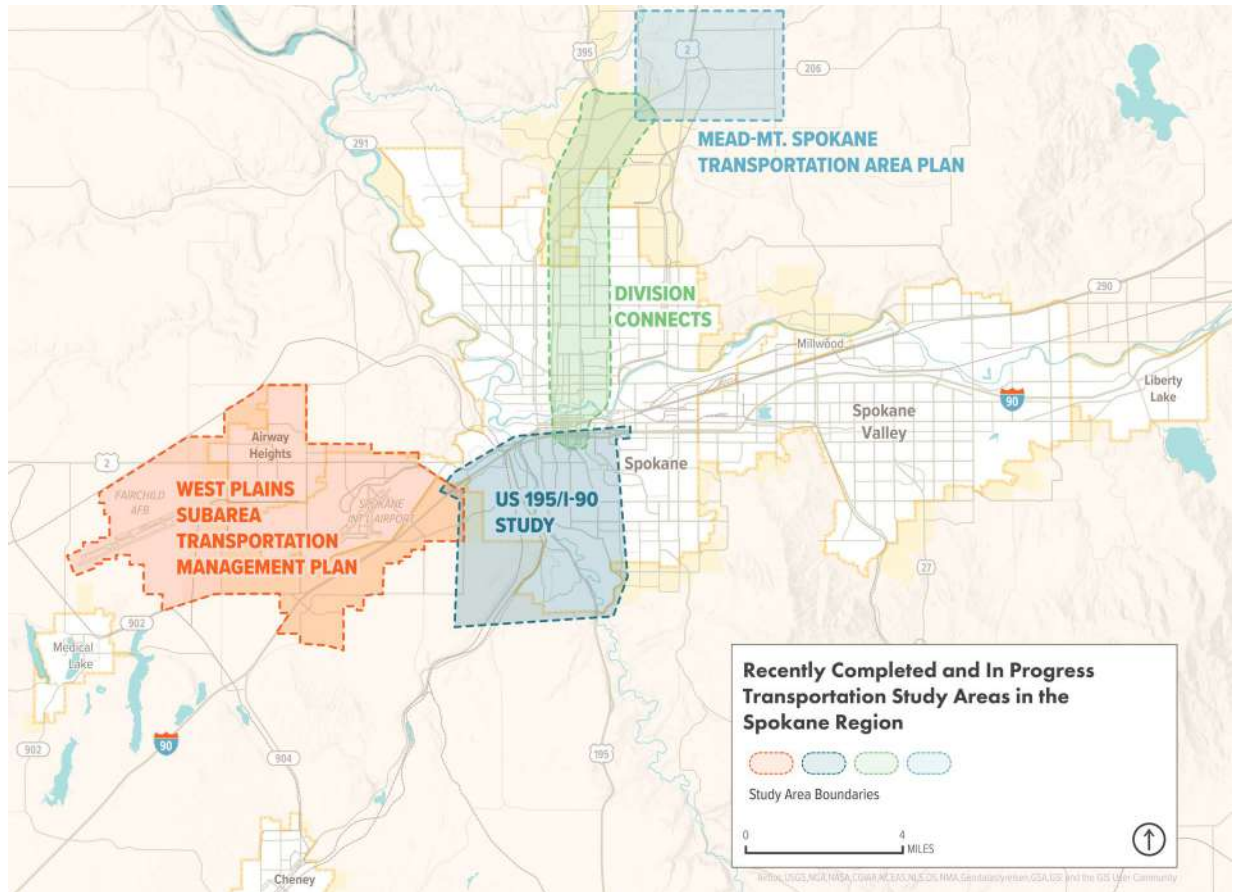


Figure 4.1:
Recent and In Progress Study Areas

ered impacts such as land utilization, growth trends, and utility infrastructure. The WSDOT led analysis is a “living study” focused primarily on mobility and safety needs. It also analyzes how market factors could impact land use in the study area (see figure 4.1).

The study used a Practical Solutions Lab to develop a prioritized list of strategies, which were identified by its technical advisory team and subject matter experts. This includes strategies for safety, freight, environmental, equity, active transportation, public transportation, TSMO, traffic operations, and land use. Another study outcome was the US 2 Circulation Plan, which incorporates the City of Airway Heights revitalization planning efforts. The parallel alternative routes of 6th/10th/12th and 18th/21st Avenues, in addition to the emerging strategies from the study, will help mitigate the impacts of additional development and associated traffic.

S3R3 Solutions, in partnership with the City of Airway Heights and the City of Spokane, recently completed a corridor improvement study entitled “West Plains Connection.” The project intends to help reduce congestion along US 2, maintain traveler safety, improve Fairchild Air Force Base recall times, and support the interest of two tribal nations by providing local travelers network diversity options. The goal of the project is to enhance travel for pedestrians, bicyclists, and those wishing to access STA transit.

MEAD-MT. SPOKANE TRANSPORTATION AREA PLAN

The Mead-Mt. Spokane Transportation Area Plan provides a long-range vision for the future transportation network in this area of unincorporated Spokane County (see figure 4.1). The plan was led by Spokane County in a collaborative effort with WSDOT. Its purpose is to guide investment in transportation infrastructure, planning, and policies to improve traffic safety, traffic operations, street design, street connectivity, driveway access, bike and pedestrian facilities, and transit service in anticipation of future growth. The primary outcomes of this plan include a prioritized list of capital improvement projects, recommended policies and future studies aimed at improving safety, connectivity, access, and multimodal mobility for all users of the transportation system through the year 2040. The plan serves as a resource to Spokane County, local agencies and jurisdictions, the public, and the development community on how the transportation network will improve and change over time.

DIVISION CONNECTS

Division Connects is a transportation and land use study about Division Street and what it means to Spokane and Spokane County. The first phase of the study has been completed, and a preferred alternative for bus transit has been identified and is shown in Chapter 2 (figure 2.36). The second phase of the study will refine transportation options, particularly for those walking and rolling through the corridor. The second phase will also focus on land use opportunities.

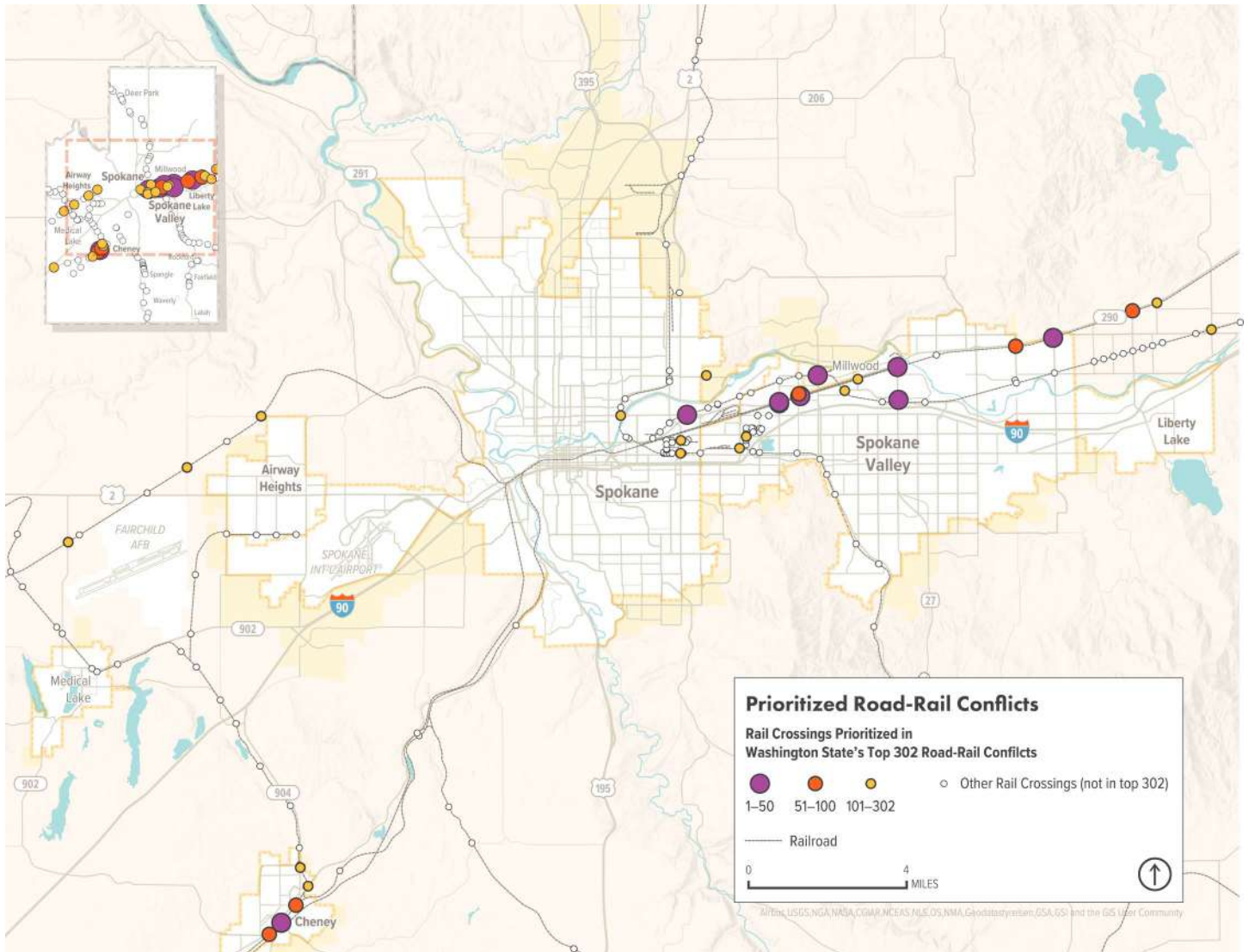


Figure 4.2: Prioritized Road-Rail Crossings

PRIORITY NETWORKS

SRTC maintains an inventory of regional priority networks for vehicular, freight, transit, and bicycle facilities. Each of these is described in this section.

VEHICULAR PRIORITY NETWORK

The Horizon 2045 vehicular priority network is the NHS in Spokane County. All principal arterials, highways and the interstate within Spokane County comprise the vehicular priority network (see figure 4.3).

FREIGHT PRIORITY NETWORK

The Horizon 2045 freight priority network includes all T-1/T-2 FGTS routes in the region, including truck routes identified as high priorities by the Inland Pacific Hub study. It also includes the region's Truck Freight Economic Corridors, major rail lines, and air facilities in the region (see figure. 4.4).

BICYCLE PRIORITY NETWORK

The bicycle priority network identifies existing and future bicycle facilities, including separated multi-use paths like the Centennial Trail as well as bike lanes, shared lanes and other bike facilities (see figure 4.5).

TRANSIT PRIORITY NETWORK

The public transportation priority network reflects STA's Moving Forward Spokane long range planning effort. It identifies future corridors for High Performance Transit (HPT) network investments (see figure 4.6).

PEDESTRIAN NETWORK

While not current included as a separate priority network, the region's pedestrian network is extensive, especially in the urbanized area. Identifying priorities at a regional scale includes filling gaps, compliance with ADA and using best practices as well as adhering to the SRTC Safe and Complete Streets Policy and Checklist.

Regional Vehicular Priority Network

- NHS (Federal)
- NHS (State)
- NHS (Local)
- Highway Urbanized Area

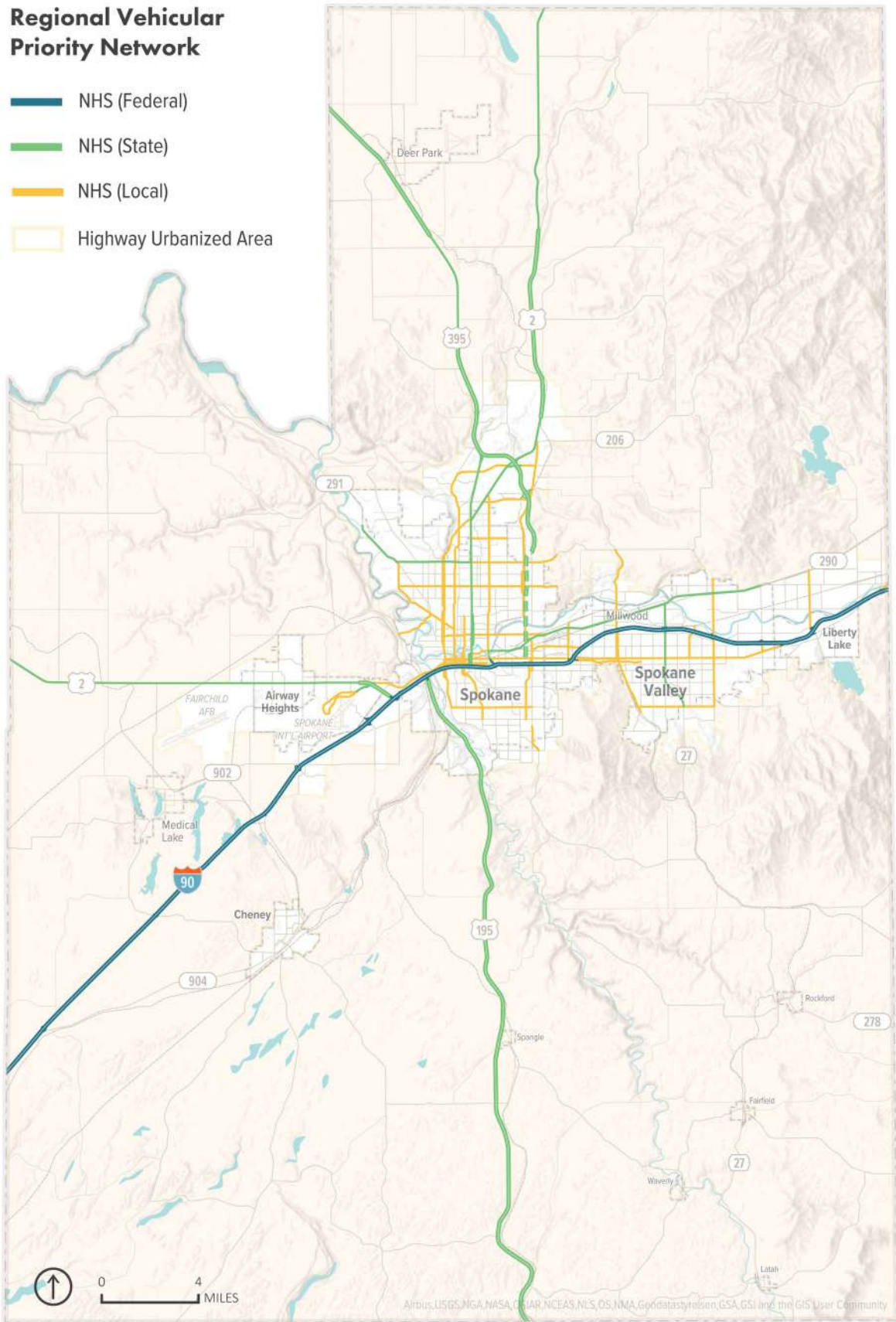


Figure 4.3: Vehicular Priority Network

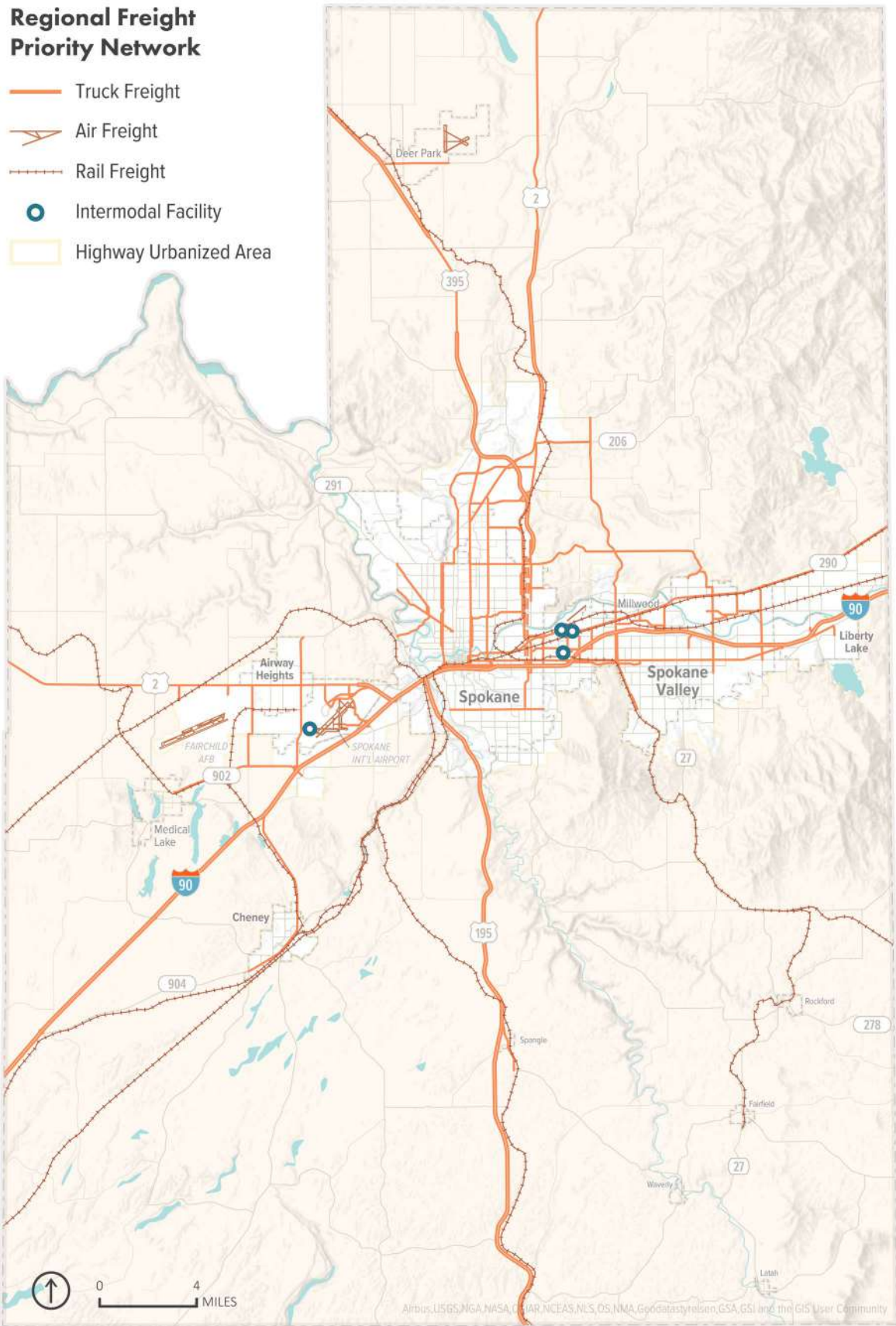


Figure 4.4: Freight Priority Network

Regional Bicycle Priority Network

- Multi-Use Path (existing)
- - - Multi-Use Path (proposed)
- Existing Bike Lane
- - - Proposed Bike Lane
- · - · - Shared Neighborhood Greenway
- Shared Route
- - - Shared or Other Facility

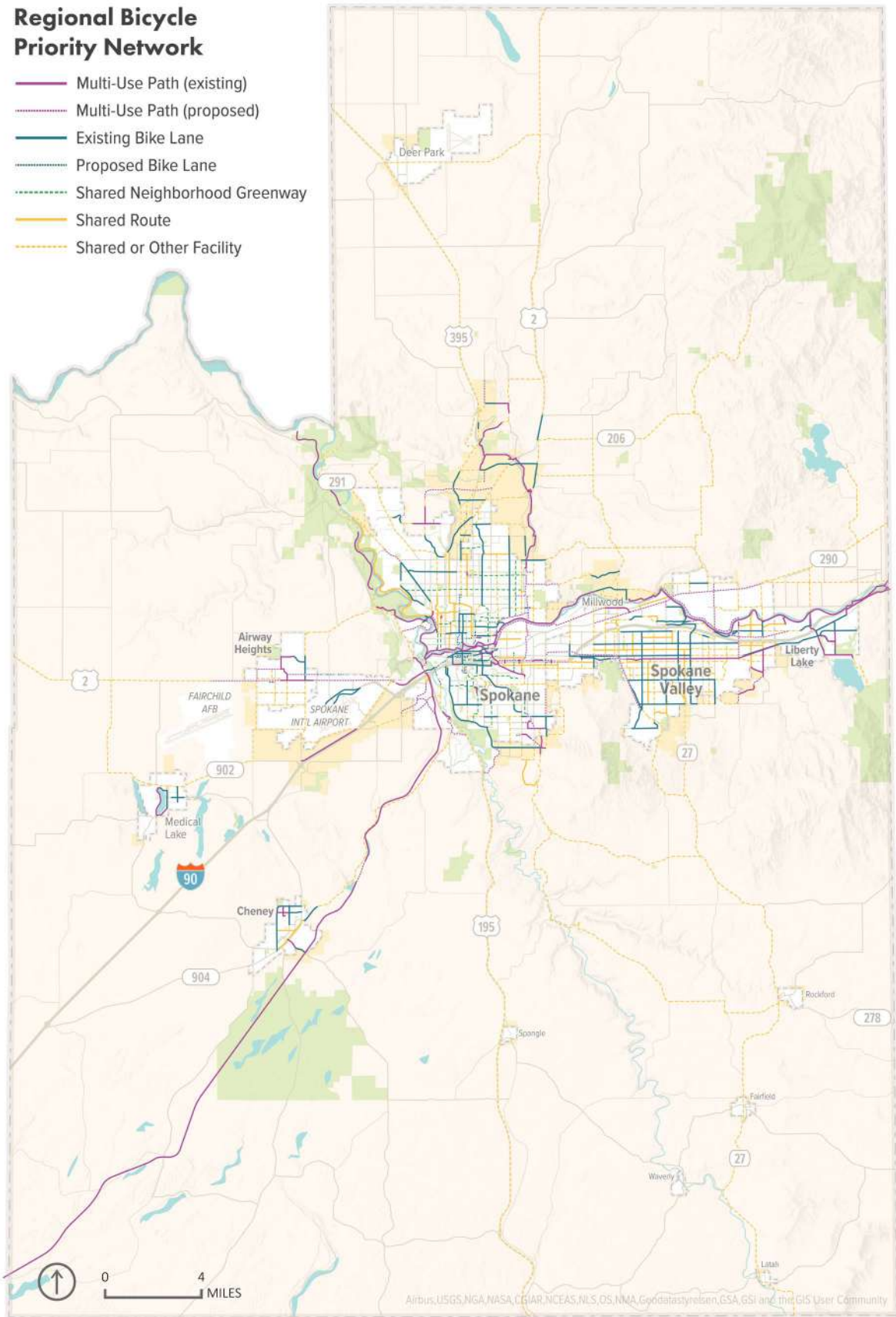


Figure 4.5: Bicycle Priority Network

Regional Transit Priority Network

- Bus Rapid Transit
- Other High Performance Transit Corridor

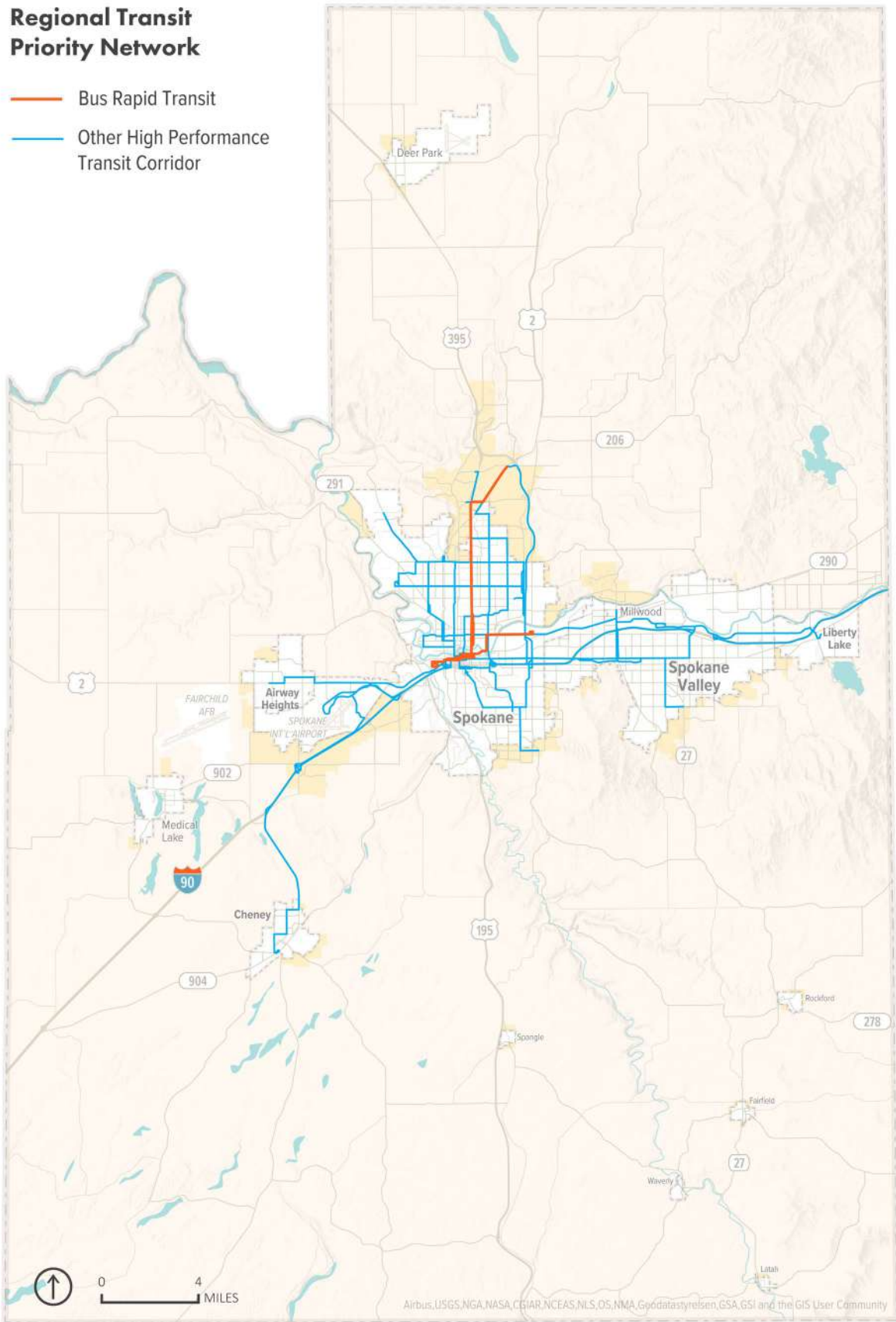


Figure 4.6: Transit Priority Network

FINANCIAL PLAN

This section identifies funding mechanisms and types of revenue available for the transportation improvements listed in this plan. These mechanisms include sources provided through local, state and federal funding programs. The financial analysis forecasts what funding may be reasonably available during the planning period, extending from 2022 to 2045. It demonstrates that the projects and programs in Horizon 2045 can be implemented within this financial constraint.

The Horizon 2045 Financial Plan includes both a revenue and expenditure forecast, which are described in this section. These analyses should in no way be construed to be actual forecasts of individual programs or projects, but rather order of magnitude estimates of funds that could be reasonably available for transportation investments during the planning period. Local jurisdictions, WSDOT, and OFM prepare and release forecasts of revenues and expenditures and should be consulted during the actual development of projects and programs unique to their area of expertise or for a specific funding program. See Appendix C for a complete description of the sources, assumptions and methodologies used for the development of the Horizon 2045 Financial Plan.

FUTURE REVENUES

Horizon 2045's future revenue forecast estimates the amount of revenue the region can reasonably anticipate to support transportation operations, maintenance, preservation, improvements, and capital investments within its planning period. This was done by identifying potential funding sources, analyzing historical revenue trends, and developing future revenue assumptions. These assumptions are based on historical data and were developed in coordination with WSDOT and STA.

It is important to note that, as with any long term forecast, a level of uncertainty is inherent in the Horizon 2045 revenue forecast. It is intended to capture trends over the 23-year planning period and is not intended to be precise on a year-to-year basis.

SRTC's historical revenue analysis utilized data from the most recent 15 year period for which data was available, 2004 to 2018. This information was obtained from a variety of sources, including the Washington State Auditor's Office (SAO) Local Government Finance Reporting System, SAO Audit Reports, and the WSDOT Transportation Revenue and Expenditures by County.⁵

⁵ <http://portal.sao.wa.gov/LGCS/Reports/Default.aspx>; <http://www.sao.wa.gov/EN/Audits/Pages/Search/AuditReportSearch.aspx>; <http://www.wsdot.wa.gov/Finance/default.htm>

The latest reports from the Washington State Transportation Revenue Forecast Council (TRFC) and the State Legislature's Joint Transportation Committee (JTC) were also reviewed and used in support of these financial forecasts.⁶ Additional detail on the region's historical revenue trends is provided in Appendix C.

The financial capacity analysis for future years assumes that existing revenue streams will remain in the future, even though they may be named or categorized differently by future legislative actions. In addition, it is assumed that local options available to the region are reasonably available for future use, unless they have been rejected by voters on three separate occasions, after which they would be considered unlikely to be available in the foreseeable future. There are a few local options that may be considered for use during the next twenty years including local vehicle registration fees and local option sales tax.

Revenue sources were organized based on the point of expenditure: local jurisdictions (i.e., Spokane County and the cities and towns within SRTC's planning area), SRTC regional funds, WSDOT, and STA. Revenues were projected in both Year of Expenditure (YOE) and inflation-adjusted 2020 dollars. The Bureau of Labor Statistics' (BLS) Consumer Price Index (CPI) for all Urban Consumers, U.S. West Cities—Size Class B/C was used. It assumes an annual 1.74 percent inflation rate.⁷

Additionally, the potential economic impacts from the COVID-19 pandemic on local and regional revenue sources was considered. This was based on financial forecasting from the TRFC and the Washington State Economic and Revenue Forecast Council (ERFC). WSDOT and STA's revenue estimates, which were incorporated into SRTC's forecast, also include estimated economic impacts from the COVID-19 pandemic based on existing projections from the TRFC and STA, respectively.

In total, the forecast anticipates approximately \$14.3 billion in reasonably available transportation revenues over the planning period. This figure represents YOE dollars and is summarized by point of expenditure and source in figure 4.7. It is based on the aforementioned historic trends and growth rates and was developed in coordination with WSDOT and STA. Broken down by point of expenditure, this equates to \$5.7 billion in local and regional revenues, \$4.8 in WSDOT revenues, and \$3.8 billion in STA revenues. The assumptions used to develop these projections are detailed in the following sections.

⁶ <http://www.ofm.wa.gov/budget/info/transportationrevenue.asp>; <http://leg.wa.gov/JTC/Pages/default.aspx>

⁷ BLS. For reference, the CPI using U.S. City Average assumes 1.72%. The CPI for Seattle-Tacoma-Bellevue assumes 2.26% annual change.

LOCAL JURISDICTION REVENUES

Since 2004, roughly 70 percent of local jurisdiction transportation revenues have come from local sources, such as property taxes, special assessments, general fund appropriations, bond proceeds, and other local receipts. Approximately 20 percent came from state sources, such as fuel tax distributions and state grants. The remaining 10 percent came from federal sources.

Figure 4.8 shows that these revenues steadily increased from \$75 million to \$250 million (in YOE dollars), between 2004 to 2018. This resulted in an inflation-adjusted average annual revenue of \$171 million (in 2020 dollars) for local jurisdictions over that time period. The following assumptions, based on these historical trends, were used to project these revenues over the planning period:

- State and federal revenues** to local jurisdictions tend to fluctuate year by year, but over time they have remained relatively constant in real terms. Except for motor vehicle fuel tax distributions, federal, and state revenues were projected using a constant average historical value in 2020 dollars.
- Motor vehicle fuel tax distributions** are allocated per capita by the State to the County and cities. Fuel tax distributions were projected forward from the latest actual value in YOE dollars, using growth rates derived from WSDOT’s projected motor vehicle fuel tax collections to local jurisdictions through the 2027–2029 biennium from the TRFC. The growth rate projections were extended through 2045 to match the Horizon 2045 planning period. Growth rates from TRFC are adjusted based on population growth estimates for the SRTC region and Washington state. Population growth estimates for the

Figure 4.7: Total Projected Revenues, 2022–2045

Jurisdiction	Source	Projected Revenues (2022–2045)	% of Total
Local	Local	\$ 3,810,400,000	27%
	State	\$ 1,038,500,000	7%
	Federal	\$ 526,700,000	4%
Regional (SRTC)	STBG	\$ 221,100,000	2%
	STBG Set-Aside	\$ 18,300,000	<1%
	CMAQ	\$ 111,300,000	1%
WSDOT	Motor Vehicle Fuel Tax	\$ 2,047,900,000	14%
	Vehicle Related Fee	\$ 1,044,300,000	7%
	Driver Related Revenue	\$ 246,600,000	2%
	Other Business Related Revenue	\$ 79,600,000	1%
	Rental Car Tax & Vehicle Sales Tax	\$ 86,100,000	1%
	CWA/Additional Bills	\$ 1,262,100,000	9%
STA	Operating Revenue	\$ 3,762,600,000	26%
	Federal Capital Revenue	\$ 53,200,000	<1%
	State Capital Revenue	\$ 16,900,000	<1%
Total		\$ 14,325,600,000	100%

SRTC region align with SRTC’s 2019 land use forecast.

- Property tax** growth is limited by state law to 1 percent plus new construction. They were assigned an assumed growth rate of 1 percent per year in YOE dollars as a conservative estimate of property tax growth. Because assessed value typically grows at a higher rate than inflation, this means that revenues decrease in real terms.
- General Fund appropriations** and **other local receipts** are growing in real terms, so they are projected to grow at a rate of 3 percent per year in YOE dollars.

Figure 4.8: Historical and Projected Local Jurisdiction Revenues, 2004–2045 (YOE dollars)

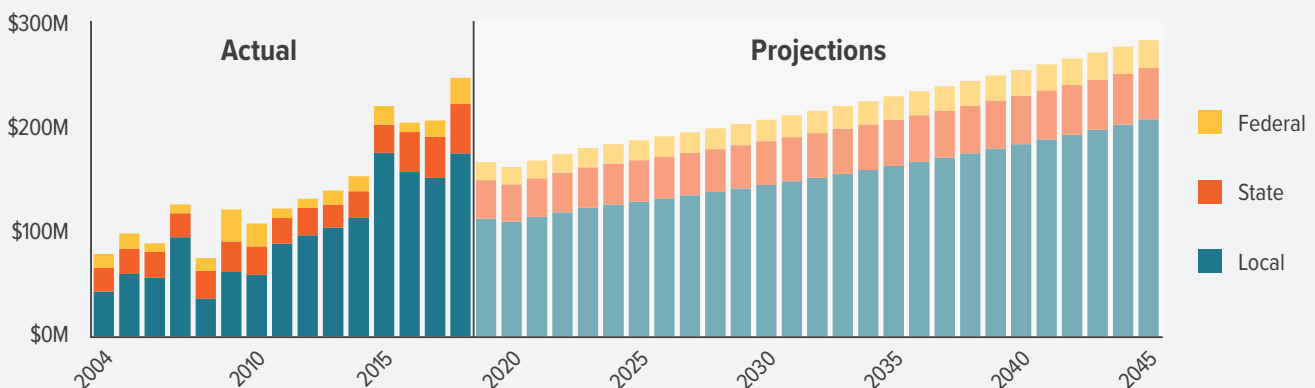
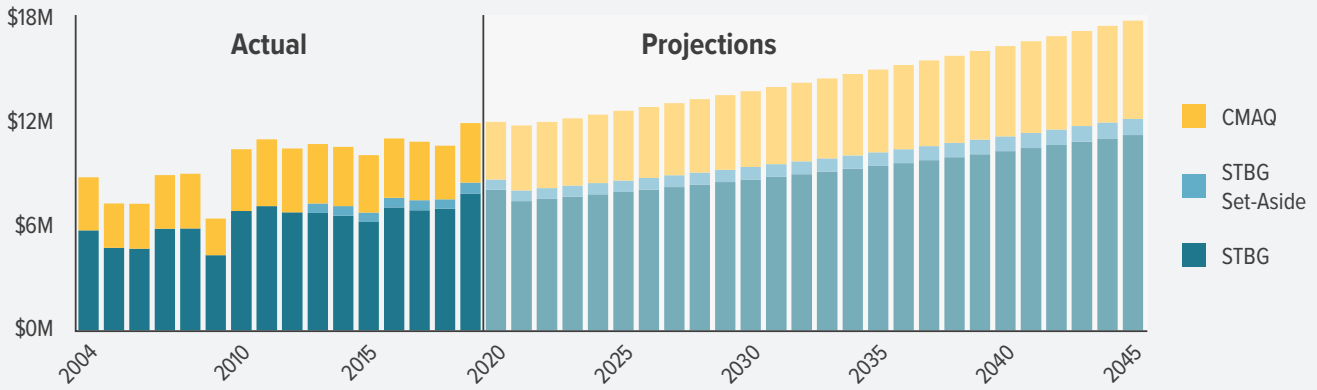


Figure 4.9: Historical and Projected Regional Revenues, 2004–2045 (YOE dollars)



- **Special assessments and local road user taxes** fluctuate year by year, but over time they have remained relatively constant in real terms. They were projected through the planning period using a constant historical average value in 2020 dollars.
- **Bond proceeds** also fluctuate year to year and are dependent on local jurisdictions issuing debt and needing to financing large capital projects. Given the wide variation in revenue levels year to year, they were projected using a constant historical average value in 2020 dollars.

No attempt has been made to break down the forecast to the individual jurisdiction level as a part of Horizon 2045. See Appendix C for more detail about local jurisdiction revenue sources.

REGIONAL REVENUES

Federal funds allocated to the region through SRTC include Surface Transportation Block Grants (STBG), STBG Set-Aside allocations, and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. Over the past decade, these funds have remained relatively constant. As shown in figure 4.9, this trend is expected to continue over the planning period. They were projected based on their 2013 to 2020 average value, which was held constant, relative to inflation, through 2045.

WSDOT REVENUES

Since WSDOT budgets are based on priority programming and legislative actions rather than direct allocations through distribution formulas by geographic area, historical investment trends are used to establish a baseline forecast. Assumptions regarding future WSDOT revenues rely on the TRFC’s June 2020 projections, which estimate statewide revenues through the 2027–2029 biennium. WSDOT staff allocated these revenues to the Spokane region using a variety of factors,

including population, vehicle registrations, and rental car tax revenue. These estimates were then extended through 2045 to align with the Horizon 2045 planning period.

In addition to WSDOT funds, the Spokane region may receive dedicated funding for projects through legislative funding packages, such as the Connecting Washington Act (CWA). Future funding was estimated based on historical funding. From 2003 through 2031, the region has received and is expected to receive a total of \$1.4 billion from these packages. This is an average of \$47 million per year (YOE dollars), which was extended from 2032 through 2045. Projected WSDOT revenues are shown in figure 4.10. See Appendix C for more detail on WSDOT’s revenue sources.

STA REVENUES

From 2010 to 2019, STA revenues increased from approximately \$70 million to \$120 million, in YOE dollars. Over 90 percent of that revenue was operating revenue, which includes fares, sales tax revenue, CARES Act and FEMA funds, state special needs grants, as well as other miscellaneous investments and earnings. The additional 10 percent of STA revenue comes from state and federal capital revenue.

Figure 4.10: Projected WSDOT Revenues, 2019–2045 (YOE dollars)

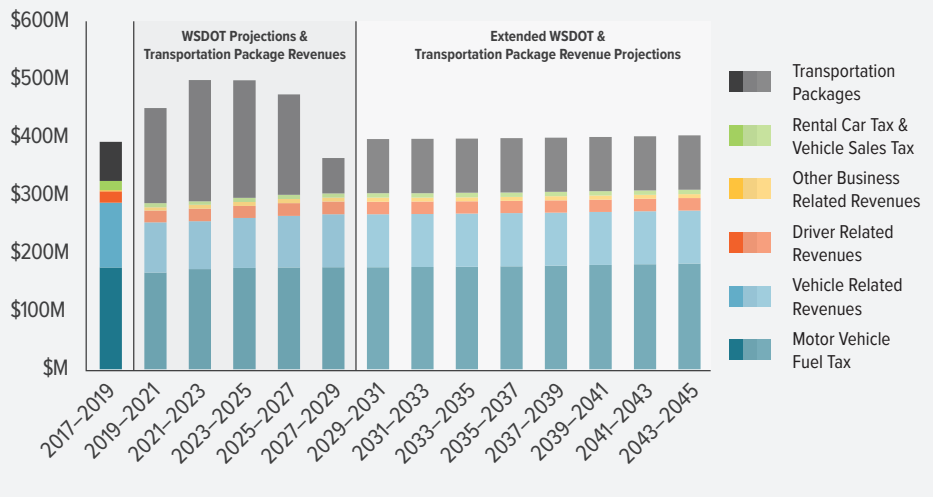
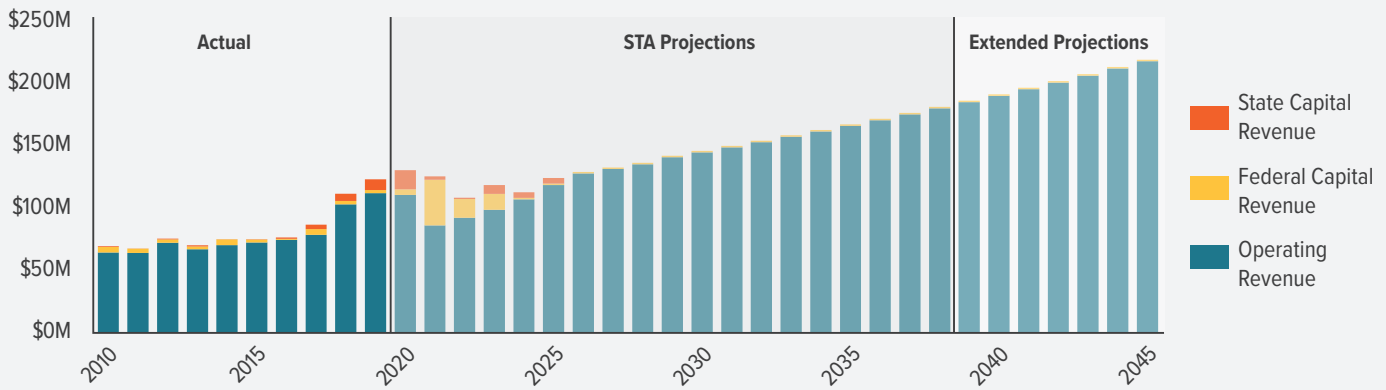


Figure 4.11: Historical and Projected STA Revenues, 2004–2045 (YOE dollars)



STA provided SRTC with annual revenue projections through 2038, which were extended through the 2045 to align with the planning period, as shown in figure 4.11. STA’s projections assumed a six-year economic recovery from the COVID-19 pandemic, with an estimated \$126.3 million cumulative revenue loss relative to prior year forecasts. To mitigate the forecasted impact, STA plans to leverage 2020 CARES Act funding of \$23.4 million, align operating expenditures to adjust revenue flow, and introduce capital projects on an extended timeline, while still fulfilling the Moving Forward commitment to voters.⁸

For 2021, STA assumes that Spokane County will be in the fourth and final phase of Governor Jay Inslee’s Safe Start Plan and that by December 2021 operations will begin to recover to a level equivalent to December 2019 indicators. Thereafter, STA projects 1 percent growth in operating indicators through 2026. STA’s projections do not assume a voted sales tax increase on the next ballot.

FUTURE EXPENDITURES

For the purpose of this plan, expenditures include transportation capital, programs, operations, maintenance, and preservation costs for the Spokane region. The past 15 years of expenditures have been analyzed and the average increase or decrease for multi-year bands during this period have been examined to determine appropriate rates of growth for the forecasted amounts. As described in Chapters 2 and 3, funding for operations, maintenance and preservation activ-

ities has not kept up with demand and there is a reported backlog of deferred maintenance.

To forecast expenditures, costs are presented in YOE dollars using WSDOT’s Construction Cost Index (CCI). Many of the same sources listed in the Revenue Forecast section were also consulted for projecting transportation expenditures.

Horizon 2045 includes road, bridge, transit, bike and pedestrian capital investments and programs, while recognizing the need for sustaining a level of operations, maintenance and preservation of the regional transportation system. Figure 4.12 summarizes the forecasted expenditures by category type. Maintenance and operations activities are funded at nearly \$5 billion for the planning period, while road preservation is funded at approximately \$5.9 billion through 2045. Horizon 2045 establishes the regional system—essentially the designated NHS in Spokane County—as a priority for funding. Therefore, the funding facilitated by SRTC is targeted for the regional system, which includes principal arterials, highways and the interstate. This is far short of the current maintenance/operations and preservation needs, which are estimated at \$5.9 billion and \$10 billion, respectively, to maintain a systemwide state of good repair. To reiterate, the projected revenues do not fund maintenance and preservation at a state of good repair.

Funding for public transportation operations and maintenance is projected to be approximately \$3.2 billion with capital investments and programs totaling about \$333 million over the planning period.

Figure 4.12: Projected Expenditures, 2022–2045

Point of Expenditure	Operations & Maintenance	Preservation	Programs	Regionally Significant Capital	Total
Local/Regional	\$ 676,400,000	\$ 3,647,600,000	\$ 1,169,400,000	\$ 232,900,000	\$ 5,726,300,000
WSDOT	\$ 1,033,800,000	\$ 2,248,500,000	\$ 291,700,000	\$ 1,192,600,000	\$ 4,766,600,000
STA	\$ 3,242,000,000	\$ 0	\$ 332,900,000	\$ 257,800,000	\$ 3,832,700,000
Total	\$ 4,952,200,000	\$ 5,896,100,000	\$ 1,794,000,000	\$ 1,683,300,000	\$ 14,325,600,000

⁸ STA Transit Development Plan: 2021-2026, 9/17/2020.

REGIONALLY SIGNIFICANT PROJECTS

Horizon 2045 must include transportation projects of regional significance (see Chapter 2 for a detailed description). A 2045 Future Build model was used to compare forecasted regional transportation conditions as compared to the 2019 Base and the 2045 Baseline models. Regionally significant projects were included in the 2045 Future Build model, as detailed in the following Financially Constrained Projects section. The projects included in the 2045 Future Build model result in a slight increase in VMT (driving distance), no increase in VHT (time spent driving), and a significant addition of transit trips as compared to the no build model. The travel demand model analysis results for the projects in the build model are summarized in Figure 4.13 and in Appendix B.

Figure 4.17 shows the change in travel time on CMP Corridors from the 2045 Baseline to the 2045 Future Build scenarios. The graphic indicates that PM peak travel times on some congested corridors are actually improved by the regionally significant projects found in this plan.

It's important to note that these travel demand model results indicate the impact of predicted growth in the region and the addition of larger regionally significant projects. These results do not include the impact of numerous other smaller projects and transportation programs included in figure 4.18 that cannot be properly analyzed in a regional travel demand model.

FINANCIALLY CONSTRAINED PROJECTS

Figures 4.14 and 4.15 illustrate the Horizon 2045 financially constrained list of regionally significant capital projects prioritized for the short-term (2022 to 2028) and long-term (2029 to 2045). A map is also provided in figure 4.16. The project numbers in the tables and the map are for reference only. The definition of regionally significant projects is detailed in Chapter 2.

Projects that meet the strategies of Horizon 2045 and are regionally significant are listed in the project tables by years when construction is expected to begin. Projects that do not address the strategies or align with the regional corridors are not necessarily precluded for funding. However, based on the Horizon 2045 Strategies discussed in this plan, those projects may not be as competitive in SRTC's future calls for projects.

It is important to note that projects in the TIP must also be consistent with Horizon 2045; regionally significant projects must be in the MTP in order for the project to be included in the TIP. Projects that are regionally significant must be included in the TIP under federal and state funding regulations.

Figure 4.13: Increase in Volume and Trips from 2019 Base to 2045 Baseline and 2045 Future Build Models

INCREASES IN VOLUME AND TRIPS FROM 2019 BASE TO 2045			
	BASELINE	FUTURE BUILD	DIFFERENCE
VMT	+23%	+23%	0%
VHT	+27%	+26%	-1%
People/Vehicle Trips	+21%	+21%	0%
Transit Trips	+18%	+21%	+3%
Walk/Bike Trips	+14%	+14%	0%

Figure 4.14: Short-Term Regionally Significant Projects (2022–2028)

Map ID	Project Name	Description	Jurisdiction	Projected Year	YOE Cost
A	Bigelow Gulch/ Forker Rd Urban Connector	Construct a 4-lane road, with a 12' wide median and 8' wide shoulder, connecting North Spokane and Spokane Valley.	Spokane County	2022	\$ 68,000,000
B	US 395/North Spokane Corridor - Francis Ave to Spokane River	Construct new lanes and Wellesley Interchange.	WSDOT	2022	\$ 65,623,599
C	Central City Line	BRT line from Browne's Addition to Spokane Community College, connecting through Downtown Spokane and the University District.	STA	2023	\$ 92,231,000
D	Argonne Rd/I-90 Interchange Bridge Widening	Bridge replacement project that adds a third southbound lane, wider shoulder, and new sidewalk.	Spokane Valley	2025	\$ 15,000,000
E	Barker Rd Reconstruction	Project widens Barker Rd from an existing 3-lane rural section to a 5-lane urban section from Appleway to I-90.	Spokane Valley	2025	\$ 18,800,000
F	Pines Rd (SR 27)/ BNSF Grade Separation	Realign Pines Rd (SR 27) to go under the BNSF mainline railroad tracks and reconstruct the intersection of Pines and Trent Ave (SR 290).	Spokane Valley	2025	\$ 29,000,000
G	Sullivan Rd/ BNSF Grade Separation	Reconstruct and widen the Sullivan Rd bridges over the BNSF railroad at Trent Ave.	Spokane Valley	2025	\$ 27,000,000
H	Whistalks Way Improvements	Widen Whistalks Way to accommodate future traffic levels, as well as bicycle and pedestrian traffic.	Spokane	2025	\$ 5,620,000
I	Division Bus Rapid Transit	BRT line on North Division and the Newport Highway.	STA	2027	\$ 150,000,000
Short-Term Subtotal (2022–2028)					\$ 471,274,599

Figure 4.15: Long-Term Regionally Significant Projects (2029–2045)

Map ID	Project Name	Description	Jurisdiction	Est. Year	YOE Cost
J	Park Rd/ BNSF Grade Separation	Grade separation project raising Park Rd over the BNSF tracks and constructing at-grade intersection on Trent Ave (SR 290).	Spokane Valley	2030	\$ 25,000,000
K	US 395/North Spokane Corridor - Spokane River to I-90	Construct new lanes and interchange at Trent Ave and I-90.	WSDOT	2030	\$ 541,300,000
L	Latah Bridge Rehabilitation	Rehabilitation of the Latah Bridge.	Spokane	2032	\$ 44,500,000
M	US 395/North Spokane Corridor Transit	Capital investment to implement transit service on the US 395/North Spokane Corridor.	STA	2032	\$ 6,100,000
N	Argonne Park & Rides	Park and rides with platforms at Argonne Rd to facilitate access to High Performance Transit.	STA	2034	\$ 9,500,000
O	I-90/US 195 Interchange Latah Creek Bridges	Replace I-90 Latah Creek Bridges, widen I-90 and bridges for US 195 ramp auxiliary lanes, reconstruct BNSF bridge.	WSDOT	2035	\$ 442,637,000
P	I-90/Barker Rd Interchange	Replace I-90 Barker Rd interchange.	WSDOT	2040	\$ 15,756,400
Q	SR 290 Passing Lanes	Construct passing lanes.	WSDOT	2040	\$ 6,000,000
R	SR 904 Passing Lanes	Construct passing lanes, corridor access control, and channelized intersections.	WSDOT	2040	\$ 30,000,000
S	US 195/I-90 Study Projects	Various improvements recommended in US 195/I-90 Study.	WSDOT	2040	\$ 91,300,000
Long-Term Subtotal (2029–2045)					\$ 1,212,093,400
Horizon 2045 Total (2022–2045)					\$ 1,683,367,999

Figure 4.16:
Horizon 2045
Regionally
Significant
Projects

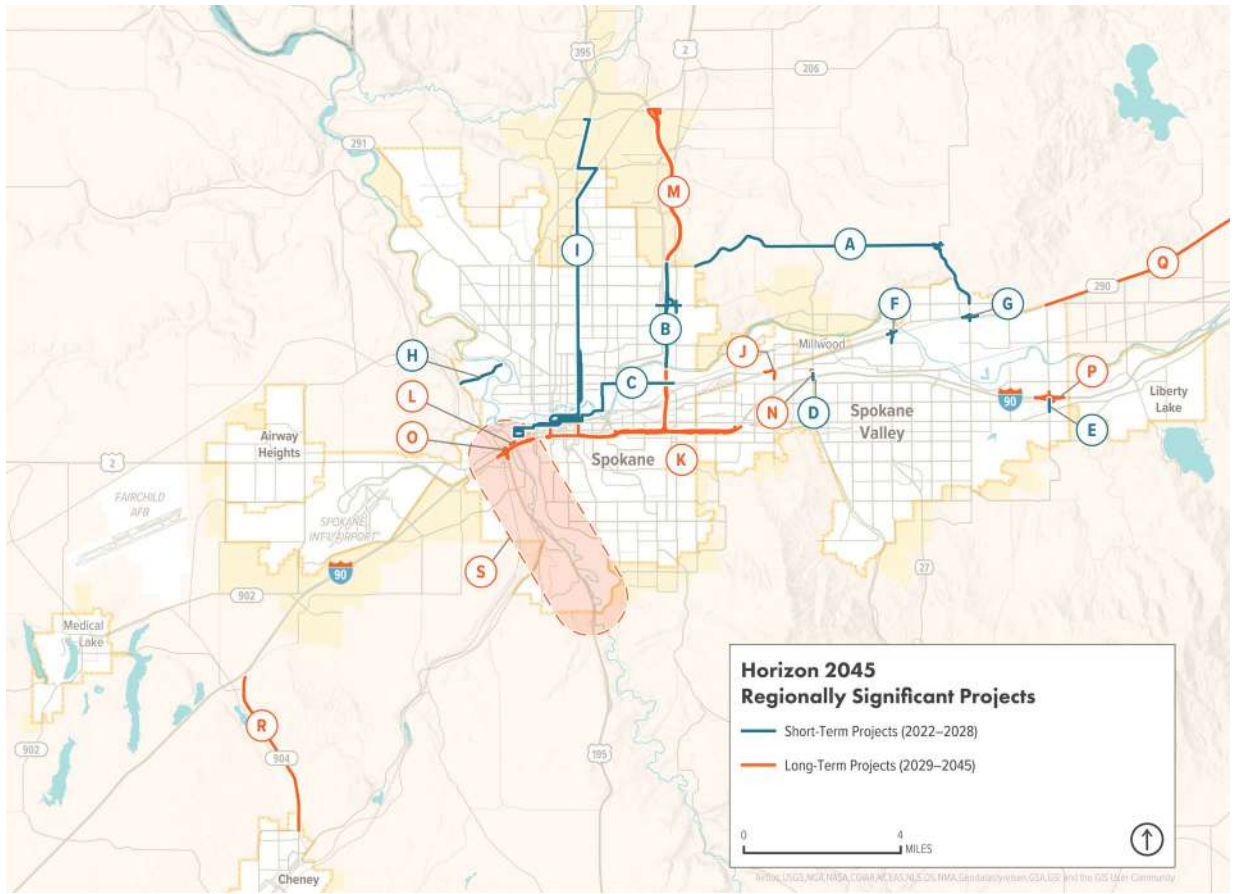
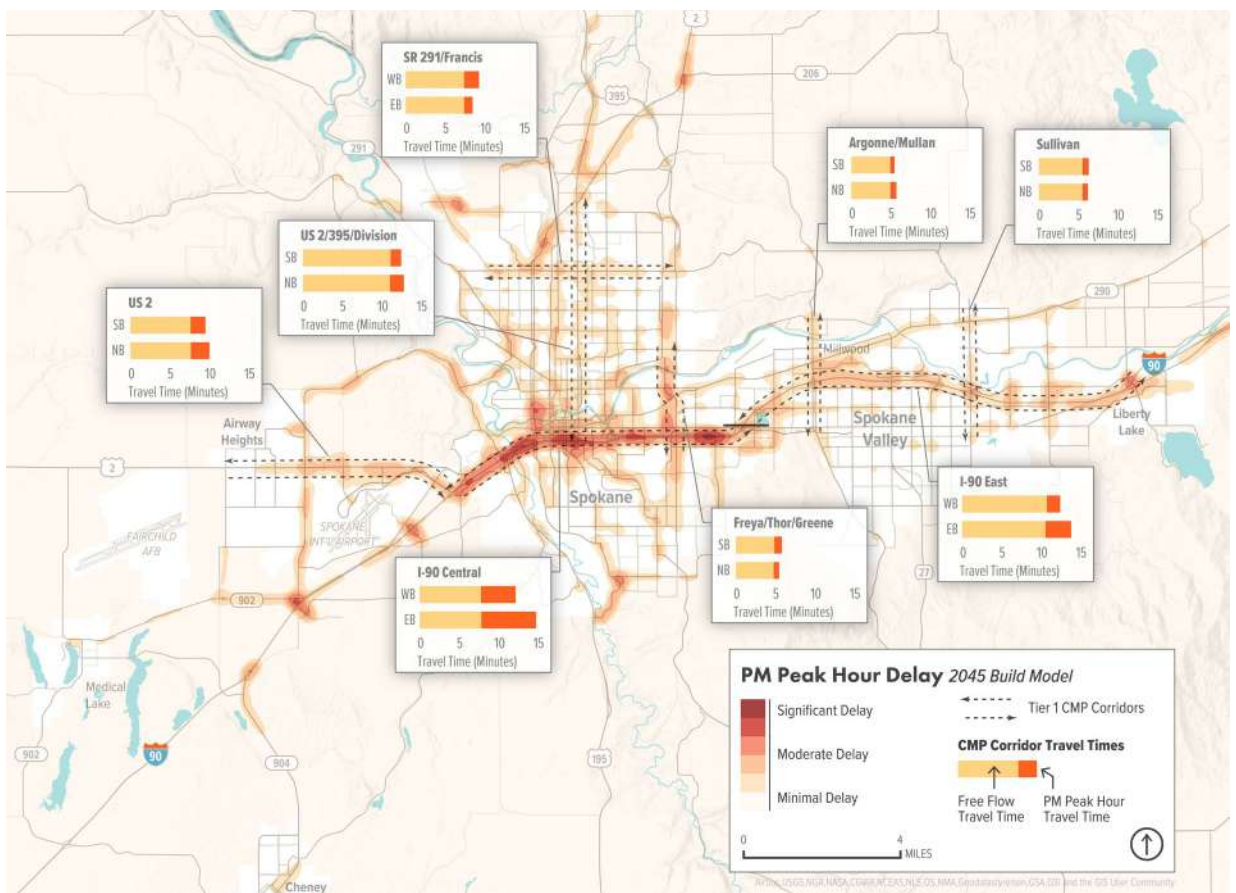


Figure 4.17:
PM Peak Hour
Delay in 2045
Build Model



FINANCIALLY CONSTRAINED PROGRAMS

Horizon 2045 also identifies financially constrained programs addressing additional needs, outside of maintenance and preservation, that are not included in the regionally significant projects list but deemed essential to the region. Examples include bicycle and pedestrian facilities, regional transportation planning efforts, transportation management projects, and TDM programs. Like the regionally significant projects list, these programs are aimed at implementing the strategies in Horizon 2045.

The programs represent funding targets and are summarized in figure 4.18. The total targeted funding for all programs combined is approximately \$1.8 billion, from 2022 to 2045. Funding at these levels is subject to availability through the various state and federal grant programs, as well as local revenue mechanisms. SRTC will make every effort, in close coordination with its member agencies, to meet these targets through calls for projects or by working with them to establish new options for local revenues. Individual programs are described in more detail in the following sections.

ACTIVE TRANSPORTATION PROGRAM

The active transportation program includes additional bike lanes, shared use paths, and signage; as well as several trail and bridge projects. It also proposes to infill pedestrian sidewalk gaps in the region. This program supports Horizon 2045 Strategy 7: Provide multimodal options region-wide. Examples of active transportation projects include but are not limited to:

- Millwood Trail (City of Spokane Valley in partnership with the City of Spokane)
- North Green Acres Trail (City of Spokane Valley)
- University Overpass (City of Spokane Valley)
- Fish Lake Trail Gap (City of Spokane)
- Centennial Trail at Mission Avenue Crossing (City of Spokane)
- Wandermere Pathway (Spokane County)
- Centennial Trail at Argonne Road (Spokane County)
- Children of the Sun Trail build out (WSDOT)

Several areas for study are also identified for the active transportation program, including:

- Ben Burr Trail to Centennial Trail Link
- West Plains Bike/Ped Connections
- Bike/Ped Connections to the Children of the Sun Trail

Figure 4.18: Horizon 2045 Transportation Programs, 2022 to 2045

Program	Funding Target (YOE \$)	Program Share of Total
Active Transportation	\$ 278.6	16%
Bridge	\$ 609.8	34%
Planning	\$ 9.3	1%
Road Capital	\$ 241.4	13%
Safety and Security	\$ 92.9	5%
TDM	\$ 9.3	1%
Transit	\$ 332.9	19%
TSMO	\$ 219.8	12%
Total	\$ 1,793.9	100%

All figures in millions, figures may not add up due to rounding.

BRIDGE PROGRAM

The bridge program sets funding targets for non-regionally significant bridge improvements. As described in Chapter 2 of this plan, a significant number of bridges in the SRTC planning area are in poor condition. As funding becomes available, these bridges will require rehabilitation and, in some cases, reconstruction. Examples of bridges projects include but are not limited to:

- I-90/3rd Avenue Crossing Bridge Deck Rehab (WSDOT)
- I-90/Spokane Viaduct Bridge Rehab (WSDOT)

PLANNING PROGRAM

The planning program includes studies necessary to support Horizon 2045's strategies. These include:

- Developing a system for evaluating regional operations, maintenance and preservation needs
- Developing a method to better evaluate land use planning and potential transportation impacts
- Assessing best practices, innovative and cost effective design and construction methodologies including the use of longer lasting materials

SRTC will be the lead agency for these planning studies.

ROAD CAPITAL PROGRAM

The road capital program sets funding targets for regionally important roadway capital investments. There are several planned road improvements throughout the region that address critical transportation needs outlined in Horizon 2045 and are expected to be completed as part of the road capital program. Examples of these investments include, but are not limited to:

- Airport Drive and Spotted Road Realignment and Interchange (Spokane International Airport)
- Freya Street Reconstruction, from Garland Avenue to Francis Avenue (City of Spokane)
- 6th/10th/12th Avenue Road Improvements (City of Airway Heights/City of Spokane)
- 18th/21st Avenue Road Improvements from Hazelwood to Flint (City of Spokane)

SAFETY & SECURITY PROGRAM

The safety and security program includes projects to eliminate deficiencies and address high collision issues as well as education programs and enforcement efforts for the secure and safe travel of all users.

TDM PROGRAM

TDM programs can provide lower cost options than driving alone, resulting in time savings at a higher benefit to cost ratio. The air quality benefit of these programs can be as high as four times greater than traffic flow or capacity projects. TDM may employ the use a variety of strategies, including:

- Education, promotion and outreach to encourage voluntary changes in commuter behavior.
- Ridematching services and information to help riders organize carpools, vanpools, or find one-time rides.
- Employer programs and incentives, such as flexible work schedules, work from home options, employee bicycle parking and shows, and subsidized transit passes.
- Land use collaboration and coordination to help connect roads and bicycle/pedestrian paths, as well as support high-density, mixed use development near transit.

- Use fees (e.g., freeway tolling, parking fees, et cetera) to encourage commuters to make efficient transportation choices, shifting demand to alternative modes, routes, or times.⁹

The TDM program includes Spokane County's Commute Smart NW and targets funding for additional efforts to implement TDM strategies in the region.

TRANSIT PROGRAM

The transit program includes regular vehicle replacements, additional park and rides, transit centers, maintenance facilities, and passenger amenities. It also targets funding for tribal, rural, and human services transportation. Examples of transit program projects include:

- Liberty Lake Transit Center
- New maintenance facility in the vicinity of Mission Avenue and Green Street
- Bus, paratransit, and vanpool vehicle replacements

TSMO PROGRAM

TSMO uses proven strategies to improve multi-modal mobility, safety, accessibility, and travel options while preserving the capacity of the existing transportation network. These strategies are most effective when coordinated across jurisdictional boundaries. Examples include enhanced traffic signal operations, traveler information, incident response coordination, and real time bus arrival information.

The TSMO program includes regional priority projects identified in the region's ITS Plan, which include new and upgraded system infrastructure, better communications and dissemination of traveler information, as well as improved data collection and management capabilities.

UNFUNDED PROJECTS & PROGRAMS

One challenge with creating a financially constrained MTP is that only projects backed by reasonably anticipated revenues within the planning period are included. As a result, unfunded investments that could enhance the transportation system are not included in the preferred scenario project lists. However, for illustrative purposes, the plan may include additional projects that would be added to the adopted plan provided additional resources become available.¹⁰

⁹ Demand Management: A Primer for Planners and Engineers. WSDOT.

¹⁰ 23 CFR § 450.324(f)(11).

Figure 4.19: Unfunded Transportation Projects

Project Name	Project Type
Spokane International Airport to Coeur d'Alene HPT Route	Transit
21st Avenue Connection from Craig Rd to Airport Dr	Road/Bridge

Figure 4.19 provides a brief list of additional projects that address identified needs in the region, yet are not currently considered funded in Horizon 2045’s financially constrained projects list. While not exhaustive, the list represents known unfunded transportation projects within the region for consideration, should additional funding become available.

COMPLETED PROJECTS

A list of projects from the previous 2018 to 2040 MTP (Horizon 2040) that have been completed, or are under construction, is provided in figure 4.20.

FINANCIAL CONSTRAINT

The financial analysis developed for Horizon 2045 indicates that the current and future funding resources are sufficient to support the estimated expenditures in the plan. Therefore, Horizon 2045 demonstrates financial constraint. For the planning period of 2022 to 2045, expenditures for transportation operations, maintenance, preservation, improvements, and capital investments in Spokane County are estimated at \$14.3 billion. For the same planning period, the regional revenue estimate is \$14.3 billion. Both of these figures represent YOY dollars.

While forecasted revenues are generally balanced with planned expenditures, it is anticipated that local jurisdic-

tions will need to identify local options for street and road improvements. Projected revenues are not sufficient to fund road and bridge maintenance and preservation at a state of good repair. One option to increase revenue above the forecasted level could be a regional transportation benefit district (TBD). As previously mentioned, the City of Spokane has formed a TBD. Discussions about the formation of a regional TBD are ongoing.

Other options have been explored or implemented in the past to provide funding for improvements. In November 2014, voters in the City of Spokane passed a street levy to go toward paying off \$84 million of old debt left on the 2004 street bond while levying more money for arterial street work through 2034. The levy is paid for by a hold on a property tax estimated at 57 cents per \$1,000 assessed property value. Starting in 2015, the levy generates \$4 to \$8 million per year until the levy is retired in 2034.

Revenue in comparison to the estimated financial expenditures during the same time period shows a near break-even position during the planning horizon. Based on historical data derived from cities, WSDOT, STA, and Spokane County, total forecasted expenditures for transportation operations and maintenance are estimated at just under \$5 billion and preservation at roughly \$5.9 billion. Based on forecasted revenues, this leaves approximately \$1.7 billion in available

Figure 4.20: Horizon 2040 Regionally Significant Projects Completed Since 2017 MTP Update

Project Name	Description	Jurisdiction
Indian Trail Rd Improvements	Indian Trail Rd widened to accommodate motorized and non-motorized traffic levels.	Spokane
Monroe St Lane Reduction	Road reconstructed and reconfigured with wider sidewalks and enhanced pedestrian crossings.	Spokane
Sunset Blvd Improvements	Pavement preserved, lanes reconfigured to include bicycle lanes, and sidewalk installed.	Spokane
West Plains Transit Center	New West Plains Transit Center constructed.	STA
Harvard Rd Bridge Revision	Interchange modified to include additional lane over I-90 and safety improvements.	Liberty Lake
Sprague Ave Rebuild Phase II	Road reconstructed with various non-motorized and transit improvements.	Spokane
Barker Rd/BNSF Grade Separation	At-grade railroad crossing replaced with grade separated crossing.	Spokane Valley
I-90 Medical Lake and Geiger Interchanges Reconstruction	Interchange reconstructed.	WSDOT
I-90 & Barker Rd South Intersection Improvements	Various intersection improvements constructed to address operational issues.	WSDOT

*Project has fully obligated federal and/or state funds, but is not yet complete.

Figure 4.21: Projected Short-Term and Long-Term Revenues and Expenditures

	Short-Term 2022–2028	Long-Term 2029–2045	Horizon 2045 Total 2022–2045
Transportation Revenues	\$ 3,747,700,000	\$ 10,577,500,000	\$ 14,325,200,000
Transportation Expenditures	\$ 3,747,700,000	\$ 10,577,500,000	\$ 14,325,200,000
Balance	\$ 0	\$ 0	\$ 0

capital construction funding during the planning horizon. There is also nearly \$1.8 billion for programs targeted for the planning period.

Based on this financial analysis, Horizon 2045 is financially constrained to ensure the programs and projects identified have the potential for being implemented during the planning horizon. The projected revenues and expenditures are

listed in figure 4.21. To be proactive and limit the decline in transportation system performance, it is important that jurisdictions collectively work to construct projects that meet the regional priority transportation needs identified in this plan. The key to the success of Horizon 2045 is to strategically invest in projects and programs that meet the Guiding Principles and Policies and that help achieve the Strategies listed in the following section.



Photo Credit: Spokane International Airport

IMPLEMENTATION STRATEGIES

Per Federal regulations the MTP must include both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.¹¹ The strategies are the outcome of the analysis of the plan as well as extensive public outreach and coordination with member jurisdictions that has been continuous throughout the development of Horizon 2045.

One example of member jurisdiction coordination is SRTC's participation in the WSDOT Eastern Region office Corridor Sketch Initiative (CSI). The CSI is a new way for WSDOT to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. It identifies and ranks cost-effective multimodal investment strategies to achieve performance expectations. Typical cost-effective or Least Cost Planning (LCP) strategies would include: TSMO, TDM, and policy changes. These LCP strategies would be considered prior to capacity expansion.

The following sections summarize Horizon 2045's strategies.

STRATEGY 1: PRIORITIZE TRANSPORTATION PRESERVATION, MAINTENANCE & OPERATIONS

Horizon 2045 emphasizes resiliency by focusing on the preservation maintenance & operations of the region's existing transportation networks. The highest priority is addressing the backlog of deferred maintenance and preservation activities. For example, preserving pavement can maintain pavement condition at minimal cost versus delaying preservation until the road needs major repairs or reconstruction, which can be six to ten times more costly. Also, with the changing demographics and evolving travel behavior of Spokane County residents, ensuring the continued operation of effective public transportation in the region is crucial. Horizon 2045 will implement Strategy 1 by:

- Prioritizing projects that reduce the regional backlog of preservation activities and serve to eliminate deferred maintenance
- Prioritizing improved design and maintenance projects that result in a year round transportation system for all users
- Collaborating with WSDOT in developing an asset management plan

¹¹ 23 CFR § 450.324(b).

- Maintaining a resilient street network: allocate nearly \$6 billion for preservation; over \$1.7 billion for maintenance and operations of the regional street network; and over \$600 million for bridge maintenance and preservation projects
- Allocating more than \$3.2 billion for the operations and maintenance of the regional public transportation system

STRATEGY 2: SUPPORT TDM & TSMO

Horizon 2045 places a priority on getting the greatest value of current transportation systems using cost-effective approaches such as TDM and TSMO. As described earlier in Horizon 2045, TDM is a program of projects, programs and services aimed at reducing the demand on vehicular facilities. TDM programs can provide lower cost options than driving alone, provide physical activity opportunities and improve air quality. TSMO strategies will aid in implementing cost-effective solutions for ensuring the efficiency of our existing transportation systems.

As detailed in this plan, ITS are an effective component of TSMO. With the completion of the Spokane Region ITS Plan, the region has a prioritized list of investments that will assist in improving mobility, accessibility and safety while enhancing multimodal travel options.

SRTC's CMP includes TDM and TSMO lower cost solutions to control peak hour congestion on our most congested corridors. The process outlines the opportunity to complete other transportation system networks (i.e., sidewalks, transit, and bicycle) and to improve operational efficiencies prior to the need for expansion. Horizon 2045 will implement Strategy 2 by:

- Encouraging and funding programs that develop and deploy TDM approaches within Spokane County
- Continuing implementation of the CMP
- Placing a priority on projects that implement the Spokane Region ITS Plan
- Allocating \$9.3 million toward programs and projects that reduce transportation demand
- Allocating \$220 million towards a TSMO program

STRATEGY 3: ENCOURAGE COST-EFFECTIVE TRANSPORTATION SOLUTIONS

This plan supports the stewardship of public resources through prioritization, obligation and implementation of funds. Horizon 2045 also encourages the use of innovative techniques for cost-efficient engineering and construction of

transportation projects using high quality, long lasting materials. Horizon 2045 will implement Strategy 3 by:

- Refining methodologies for a regional needs assessment to identify projects that meet multiple performance goals
- Including scoring criteria for innovative approaches to cost-effective design and construction of transportation projects in all future calls for projects
- Prioritizing investments that impact Horizon 2045 regional priority networks
- Scoping, developing and funding region wide programs and projects that benefit the public
- Targeting locations for capacity changes
- Monitoring unfunded local agency projects and programs and seeking additional funding and providing support
- Providing technical assistance in the regional funding program so projects are delivered on time and in compliance with federal obligation targets

STRATEGY 4: INVEST IN PUBLIC TRANSIT

Public transportation plays an important role in the economic vitality and quality of life of our region. Employers benefit from access to transit as it supports the recruitment and retention of employees and provides access for customers. Employees benefit from transit through reduced commute and parking costs.

Employers value access to transit, and this is reflected in the growth of jobs in transit supportive areas. The number of jobs in transit locations is growing, especially in high-skill sectors. This suggests that there continues to be demand for infill locations, especially in downtowns and higher density employment centers. Therefore, there may be further opportunities for planners and policymakers to capitalize on this demand and work to encourage specific types of businesses to locate and expand near transit. This effort will require strong coordination between MPOs, regional economic development agencies, transit agencies, and local jurisdictions to enact policies that can support and encourage both existing and future employment uses in transit-rich locations.¹²

Public transit also plays a significant role in the vitality of rural areas in Spokane County and the surrounding communities including tribal reservations and trust lands. SRTC will continue to coordinate and assist services and programs that meet the strategies of the Spokane County Coordinated Public Transit—Human Services Transportation Plan. Hori-

¹² Transit and Regional Economic Development. Center for Transit-Oriented Development (CTOD), 2011.

zon 2045 will implement Strategy 4 by:

- Supporting the continued implementation of the regional High Performance Transit Network
- Pursuing additional funding for tribal, small town and rural connector services
- Coordinating with STA on cost-effective first and last mile connections such as bicycle facilities or rideshare services.
- Allocating more than \$3.2 billion for the operations and maintenance of the regional public transportation system
- Funding over \$258 million in regionally significant capital investments for transit
- Targeting more than \$333 million for additional public transportation services, transit vehicle replacements, transit centers and other capital investments

STRATEGY 5: IMPROVE SAFETY & SECURITY

The transportation investments in Horizon 2045 will support and enhance the safety and security of the regional networks and systems. Safety improvements should be targeted in the Horizon 2045 transportation corridors where identified deficiencies exist, including higher rates of vehicular collisions as well as bicycle and pedestrian involved collisions. Security remains a top regional priority, especially in relation to the vital transportation facilities involved in the high volume movement of people and freight: bridges, the NHS, transit facilities, airports and other intermodal hubs. Horizon 2045 will implement Strategy 5 by:

- Prioritizing projects that improve the safety and security of the regional transportation network through scoring criteria in applications for funding
- Collecting and analyzing region wide collision data to determine causes and develop strategic solutions with implementing agencies
- Funding nearly \$93 million in safety programs and projects over the period of the plan

STRATEGY 6: PROTECT THE NATURAL ENVIRONMENT

Protecting the natural environment including air, soil and water quality will be a requirement for regional funding for all transportation projects. Horizon 2045 will implement Strategy 6 by:

- Requiring environmental protection and/or remediation activities be an integral component of all transportation projects submitted for regional calls for projects

- Ensuring that Horizon 2045, both on a regional scale and at the project level, is in compliance with Federal and State Conformity and Air Quality regulations
- Ensuring CMAQ projects funded through SRTC are improving air quality

STRATEGY 7: PROVIDE MULTIMODAL OPTIONS

Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, & convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. Horizon 2045 promotes policies and practices that ensure streets are safe for all people while balancing the needs of different modes, and supporting local land uses, economies, and the surrounding environments. Horizon 2045 will implement Strategy 7 by:

- Prioritizing roadway projects that include multimodal elements
- Continuing to require that Safe and Complete Streets Checklists are completed as related to the SRTC Complete Streets Policy and the SRTC Guiding Principles
- Coordinating with jurisdictions and agencies region-wide to determine viability of a regional Active Transportation Plan
- Implementing a regional bicycle and pedestrian count program for bicycle and pedestrian usage and trend data
- Pursuing collaboration opportunities with public health partners for projects with complimentary health and transportation benefits such as: Safe Routes to School, improving built environment, ensuring equity of access to transportation, reducing pollution, reducing collisions, and placemaking to improve social connections.

- Targeting funding for bicycle and pedestrian network improvements at nearly \$280 million over the planning period

STRATEGY 8: PROMOTE REGIONAL LEADERSHIP

Horizon 2045 has identified the need for SRTC to provide additional coordination and leadership. Additional regional coordination is useful for early identification of land use and transportation issues that require cross-jurisdictional coordination and solutions. SRTC will also take the lead in bringing educational opportunities to convey best practices information to stakeholders in the region. Horizon 2045 will implement Strategy 8 by:

- Developing and implementing an education series for regional stakeholders and the public on best practices. Topics will be vetted through the TAC, TTC and Board of Directors
- Developing a member agency resource center for best practices information
- Monitoring funding and providing coordination for the completion of the North Spokane Corridor
- Developing a system to track and report land use and transportation cumulative impacts to assist jurisdictions on potential impacts and opportunities for land use changes
- Leading practical and specific land use and/or transportation studies that evaluate least cost solutions in partnership with state and local stakeholders, focusing on economic, transportation, technology and public health issues

The above strategies directly link to the Horizon 2045 Guiding Principles and Policies, described in *Chapter 1: Who We Are*. In developing the Horizon 2045 Strategies, the goals and objectives were considered carefully.

AIR QUALITY CONFORMITY DETERMINATION

On August 29, 2005 the, EPA re-designated the Spokane area from non-attainment to attainment for carbon monoxide (CO) with an approved maintenance plan (70 FR 37269). On August 30, 2005, the EPA re-designated the Spokane non-attainment area to an attainment area for particulate matter-10 (PM-10) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On May 12, 2016 the EPA approved the Second 10-year LMP for PM-10. The Second 10-year LMP for CO was approved August 15, 2016. These LMPs demonstrate the minimal risk that PM-10 and CO from motor vehicles would contribute to a PM-10 or CO violation. For this reason, no motor vehicle emission budget (MVEB) or paved road dust budget is established. While an area with an LMP does not need to do a regional emissions analysis, it still retains other conformity requirements as detailed in 40 CFR 93.109, such as consultation (40 CFR 93.112), timely implementation of transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Limited Maintenance Plans do not establish a MVEB because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards. As published in the PM-10 LMP Qualification Assessment, VMT was projected to grow by 36 percent over the ten year period of 2000 to 2010, or 3.1 percent annually. Since the annual VMT growth rate of 0.9 percent included in the plan is less than the 3.1 percent annual rate assumed in the PM-10 LMP, Horizon 2045 conforms to the PM-10 LMP.

TRANSPORTATION CONTROL MEASURES

Per 40 CFR 93.101, a transportation control measure is any measure that is specifically identified and committed to in an implementation plan to reduce emissions or concentration of air pollutant from transportation sources by reducing vehicles use, changing traffic flow or congested conditions. Per the State Implementation Plan and LMP, there are no CO transportation control measures. PM10 control measures include the Washington State (RCW 70.94, WAC 173-433) and Spokane Regional Clean Air Agency's (Regulations 6.05, 6.14, 6.15) programs to reduce residential wood smoke, paving critical unpaved roads, and street sweeping programs.

CONTINGENCY MEASURES

Contingency measures achieve emission reductions for a specified period of time. The mandatory vehicle inspection and maintenance (I&M) program was the predominant CO transportation contingency measure for Spokane County.

The program ended on December 31, 2019 but may be reinstated if necessary. After the first CO maintenance demonstration included dropping the winter oxygenated fuel requirement, the Spokane Clean Air Board repealed Article VI, Section 6.16 Motor Fuel Specifications for Oxygenated Gasoline. The oxygenated fuel requirement will remain as a contingency measure and can be re-adopted if necessary.

PROJECT LEVEL ANALYSIS

SRTC assists with the analysis of project-level emissions as part of the project-specific SEPA and NEPA processes. Travel demand or transportation system strategies are then applied to mitigate any air quality issues. Programs or projects that reduce the reliance on the single occupant vehicle have the benefit of lowering CO and PM-10 concentration levels throughout various travel corridors, thereby improving air quality.

At the same time, projects that strategically add capacity or efficiency to the transportation system can have the benefit of reducing overall vehicle delay (idling emissions) to better address the movement of people and goods into and through Spokane. From an air quality perspective it is necessary to provide balance between reducing delay while not inducing vehicle usage and providing investments in alternative modes of transportation that can effectively lower CO and PM-10 concentrations.

ENVIRONMENTAL MITIGATION ACTIVITIES

Per Federal regulations, the MTP must include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the MTP.¹³ The discussion may focus on policies, programs, or strategies, rather than at the project level.

For Horizon 2045, SRTC has consulted with the Spokane Regional Clean Air Agency, the Washington State Department of Ecology and the EPA. Federal and state land management agencies and the Tribes in the Inland Northwest were also contacted for input on the plan.

Horizon 2045 considers potential regional impacts to the natural and human environment through the Guiding Principles and Policies. The Horizon 2045 Strategies directly relate to the Policies and are intended to avoid, minimize and mitigate potential impacts to the environment. Specifically, Guiding Principle 3: Stewardship, emphasizes that transportation decisions should have positive impacts to the human environment while minimizing negative impacts to the natural environment. Policy 3a reinforces this: "Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources." No adverse impacts to

¹³ §450.322 (7).

the human or natural environment are foreseen as a result of the Policies and Strategies in Horizon 2045. However, the Horizon 2045 Strategies are regional in scope and may not address impacts at the local or project-level where they are the responsibility of the sponsor agency.

PLAN IMPLEMENTATION

The Horizon 2045 implementation strategies require a cooperative effort between SRTC and the jurisdictions in Spokane County. SRTC is required under federal and state regulations to ensure consistency of local and regional plans with Horizon 2045. As stated in Chapter 1, one of the primary roles and responsibilities of an MPO and RTPO is to certify the consistency of countywide planning policies and the transportation elements of local comprehensive plans with the RTP.¹⁴ Therefore, close coordination between SRTC and local jurisdictions, WSDOT and STA is required to ensure that projects and plans are consistent with the Horizon 2045 Guiding Principles, Policies and Strategies. Several programming options are available as tools for implementing the transportation strategies in this plan.

UPWP

The Unified Planning Work Program (UPWP) details and guides the metropolitan area transportation planning activities. The purpose of the UPWP is to define and coordinate all federally funded transportation planning activities that will be conducted in the MPA during a one- or two-year period. The UPWP defines activities that will be undertaken in the Spokane MPA and the financial resources associated with them. Examples include core MPO and RTPO functions such as collecting, analyzing, maintaining and reporting transportation-related data to provide accessible and pertinent information for the regional decision-making process. The data is used for travel demand and air quality modeling to identify transportation issues, propose solutions and evaluate activities that are subsequently implemented. SRTC provides this data and other planning information and consults with federal, state, and local agencies responsible for transportation, land use management, natural resources, environmental protection, public health, conservation, and historic preservation concerning the development of plans and programs.

SRTC provides planning consultation and coordination for specific transportation planning or related projects as appropriate. SRTC support may include providing data, conducting inventories, or participation on study teams. In addition, SRTC may serve as the lead agency to develop studies and plans (e.g., subarea transportation studies, modal studies such as pedestrian plans and transit system studies, corridor studies, etc.). Other UPWP activities include public outreach and education, stakeholder coordination, and various administrative tasks.

TIP

The TIP is a four-year program of planned regional transportation projects. The purpose of the TIP is to demonstrate that available resources are being used to implement the short-range projects in the program, consistent with the region's long-range transportation plan, Horizon 2045. The TIP reflects the needs of the SMPA and complies with pertinent federal, state and regional requirements. These efforts include implementing a criteria-based project selection process, improving project tracking mechanisms, compliance with SRTC Safe and Complete Streets policy and continued coordination between local jurisdictions, WSDOT, STA, FHWA, and FTA.

The TIP includes any project with federal funding under 23 U.S.C. (FHWA) and 49 U.S.C. Chapter 53 (FTA) and projects that are regionally significant. Only projects that are planned to obligate funds within the next four years are required to be included in the TIP. If a project has already obligated all funds, the project is not included in the TIP. Conversely, if a project has federal funds but is not planning to obligate those funds within the next four years, the project is not included in the TIP.

SRTC is responsible, in coordination with WSDOT, for selecting projects for the federal STBG, STBG Set-Aside (formerly TAP) and CMAQ programs. Projects are selected by the SRTC Policy Board using a competitive process involving evaluation criteria designed to ensure projects are prioritized consistent with the Guiding Principles and Policies of Horizon 2045. In addition, STA coordinates the selection of projects for FTA funds with SRTC. These project selections are incorporated into the TIP along with other federally funded or regionally significant projects.

CMP

SRTC's CMP is a regional process to both identify and address congestion in our region and is an implementation tool for Horizon 2045. The CMP uses performance measurements to identify the existence of congestion and congested corridors in the region. The CMP also proposes least cost planning strategies to mitigate congestion prior to the addition of capacity. Where additions to capacity may be appropriate, the CMP includes strategies to get the most long-term value from a project.

The CMP is used at various levels of planning and operational analysis from the MTP to the TIP to the development of individual projects. A CMP that is integrated into the metropolitan transportation planning process provides comprehensive information on the performance of the transportation system so citizens, elected officials, and member agencies will have up-to-date information regarding congestion levels and implemented strategies. The CMP also plays a significant role in justifying project prioritization, which is important given funding constraints. Additionally the CMP is

¹⁴ § 450.316 (4), WAC 468-86-150, RCW 47.80.026 and RCW 47.80.030 (3).

intended to move the congestion management strategies into the funding and implementation stages.

The CMP process also fosters collaboration with member agencies and the SRTMC by supporting regional ITS programs and projects. In this capacity the CMP serves as an educational tool for agencies, providing them with knowledge for use in transportation planning.

COMPREHENSIVE PLAN REVIEW PROCESS

As the RTPO for Spokane County, SRTC is required to ensure that local and regional transportation plans coordinate with and are consistent with each other. The SRTC Policy Board approved the SRTC Plan Review and Certification Process Instruction Manual on September 10, 2015 to accomplish this task.¹⁵

Certification requires that Countywide Planning Policies (CWPP) and the transportation elements of local comprehensive plans are consistent with the RTP (Horizon 2045), GMA planning requirements, and RCW guidelines and principles related to regional transportation planning.¹⁶ “Consistent” means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. As part of its review and certification process, SRTC evaluates regional LOS for the following modes: vehicular, transit, and non-motorized (combined bike/walk).

Periodically, jurisdictions must review their comprehensive plan and regulations to comply with any changes in the GMA and to accommodate updated growth targets. GMA requires comprehensive plan updates every eight years.

¹⁵ https://www.srtc.org/wp-content/uploads/2016/11/Plan-Review-and-Certification-Instruction-Manual_Sept_10.pdf.

¹⁶ <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.070> and <https://app.leg.wa.gov/RCW/default.aspx?cite=47.80.026>.

PERFORMANCE MANAGEMENT

As detailed earlier in this chapter, Horizon 2045 has established strategies that directly relate to the Guiding Principles and Policies. Also, SRTC uses a performance-based evaluation tool to prioritize regionally significant projects as reported in this Plan. Using the evaluation tool, SRTC grouped projects that will make improvements in differing performance area categories (figure 4.22).

SRTC will utilize these measures when reporting annually on the region’s progress in meeting the Horizon 2045 Guiding Principles and Policies. This process is collectively referred to as the SRTC Performance Management Program (PMP). The Horizon 2045 PMP is the foundation for further analysis and will be refined in future plan updates as additional assessment tools and processes are developed. The end result of the PMP is to guide regional transportation decision-making.

PERFORMANCE REPORTING

SRTC will report annually on the performance of this plan. An annual report will also satisfy the requirement for a System Performance Report, which evaluates the condition and performance of the regional transportation system in relationship to performance targets. Performance will then be evaluated through the measures to determine progress in implementing the Horizon 2045 Strategies. The Horizon 2045 annual report will be produced after the end of each calendar year and be provided to the public and partner agencies for review and comment.

Figure 4.22: Project Listings by Performance Area Categories

Linking Performance Management to Decision Making							
This figure demonstrates how regionally significant project investments have been linked to regional policy goals and federal performance areas. While this list is representative of data available today, SRTC is using an iterative approach to performance management and will continue to evaluate relevant measures to achieve a performance management process that can best measure the diversity of projects and programs in our region.							
			Horizon 2045 Performance Area Categories				
Project Name	Jurisdiction	Projected Year	Stewardship	Operations	Economic Vitality	Safety	Quality of Life
Horizon 2045 Short-Term Projects (2022–2028)							
Bigelow Gulch/ Forker Rd Urban Connector	Spokane County	2022			●	●	
US 395/North Spokane Corridor - Francis Ave to Spokane River	WSDOT	2022			●		●
Central City Line	STA	2023	●	●			●
Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley	2025		●	●		
Barker Rd Reconstruction	Spokane Valley	2025					●
Pines Rd (SR 27)/ BNSF Grade Separation	Spokane Valley	2025	●		●		
Sullivan Rd/ BNSF Grade Separation	Spokane Valley	2025					●
Whistalks Way Improvements	Spokane	2025	●			●	
Division Bus Rapid Transit	STA	2027	●	●			●
Horizon 2045 Long-Term Projects (2029–2045)							
Park Rd/ BNSF Grade Separation	Spokane Valley	2030	●			●	
US 395/North Spokane Corridor - Spokane River to I-90	WSDOT	2030			●		●
Latah Bridge Rehabilitation	Spokane	2032	●	●			
US 395/North Spokane Corridor Transit	STA	2032	●	●			●
Argonne Park & Rides	STA	2034					●
I-90/US 195 Interchange Latah Creek Bridges	WSDOT	2035	●	●	●		
I-90/Barker Rd Interchange	WSDOT	2040		●	●		
SR 290 Passing Lanes	WSDOT	2040				●	
SR 904 Passing Lanes	WSDOT	2040				●	
US 195/I-90 Study Projects	WSDOT	2045				●	