

Plan Review and Certification Process **INSTRUCTION MANUAL**

**Approved by the SRTC Board
on September 10, 2015**



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This instruction manual provides guidance to the County and to local jurisdictions on how to meet Horizon 2040 and RCW, including GMA, regional transportation planning requirements through achieving consistency with SRTC's certification criteria for plan updates and amendments.

SRTC COMPREHENSIVE PLAN REVIEW AND CERTIFICATION PROCESS

Summary

WHAT

SRTC will review and take certification action on countywide planning policies (CWPP) as well as comprehensive plan updates, amendments, and other revisions.

WHY

SRTC is required under RCW 47.80.023 to certify that the transportation elements of comprehensive plans adopted by the County, cities and towns within our planning region:

- are consistent with the regional transportation plan (Horizon 2040);
- reflect the guidelines and principles of RCW 47.80.026; and
- conform with the requirements of RCW 36.70A.070 (Growth Management Act).

SRTC is required under RCW 47.80.023 to certify that countywide planning policies and the adopted regional transportation plan are consistent.

HOW

SRTC will review comprehensive plan updates and amendments for consistency with Horizon 2040's Guiding Principles, Policies and Strategies and specified RCW and GMA transportation planning requirements. SRTC will conduct a Horizon 2040 consistency review for the CWPP.

SRTC will evaluate the performance of the regional transportation system in relation to adopted level of service standards. The SRTC Board will take certification action for comprehensive plans and the CWPP based on consistency.

WHEN - Timeline

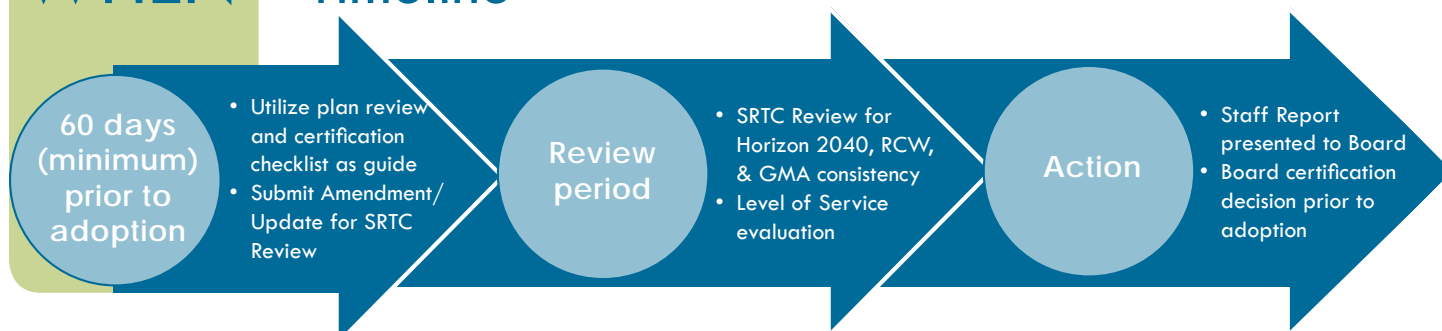


Table of Contents

INTRODUCTION	1
PURPOSE	1
RCW-MANDATED RESPONSIBILITIES	2
RTPO	2
Local Jurisdiction	2
County	2
Funding Eligibility Related to Plan Certification	3
Concurrency Requirements	3
CERTIFICATION PROCESS	4
Applicability	4
Process	4
Submittal Process –Comprehensive Plan Updates	4
Submittal Process – CWPP Amendments	5
Submittal Process – Comprehensive Plan Amendments	7
CERTIFICATION CRITERIA	11
REGIONAL LEVEL OF SERVICE (LOS) PERFORMANCE MEASURE ANALYSIS	13
LOS Data Requirements	13
Land Use	13
Transportation	14
Vehicular LOS	14
Transit LOS	16
Non-motorized (Bike/Walk) LOS	16

Appendix A: RCW Requirements (excerpts)

Appendix B: Horizon 2040 Seven Guiding Principles

Appendix C: CWPP Requirements

Appendix D: SRTC Comprehensive Plan Review and Certification Checklist for Updates (Counties and UZA Cities and Towns)

Appendix E: SRTC Comprehensive Plan Review and Certification Checklist for Updates (Non-UZA Cities and Towns)

Appendix F: SRTC Plan Review and Certification Checklist (CWPP)

Appendix G: Map 3: SRTC Regional Bicycle Route Priority Network

Appendix H: Map 4: SRTC Urban Transportation Corridors

Appendix I: Map 5: SRTC Regional Employment Activity Centers

Appendix J: SRTC CMP Toolkit Strategies

Appendix K: Map 6: SRTC CMP Corridors

Appendix L: Regional Mobility Corridors

Index of Maps, Figures, and Tables

Map 1: UZA and Non-UZA Jurisdictions	12
Map 2: SRTC Regional Mobility Corridors	19
Figure 1: RCW-Mandated Responsibilities	2
Figure 2: Plan Submission, Review, and Certification Timeline	10
Figure 3: Regional LOS Process.....	18
Table 1: SRTC LOS Model – Land Use Types	13
Table 2: Vehicular Travel Time LOS (interrupted flow corridors)	15
Table 3: Per Capita VMT LOS	16
Table 4: System-wide Transit Ridership LOS	16
Table 5: Region-wide Non-motorized Mode Share LOS	16

INTRODUCTION

SRTC serves as the Regional Transportation Planning Organization (RTPO) for Spokane County. RTPO's were authorized as part of the 1990 Washington State Growth Management Act (GMA) to ensure local and regional coordination of transportation plans. As defined in the GMA and the Revised Code of Washington (RCW), primary duties of an RTPO include preparation of a Regional Transportation Plan (RTP), certification that Countywide Planning Policies (CWPP) and the transportation elements of local comprehensive plans are consistent with the RTP, development of Regional Level of Service (LOS) standards, and development and maintenance of a six-year Regional Transportation Improvement Program (TIP).

As mandated by [RCW 47.80.026](#), SRTC is authorized to establish guidelines and principles to provide direction for the development and evaluation of the transportation elements of comprehensive plans. These guidelines address the relationship between transportation system factors that include but are not limited to the following: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and non-motorized transportation, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, and joint and mixed use developments.

Included within the Appendices of this manual are plan review and certification checklists to be used by Spokane County and local jurisdictions as part of SRTC's plan review and certification process.

PURPOSE

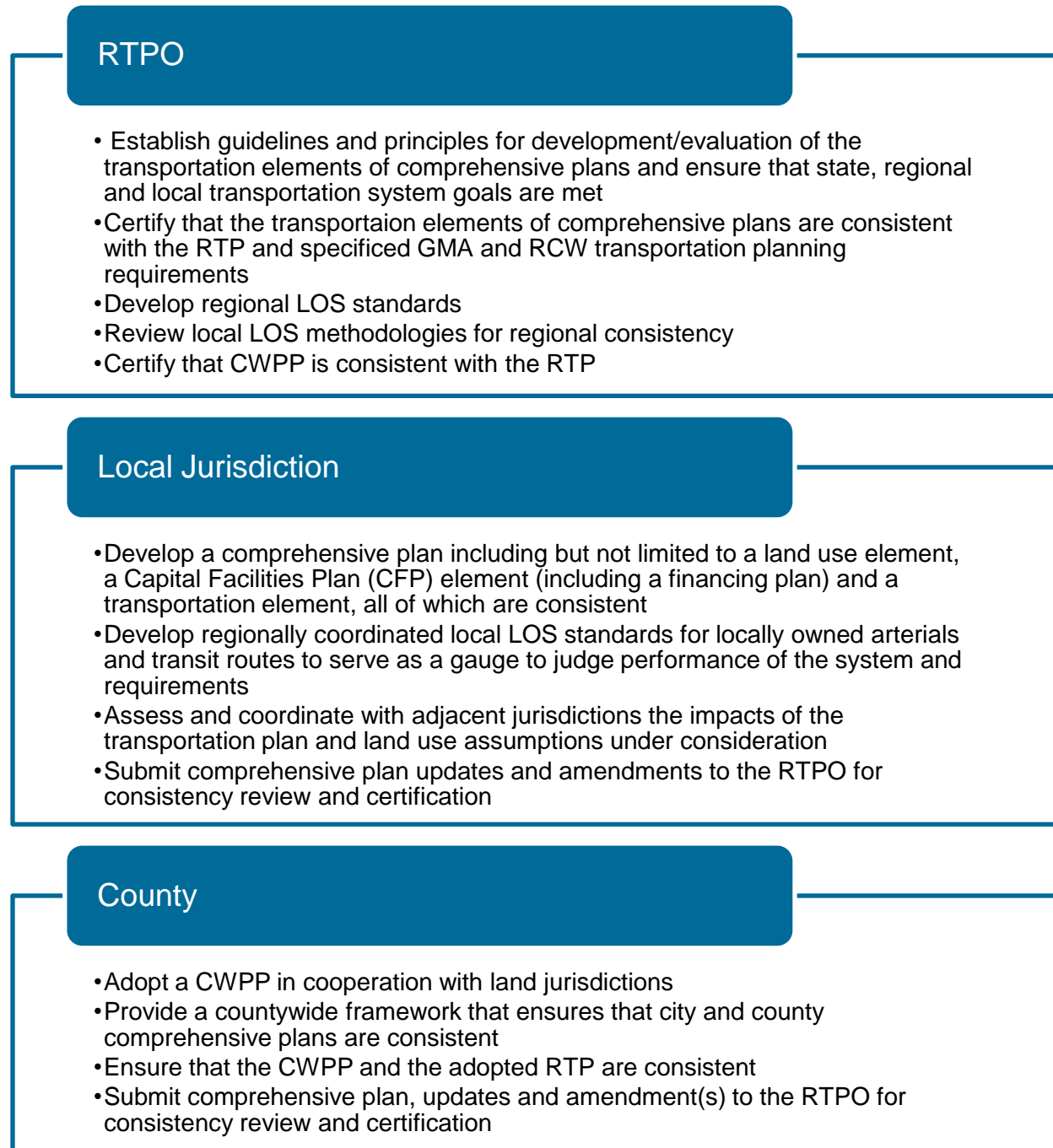
The purpose of this manual is to provide instruction to ensure that the CWPP and the transportation elements of comprehensive plans are consistent with SRTC's RTP [Horizon 2040](#), GMA ([36.70A.070](#)) planning requirements, and RCW ([47.80.026](#)) guidelines and principles related to regional transportation planning.

The manual sets forth SRTC's review and certification process and the corresponding certification criteria. These criteria will be applied during SRTC's review and certification of updates and amendments to comprehensive plans, as well as, amendments to the CWPP.

RCW-MANDATED RESPONSIBILITIES ¹

Figure 1 identifies responsibilities of RTPOs, local jurisdictions, and the County as it relates to updates or amendments to comprehensive plans as well as the CWPP.

Figure 1: RCW-Mandated Responsibilities



¹ The GMA mandated requirements under the RCW and WAC for comprehensive plan and CWPP updates and amendments are included in Appendix A. The Horizon 2040 Seven Guiding Principles and the corresponding policies are included in Appendix B. The CWPP-mandated requirements can be found in Appendix C.

Funding Eligibility Related to Plan Certification

The State of Washington mandates that counties and cities must be in compliance with the GMA, including attaining RTPPO certification of comprehensive plans, in order to be eligible for grants through the Washington State Department of Commerce. (<http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/GMA-Periodic-Update.aspx>)

In the interest of promoting regional transportation planning coordination and consistency, the SRTC Board will require that the comprehensive plans produced by Spokane County and the cities and towns within the county, be SRTC Board-certified in order to be eligible for Congestion Management and Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Surface Transportation Program (STP) funding through SRTC's Call for Projects process. The SRTC Board will develop methodology that outlines this process in 2017. For those agencies that participate in the SRTC Call for Projects process but are not required by the GMA to produce a comprehensive plan (Washington State Department of Transportation (WSDOT), Spokane Transit Authority (STA), the Spokane Tribe, the Kalispell Tribe, and the Spokane Regional Health District (SRHD)), the above-mentioned requirement does not apply.

Concurrency Requirements

SRTC does not make judgments regarding concurrency requirements as part of its plan review and certification process. As part of the requirement to develop a comprehensive plan, local jurisdictions are required to establish LOS standards for arterials, transit service, and other facilities to gauge the performance of the system (RCW 36.70A.070(6)(a)). For transportation facilities, LOS standards for locally owned arterials should be regionally coordinated (WAC 365-196-840(3)(f)).

Local jurisdictions are also required to adopt and enforce ordinances, which prohibit development approval if the development causes the LOS to decline below adopted standards. This is unless transportation improvements or strategies are implemented concurrent with the planned development to accommodate the impacts of development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. "Concurrent with the development" is defined in the GMA to mean that any needed improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. (RCW 36.70A.070(6)(b))

CERTIFICATION PROCESS²

Applicability:

CWPP amendments and all comprehensive plan updates and amendments must be submitted to SRTC staff for review and certification. SRTC's certification determination of comprehensive plans will be based on consistency of the transportation element of the plan with [Horizon 2040](#), as well as GMA (RCW [36.70A.070](#)) and RCW (RCW [47.80.026](#)) planning requirements related to regional transportation planning. For the CWPP, certification determination will be based on consistency with Horizon 2040. According to the WAC, for purposes of certification, "consistency" means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation; and that consistency is indicative of a capacity for orderly integration or operation with other elements in a system (WAC 365-196-210(8)). The certification determination will be based upon SRTC finding "**general consistency**" between the proposal, Horizon 2040, the GMA, and regional transportation planning requirements. The intent of the certification process is to ensure that the proposal does not unreasonably conflict with Horizon 2040 goals and policies and related requirements.

Comprehensive Plan Updates

Periodically jurisdictions must review their comprehensive plan and regulations to comply with any relevant changes in the GMA and to accommodate updated growth targets. The GMA requires periodic comprehensive plan updates every eight years. The State requires for Spokane County jurisdictions that the current update be completed on or before June 30, 2017.

Process Timeline

- The SRTC process for comprehensive plan consistency review and certification spans a 60-day period to allow sufficient time for the update sponsors to implement recommended modifications to their proposed plan changes. Timelines for the review and certification of updates will be developed on a case-by-case basis by SRTC staff in coordination with the sponsors.

Submittal Process

- Certification checklist – As part of the comprehensive plan update process, the sponsor will utilize the SRTC-provided Plan Review and Certification Checklist as guidance to ensure consistency with Horizon 2040, as well as the specified GMA and RCW requirements. **The sponsor is not required to submit this checklist to SRTC; it is for internal use only.**

² The plan review certification process applies to Spokane County and all cities and towns within Spokane County. Plans for tribal lands within Spokane County are not certified by SRTC, although tribes are encouraged to coordinate their planning efforts with SRTC.

- Update submittal – All comprehensive plan updates (draft or complete) must be submitted to SRTC staff no later than 60 days prior to the adoption of the updated plan by the local legislative body.
- SRTC consistency review – SRTC staff will utilize the Plan Review and Certification Checklist to review the update for consistency with Horizon 2040 as well as the specified GMA and RCW requirements. SRTC staff will present its consistency findings, including the results of its regional LOS analysis, to the sponsor and will work with the sponsor to resolve identified consistency issues. SRTC staff will produce a Staff Report containing consistency findings, a description of the mitigation strategies recommended by SRTC staff as well as the actions taken by the sponsor on those mitigation recommendations. The resulting certification recommendation will be presented to the SRTC Board.
- LOS failure – If the comprehensive plan update fails the LOS analysis, SRTC staff will request that the sponsor provide potential mitigation strategies included within the transportation element of the comprehensive plan (i.e. transportation policies, programs, and projects) that would mitigate the transportation impacts identified through the LOS analysis.
- SRTC Board action – SRTC staff will present the update along with a staff report to the SRTC Board for action. This process will also include SRTC committee review for informational purposes. The SRTC Board may either certify the comprehensive plan update or provide specific actions to be taken in order for the update to be certified.
- Update changes – Any changes made by the local jurisdiction to the comprehensive plan update that affect the transportation element during the 60-day review period will nullify certification action taken by the SRTC Board on the change. To be eligible for certification, update sponsors must, based on the scope of the change(s), either coordinate with SRTC staff to resolve identified issues, or delay the planned approval date by, at least, 30 days, and re-submit the altered update for another round of SRTC Board action.

CWPP Amendments

Amendments to the CWPP consist of periodic amendments to the CWPP's written policy statements, which are to be used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted.

Process Timeline

- The SRTC process for CWPP consistency review and certification spans a 60-day period to allow sufficient time for Spokane County to implement recommended modifications to the proposed plan changes. Timelines for the review and certification of amendments will be developed on a case-by-case basis by SRTC staff in coordination with Spokane County.

Submittal Process

- Certification checklist – As part of the CWPP amendment process, Spokane County will utilize the SRTC-provided Plan Review and Certification Checklist as guidance to ensure consistency with Horizon 2040. **Spokane County is not required to submit this checklist to SRTC; it is for internal use only.**
- CWPP amendment submittal – All CWPP amendments must be submitted to SRTC staff no later than 60 days prior to the adoption of the updated or amended plan by Spokane County.
- SRTC consistency review – SRTC staff will utilize the Plan Review and Certification Checklist to review the amendments for consistency with Horizon 2040. SRTC staff will present its consistency findings to Spokane County and will work with Spokane County to resolve identified consistency issues. SRTC staff will produce a Staff Report containing consistency findings, a description of the mitigation strategies recommended by SRTC staff as well as the actions taken by Spokane County on those mitigation recommendations. The resulting certification will be presented as a recommendation to the SRTC Board.
- LOS failure – The CWPP amendment will not be subject to LOS analysis. Review and certification will be based on consistency of its policies for transportation facilities of statewide significance and countywide transportation facilities and strategies with Horizon 2040 ([RCW 36.70.A.210](#)(3)(c) and (d) and [RCW 47.80.023](#)).
- SRTC Board action – SRTC staff will present the amendment along with a staff report to the SRTC Board for action prior to its planned adoption. This process will also include SRTC committee review for informational purposes. The SRTC Board may either certify the CWPP amendment, or provide specific actions to be taken in order for the amendment to be certified.
- CWPP amendment changes – Any changes made to the CWPP that affect a transportation policy following submittal of the plan to SRTC staff during the 60-day review period will nullify certification action taken by the SRTC Board on the change. To be eligible for certification, Spokane County must, based on the

scope of the change(s), either coordinate with SRTC staff to resolve identified issues, or delay the planned approval date by, at least, 30 days, and re-submit the altered amendment for future SRTC Board action.

Comprehensive Plan Amendments

Comprehensive plan amendments refer to the annual review and adoption of proposed land use map, zoning map, or project-or property-specific development regulation changes to the comprehensive plan.

Submittal Process

- Amendment submittal – All comprehensive plan amendments must be submitted to SRTC staff no later than 60 days prior to the plan’s adoption ([RCW 36.70A.106](#) and [Washington State Department of Commerce’s 60-day Notice of Intent to Adopt](#)).
- SRTC consistency review – SRTC staff will utilize the Plan Review and Certification Checklist to review the amendments for consistency with Horizon 2040 and the specified GMA and RCW transportation planning requirements. The amendments may also be analyzed as appropriate for LOS impacts on regional mobility corridors.
- Additionally, comprehensive plan amendments will be reviewed for each jurisdiction, in aggregate and on an annual basis. SRTC staff will present its consistency findings including the results of its regional LOS analysis, to the sponsor and will work with the sponsor to resolve consistency issues.
- For those amendments that are not anticipated to have an impact on regional LOS, land use, and/or transportation facilities or policy SRTC Board action will not be required. Such amendments will be reviewed internally by SRTC staff to include a consistency certification determination letter based on that review. Upon receipt of a consistency certification letter, the sponsor shall, within three (3) days of receipt, post the letter on its website in connection with the comprehensive plan amendment and place the original letter in the local jurisdiction's file containing the application for the amendment and supportive documents.
- For amendments that have an impact on regional LOS and/or are found to have an impact on land use and/or transportation policy, SRTC staff will produce a Staff Report containing consistency findings, a description of the mitigation strategies recommended by SRTC staff as well as the actions taken by the

sponsor on those mitigation recommendations. The resulting certification recommendation will be presented to the SRTC Board.

- LOS failure – If the comprehensive plan amendment fails the LOS analysis, SRTC staff will request that the sponsors provide potential mitigation strategies within the transportation element of the comprehensive plan (i.e. transportation policies, programs, and projects) that would mitigate the transportation impacts identified through the LOS analysis.
- SRTC Board action – Through a written report SRTC staff will present the amendment(s) with an LOS and/or a land use and/or transportation policy impact to the SRTC Board for action. This process will also include SRTC committee review for informational purposes. The SRTC Board may either certify the comprehensive plan amendment or provide specific actions to be taken in order for the amendment to be certified. For amendments without an impact as specified above, SRTC staff will present the amendments from each jurisdiction in aggregate to the SRTC Board for informational purposes. In such instances, SRTC Board action will not be a requirement for certification.
- Amendment changes – Any changes made by the local jurisdiction to the comprehensive plan amendment(s) that affects the transportation element during the 60-day review period will nullify certification action taken by the SRTC Board on the change. To be eligible for certification, amendment sponsors must, based on the scope of the change(s), either coordinate with SRTC staff to resolve the identified issue, or delay their planned approval date by, at least, 30 days, and re-submit the altered amendment(s) for future of SRTC Board action.

It is strongly recommended that update/amendment sponsors coordinate with SRTC staff at the beginning of the comprehensive plan or CWPP process to allow for sufficient time to resolve consistency issues that may prevent certification. See Figure 2 for the Plan Submission, Review, and Certification Timeline.

Appeal Process

No appeal process for an approval or denial of certification for a comprehensive plan update, amendment or county-wide planning policy is established by SRTC.

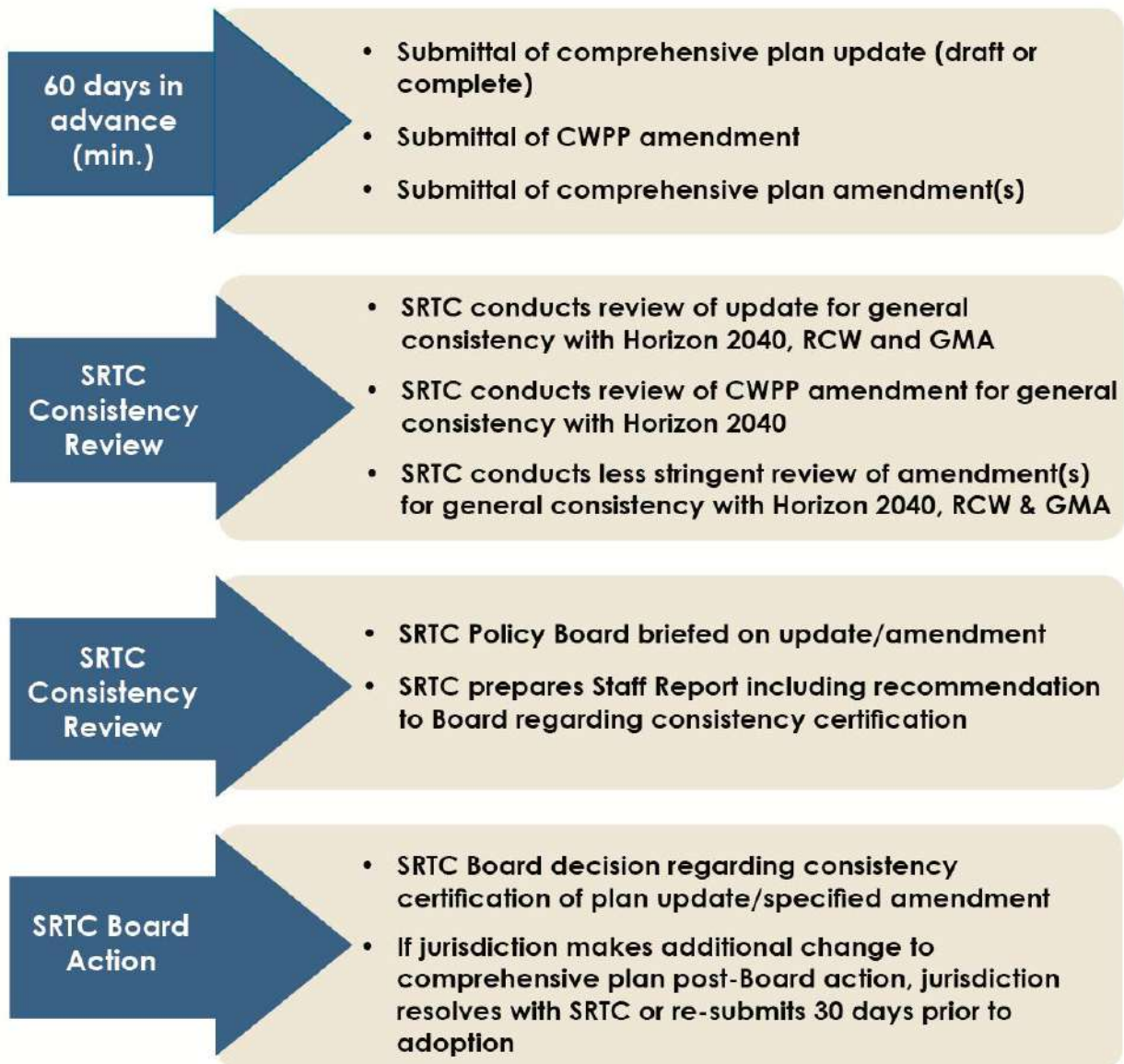
A sponsor may request **reconsideration** of a denial of certification by the SRTC Board if the sponsor believes any of the following has occurred:

1. The Board made a mistake of fact and thus the certification analysis is in error.
2. The Board made a mistake of law.

3. The proposal has been changed or there was a change that was not recognized by the Board, and thus the Board's decision is in error.
4. The sponsor discovered new information not reasonably available to SRTC staff or the Board that should be considered.

Any request for reconsideration must be made no later than ten (10) days after the Board's decision. The request shall be in writing and shall identify the matter, the basis for reconsideration (items 1-4 above), a summary of the facts, law or circumstances that warrant reconsideration, and such other information that would be helpful to the Board. The Board shall act on the request for reconsideration at its next regularly scheduled Board meeting, provided there is adequate time to perform any additional analysis by SRTC staff.

Figure 2: Plan Submission, Review, and Certification Timeline



CERTIFICATION CRITERIA

One set of criteria (Appendix D) applies to updates to Spokane County comprehensive plans and to the comprehensive plan updates of those Spokane county jurisdictions that fall within the FHWA-designated Urbanized Area (UZA). The UZA jurisdictions include: Spokane County, City of Spokane, City of Spokane Valley, City of Airway Heights, City of Liberty Lake, City of Millwood (see Appendix D for the SRTC Comprehensive Plan Review and Certification Checklist for Updates (Counties and UZA Cities and Towns)).

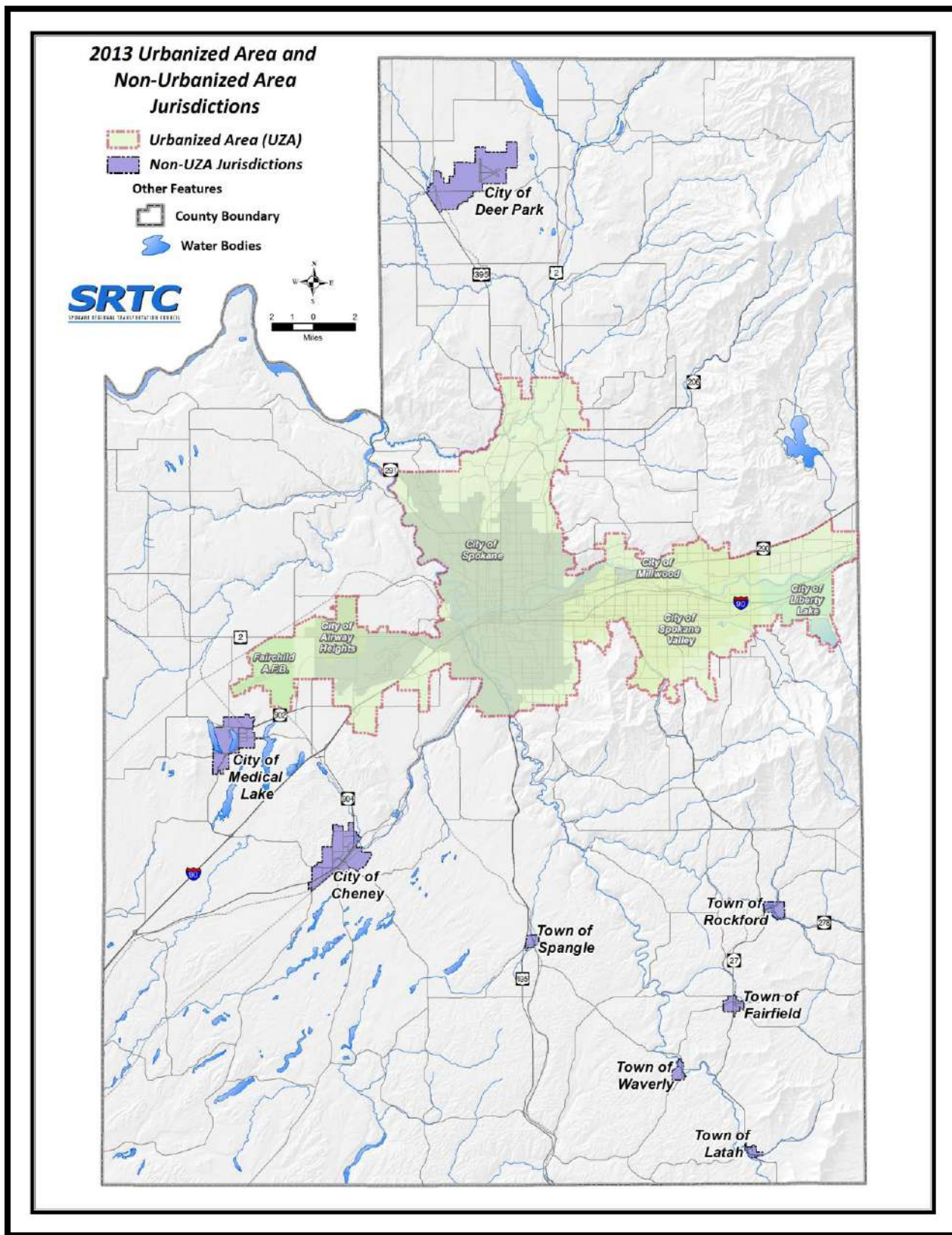
Fairchild Air Force Base, while within the UZA boundary, is not required to submit a comprehensive plan update or amendment as part of the plan review and certification process due to it being a military installation, and thus a property of the United States, which is sovereign. As a result of its status, it is not subject to Washington state-mandated regulations ([Military Reservation Law & Legal Definition](#)).

Another set of criteria (Appendix E) applies to the comprehensive plan updates of those jurisdictions that are designated by the FHWA as non-UZA. The jurisdictions that fall into this category include: City of Deer Park, City of Spangle, City of Cheney, Town of Waverly, Town of Fairfield, Town of Rockford, City of Medical Lake, and Town of Latah (see Map 1 for UZA and Non-UZA jurisdictions). The certification requirements for non-UZA jurisdictions differ from those of UZA jurisdictions. Whereas UZA jurisdictions must demonstrate that specific actions have been taken or planned for that make them consistent with Horizon 2040, and the GMA and RCW transportation planning requirements, non-UZA jurisdictions need only demonstrate that they have considered such actions in order to be certified. The reason behind the more stringent requirements on UZA jurisdictions is that they are within the FHWA-designated urbanized area, part of the urban transportation network, and as such require more analysis and coordination³. SRTC will be available to provide additional technical assistance to these jurisdictions during the updates to the transportation elements of their comprehensive plans and during the consistency certification review process.

A final set of criteria (Appendix F), applies to amendments to Spokane County's CWPP. These criteria ensure consistency between the policies within the CWPP and Horizon 2040.

³ For more information on Census Urbanized Areas and MPO/TMA Designation, see the following link: http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm#Urbanized_Area_UZA

Map 1: UZA and Non-UZA Jurisdictions



REGIONAL LEVEL OF SERVICE (LOS) PERFORMANCE MEASURE ANALYSIS

As mandated by RCW 47.80.023(8), SRTC is required to review LOS methodologies used by cities and counties to promote a consistent regional evaluation of transportation facilities and systems. It is also authorized to work with cities, counties, transit agencies, the department of transportation, and others to develop regional LOS standards or alternative transportation performance measures. ([RCW 47.80.023\(a\)](#) and [RCW 47.80.030 1\(c\)](#))

SRTC evaluates regional LOS for the following modes: vehicular, transit, and non-motorized (combined bike/walk). The data for analysis is taken from the SRTC regional travel demand model. The performance measures included below refer to the requirements for updates and amendments to comprehensive plans.

LOS Data Requirements

Land Use

Any land use changes including addition or reduction in the number of units/zone, rooms or camp spaces/zone, or number of employees/zone, must be provided to SRTC for regional modeling analysis at the TAZ level.⁴ SRTC's regional travel demand model contains 12 different types of land use types that represent types and number of housing units and number of employees and that identify each type's unique travel behavior. Table 2 below describes the 12 land use types.

Jurisdictions will be asked to submit data related to the following land use types and unit measurements based on the land use proposal.

Table 1: SRTC LOS Model - Land Use Types

Land Use Type	Description	Unit Measurement
1	Single Family Residential	# of units/zone
2	Multi-Family Residential	# of units/zone
3	Hotel/Motel	# of rooms or camp spaces/zone
4	Agriculture, Forestry, Mining, Industrial, Manufacturing, and Wholesale	# of employees/zone
5	Retail Trade (Non-Central Business District)	# of employees/zone
6	Services and Offices	# of employees/zone

⁴ Please refer to [Appendix B](#) of SRTC's Regional Transportation Plan *Horizon 2040* for additional information on land use categories and development of the travel demand model.

Land Use Type	Description	Unit Measurement
7	Finance, Insurance, and Real Estate Services (FIRES)	# of employees/zone
8	Medical	# of employees/zone
9	Retail Trade (CBD)	# of employees/zone
10	Higher Education Commuter Students	# of higher education commuter students/zone
11	Education Employees	# of employees/zone
12	University Employees	# of employees/zone

Transportation

Detailed information for all transportation projects included within the transportation element that are on facilities included in the regional travel demand model network must be provided to SRTC for modeling analysis. The information required includes a schematic drawing or description showing name, location, distance, alignment, number of lanes, speed limit, facility type (Federal Functional Classification (FFC)), capacity, intersection control, and intersection geometry.

SRTC will perform a regional LOS analysis for the land use change within the land use element and the transportation facility within the transportation element, Capital Facilities Plan, or Capital Improvement Program. The travel forecast will look at baseline system-wide travel conditions and compare them to system-wide conditions resulting from the comprehensive plan update or amendment. This forecast will analyze conditions using the SRTC regional travel demand model.

As part of the LOS analysis, SRTC will identify local and statewide transportation facility studies and plans for inclusion in County and local jurisdiction comprehensive plans. Comprehensive plans will be expected to address the LOS impact of these studies and plans.

Vehicular LOS

For vehicular LOS on interrupted flow facilities, SRTC conducts a corridor-level travel time analysis of several regional corridors. The corridors include SRTC's CMP corridors and other facilities that are regionally important.

For vehicular LOS on uninterrupted flow facilities, SRTC conducts the analysis using corridor-level vehicular volumes. This analysis approach was developed in coordination with WSDOT. In the future, SRTC will utilize data collected by WSDOT on uninterrupted flow facilities to evaluate LOS. In the interim, SRTC will use Generalized Annual Average Daily Volume tables from the Florida Department of Transportation (FDOT)'s

Quality/Level of Service Handbook⁵, which is a generalized, planning level-approach based on the methodology in the 2010 Highway Capacity Manual (HCM).

WSDOT, in consultation with local governments, sets the LOS for Highways of Statewide Significance (HSS). In Spokane County, the HSS are Interstate 90, US 2, US 395, and US 195. SRTC, in coordination with WSDOT and local jurisdictions, established the LOS for non-HSS corridors. See Map 2 for the SRTC Regional Mobility Corridors and Appendix L for a list of the corridors.

For the purpose of promoting regional consistency and coordination, SRTC reviews plans to ensure that SRTC’s LOS standards for non-HSS and WSDOT’s LOS standards for HSS are included within the transportation element of the plan. Table 2 includes the travel time ratios and the LOS values that are used in the vehicular LOS analysis for interrupted flow corridors.

SRTC’s regional vehicular LOS analysis is limited to analysis of regional mobility corridors. It is the responsibility of local jurisdictions to conduct a local LOS analysis as part of their development concurrency process.

Table 2: Vehicular Travel Time LOS (interrupted flow corridors)

Level of Service	Travel Time Ratio ⁶ (P.M. Peak Travel Time / Free Flow Travel Time)
A	≤ 1.17
B	> 1.17 – 1.50
C*	> 1.50 – 2.00
D**	> 2.00 – 2.50
E	> 2.50 – 3.33
F	≥ 3.33

* LOS Value C and above is a passing Rural LOS grade; ** LOS Value D and above is a passing Urban LOS grade

In the event of an LOS failure on an HSS, SRTC will participate in a discussion between WSDOT and local jurisdictions to identify planning level mitigation strategies (including CMP strategies) as well as generalized cost estimates and funding sources for those strategies (see the “Multi-Year Financing Plan” chapter of [Your Community’s Transportation System: A Guide to Reviewing, Updating and Implementing Your Transportation Element](#), a Department of Commerce resource for mitigation strategy discussion).

⁵ See the following URL for the Generalized Annual Average Daily Volume tables from the Florida Department of Transportation (FDOT)’s Quality/Level of Service Handbook referenced above:
<http://www.dot.state.fl.us/planning/systems/programs/SM/los/pdfs/2013%20QLOS%20Handbook.pdf>

⁶ The travel time level of service standards provided above are derived by taking the inverse values from the Highway Capacity Manual’s level of service for speed ratio level of service ratios.
 The delineation between Rural and Urban is generally the 2013 FHWA Highway Urban Areas (HUA) (for the purposes of this checklist referred to as the Urbanized Area (UZA)) boundary. A corridor outside the HUA is a Rural type.

Vehicular LOS is also evaluated using the change in region-wide per capita vehicle miles traveled (VMT). If region-wide per capita VMT remains the same or decreases, this constitutes a passing LOS grade (Table 3).

Table 3: Per Capita VMT LOS

Level of Service	Change in Regional Per Capita VMT
Pass	Decrease
Pass	No change
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Increase

Transit LOS

The LOS criteria evaluated for transit is the change in system-wide fixed route ridership. If system-wide transit ridership remains the same or increases, this constitutes a passing transit LOS grade (see Table 4).

Table 4: System-wide Transit Ridership LOS

Level of Service	Change in System-wide Transit Ridership
Pass	Increase
Pass	No change
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Decrease

Non-motorized (Bike/Walk) LOS

For the purpose of non-motorized LOS evaluation, the criterion used is the change in bicycle and pedestrian mode share. Biking and walking are a combined mode in the regional travel demand model. If the regional non-motorized mode share remains the same or increases, this constitutes a passing non-motorized LOS grade (see Table 5).

Table 5: Region-wide Non-motorized Mode Share LOS

Level of Service	Change in Non-motorized Mode Share
Pass	Increase
Pass	No change

Level of Service	Change in Non-motorized Mode Share
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Decrease

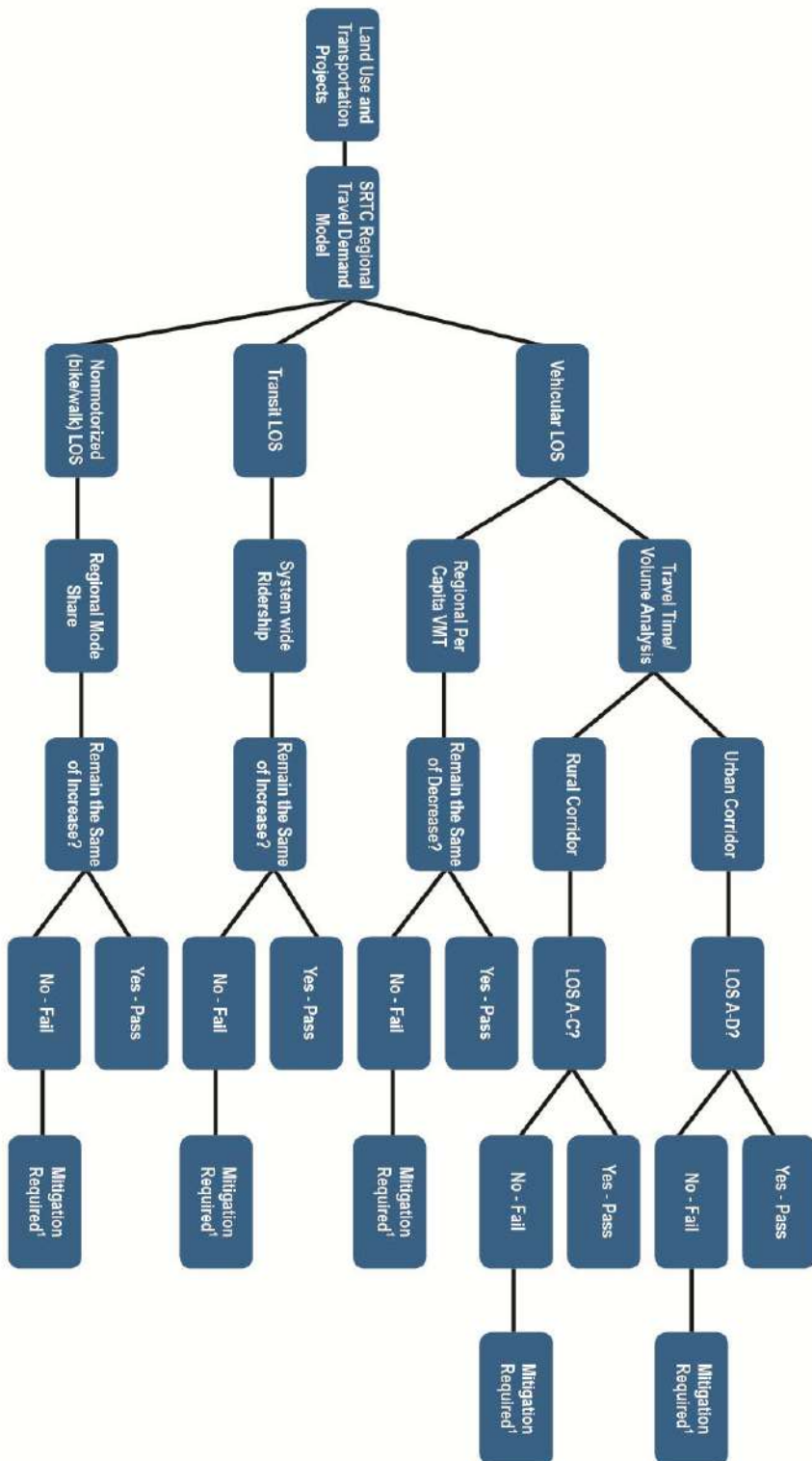
See Figure 3 for the Regional LOS Process.

For vehicular, transit, and non-motorized analyses, an LOS failure is not in itself cause for SRTC to withhold certification of a plan.

During the review process, SRTC will conduct an LOS analysis for each comprehensive plan individually and not “stack up” the land use change or transportation project submittals in the order received. Once all of the comprehensive plan updates for the region are reviewed, SRTC will conduct a cumulative LOS analysis. SRTC will also conduct an annual LOS analysis of amendments to determine the cumulative regional impact. The purpose of determining the cumulative impact of updates and amendments is to initiate discussions across jurisdictions region-wide about cooperative mitigation efforts.

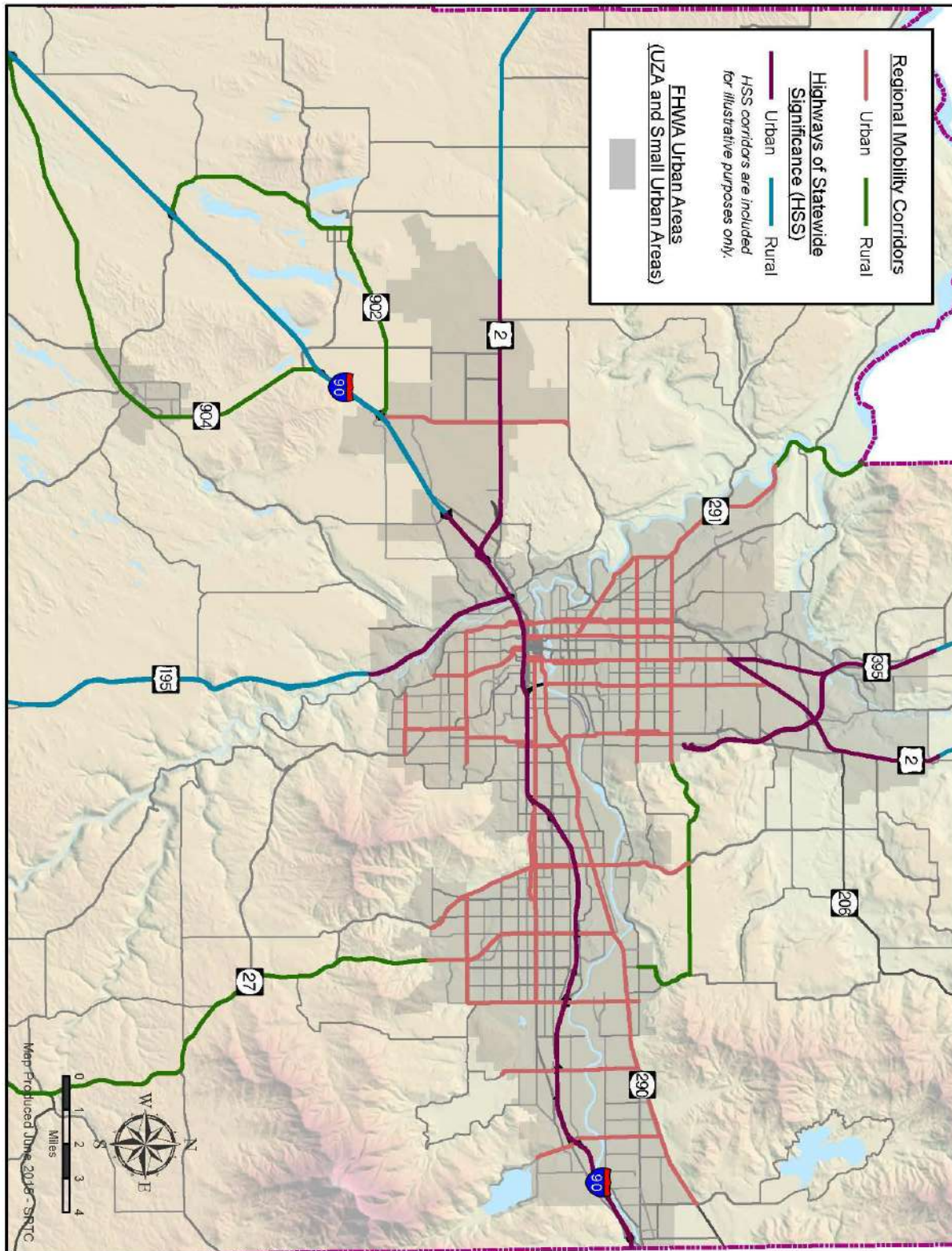
Each governing body is required to consider all proposed amendments to its comprehensive plan concurrently so that the cumulative effect of various proposals can be measured (see WAC 365-196-640(3)(a)).

Figure 3: Regional LOS Process



¹ Identify proposed mitigating strategies in the comprehensive plan, including policies, projects and programs that address potential deficiencies in the regional transportation system.

Map 2: SRTC Regional Mobility Corridors



APPENDICES

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Appendix H: Map 4: SRTC Urban Transportation Corridors

Appendix I: Map 5: SRTC Regional Employment Activity Centers

Appendix J: SRTC CMP Toolkit Strategies

Appendix K: Map 6: SRTC CMP Corridors

Appendix L: Regional Mobility Corridors

Appendix A
RCW Requirements (excerpts)

RCW 36.70A.070 (GMA)

Comprehensive plans — Mandatory elements.

The comprehensive plan of a county or city that is required or chooses to plan under RCW 36.70A.040 shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map. A comprehensive plan shall be adopted and amended with public participation as provided in RCW 36.70A.140.

Each comprehensive plan shall include a plan, scheme, or design for each of the following:

(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

(2) A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.

(3) A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the

capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

(4) A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

(5) Rural element. Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The following provisions shall apply to the rural element:

(a) Growth management act goals and local circumstances. Because circumstances vary from county to county, in establishing patterns of rural densities and uses, a county may consider local circumstances, but shall develop a written record explaining how the rural element harmonizes the planning goals in RCW 36.70A.020 and meets the requirements of this chapter.

(b) Rural development. The rural element shall permit rural development, forestry, and agriculture in rural areas. The rural element shall provide for a variety of rural densities, uses, essential public facilities, and rural governmental services needed to serve the permitted densities and uses. To achieve a variety of rural densities and uses, counties may provide for clustering, density transfer, design guidelines, conservation easements, and other innovative techniques that will accommodate appropriate rural densities and uses that are not characterized by urban growth and that are consistent with rural character.

(c) Measures governing rural development. The rural element shall include measures that apply to rural development and protect the rural character of the area, as established by the county, by:

(i) Containing or otherwise controlling rural development;

(ii) Assuring visual compatibility of rural development with the surrounding rural area;

(iii) Reducing the inappropriate conversion of undeveloped land into sprawling, low-density development in the rural area;

(iv) Protecting critical areas, as provided in RCW 36.70A.060, and surface water and groundwater resources; and

(v) Protecting against conflicts with the use of agricultural, forest, and mineral resource lands designated under RCW 36.70A.170.

(d) Limited areas of more intensive rural development. Subject to the requirements of this subsection and except as otherwise specifically provided in this subsection (5)(d), the rural element may allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows:

(i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments.

(A) A commercial, industrial, residential, shoreline, or mixed-use area shall be subject to the requirements of (d)(iv) of this subsection, but shall not be subject to the requirements of (c)(ii) and (iii) of this subsection.

(B) Any development or redevelopment other than an industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be principally designed to serve the existing and projected rural population.

(C) Any development or redevelopment in terms of building size, scale, use, or intensity shall be consistent with the character of the existing areas. Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the new use conforms to the requirements of this subsection (5);

(ii) The intensification of development on lots containing, or new development of, small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low-density sprawl;

(iii) The intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small-scale businesses conform with the rural character of the area as defined by the local government according to RCW [36.70A.030\(15\)](#). Rural counties may also allow new small-scale businesses to utilize a site previously occupied by an existing business as long as the new small-scale business conforms to the rural character of the area as defined by the local government according to RCW [36.70A.030\(15\)](#). Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl;

(iv) A county shall adopt measures to minimize and contain the existing areas or uses of more intensive rural development, as appropriate, authorized under this subsection. Lands included in such existing areas or uses shall not extend beyond the logical outer boundary of the existing area or use, thereby allowing a new pattern of low-density sprawl. Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated predominately by the built environment, but that may also include undeveloped lands if limited as provided in this subsection. The county shall establish the logical outer boundary of an area of more intensive rural development. In establishing the logical outer boundary, the county shall address (A) the need to preserve the character of existing natural neighborhoods and communities, (B) physical boundaries, such as bodies

of water, streets and highways, and land forms and contours, (C) the prevention of abnormally irregular boundaries, and (D) the ability to provide public facilities and public services in a manner that does not permit low-density sprawl;

(v) For purposes of (d) of this subsection, an existing area or existing use is one that was in existence:

(A) On July 1, 1990, in a county that was initially required to plan under all of the provisions of this chapter;

(B) On the date the county adopted a resolution under RCW 36.70A.040(2), in a county that is planning under all of the provisions of this chapter under RCW 36.70A.040(2); or

(C) On the date the office of financial management certifies the county's population as provided in RCW 36.70A.040(5), in a county that is planning under all of the provisions of this chapter pursuant to RCW 36.70A.040(5).

(e) Exception. This subsection shall not be interpreted to permit in the rural area a major industrial development or a master planned resort unless otherwise specifically permitted under RCW 36.70A.360 and 36.70A.365.

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following sub elements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate

improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements

or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

(7) An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

(8) A park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

(9) It is the intent that new or amended elements required after January 1, 2002, be adopted concurrent with the scheduled update provided in RCW 36.70A.130. Requirements to incorporate any such new or amended elements shall be null and void until funds sufficient to cover applicable local government costs are appropriated and distributed by the state at least two years before local government must update comprehensive plans as required in RCW 36.70A.130.

RCW 36.70A.210 (GMA)

Countywide planning policies.

(1) The legislature recognizes that counties are regional governments within their boundaries, and cities are primary providers of urban governmental services within urban growth areas. For the purposes of this section, a "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide

framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this section shall be construed to alter the land-use powers of cities.

(2) The legislative authority of a county that plans under RCW 36.70A.040 shall adopt a countywide planning policy in cooperation with the cities located in whole or in part within the county as follows:

(a) No later than sixty calendar days from July 16, 1991, the legislative authority of each county that as of June 1, 1991, was required or chose to plan under RCW 36.70A.040 shall convene a meeting with representatives of each city located within the county for the purpose of establishing a collaborative process that will provide a framework for the adoption of a countywide planning policy. In other counties that are required or choose to plan under RCW 36.70A.040, this meeting shall be convened no later than sixty days after the date the county adopts its resolution of intention or was certified by the office of financial management.

(b) The process and framework for adoption of a countywide planning policy specified in (a) of this subsection shall determine the manner in which the county and the cities agree to all procedures and provisions including but not limited to desired planning policies, deadlines, ratification of final agreements and demonstration thereof, and financing, if any, of all activities associated therewith.

(c) If a county fails for any reason to convene a meeting with representatives of cities as required in (a) of this subsection, the governor may immediately impose any appropriate sanction or sanctions on the county from those specified under RCW 36.70A.340.

(d) If there is no agreement by October 1, 1991, in a county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or if there is no agreement within one hundred twenty days of the date the county adopted its resolution of intention or was certified by the office of financial management in any other county that is required or chooses to plan under RCW 36.70A.040, the governor shall first inquire of the jurisdictions as to the reason or reasons for failure to reach an agreement. If the governor deems it appropriate, the governor may immediately request the assistance of the *department of community, trade, and economic development to mediate any disputes that preclude agreement. If mediation is unsuccessful in resolving all disputes that will lead to agreement, the governor may impose appropriate sanctions from those specified under RCW 36.70A.340 on the county, city, or cities for failure to reach an agreement as provided in this section. The governor shall specify the reason or reasons for the imposition of any sanction.

(e) No later than July 1, 1992, the legislative authority of each county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or no later than fourteen months after the date the county adopted its resolution of intention or was certified by the office of financial management the county legislative authority of any other county that is required or chooses to plan under RCW 36.70A.040, shall adopt a

countywide planning policy according to the process provided under this section and that is consistent with the agreement pursuant to (b) of this subsection, and after holding a public hearing or hearings on the proposed countywide planning policy.

(3) A countywide planning policy shall at a minimum, address the following:

(a) Policies to implement RCW 36.70A.110;

(b) Policies for promotion of contiguous and orderly development and provision of urban services to such development;

(c) Policies for siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance as defined in RCW 47.06.140;

(d) Policies for countywide transportation facilities and strategies;

(e) Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;

(f) Policies for joint county and city planning within urban growth areas;

(g) Policies for countywide economic development and employment, which must include consideration of the future development of commercial and industrial facilities; and

(h) An analysis of the fiscal impact.

(4) Federal agencies and Indian tribes may participate in and cooperate with the countywide planning policy adoption process. Adopted countywide planning policies shall be adhered to by state agencies.

(5) Failure to adopt a countywide planning policy that meets the requirements of this section may result in the imposition of a sanction or sanctions on a county or city within the county, as specified in RCW 36.70A.340. In imposing a sanction or sanctions, the governor shall specify the reasons for failure to adopt a countywide planning policy in order that any imposed sanction or sanctions are fairly and equitably related to the failure to adopt a countywide planning policy.

(6) Cities and the governor may appeal an adopted countywide planning policy to the growth management hearings board within sixty days of the adoption of the countywide planning policy.

(7) Multicounty planning policies shall be adopted by two or more counties, each with a population of four hundred fifty thousand or more, with contiguous urban areas and may be adopted by other counties, according to the process established under this section or other processes agreed to among the counties and cities within the affected counties throughout the multicounty region.

RCW 47.80.023

Regional Transportation Planning Organizations Duties.

Each regional transportation planning organization shall have the following duties:

(1) Prepare and periodically update a transportation strategy for the region. The strategy shall address alternative transportation modes and transportation demand management measures in regional corridors and shall recommend preferred transportation policies to implement adopted growth strategies. The strategy shall serve as a guide in preparation of the regional transportation plan.

(2) Prepare a regional transportation plan as set forth in RCW 47.80.030 that is consistent with countywide planning policies if such have been adopted pursuant to chapter 36.70A RCW, with county, city, and town comprehensive plans, and state transportation plans.

(3) Certify by December 31, 1996, that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to RCW 47.80.026, are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of RCW 36.70A.070.

(4) Where appropriate, certify that countywide planning policies adopted under RCW 36.70A.210 and the adopted regional transportation plan are consistent.

(5) Develop, in cooperation with the department of transportation, operators of public transportation services and local governments within the region, a six-year regional transportation improvement program which proposes regionally significant transportation projects and programs and transportation demand management measures. The regional transportation improvement program shall be based on the programs, projects, and transportation demand management measures of regional significance as identified by transit agencies, cities, and counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121, respectively, and any recommended programs or projects identified by the agency council on coordinated transportation, as provided in *chapter 47.06B RCW, that advance special needs coordinated transportation as defined in *RCW 47.06B.012. The program shall include a priority list of projects and programs, project segments and programs, transportation demand management measures, and a specific financial plan that demonstrates how the transportation improvement program can be funded. The program shall be updated at least every two years for the ensuing six-year period.

(6) Include specific opportunities and projects to advance special needs coordinated transportation, as defined in *RCW 47.06B.012, in the coordinated transit-human services transportation plan, after providing opportunity for public comment.

(7) Designate a lead planning agency to coordinate preparation of the regional transportation plan and carry out the other responsibilities of the organization. The lead

planning agency may be a regional organization, a component county, city, or town agency, or the appropriate Washington state department of transportation district office.

(8) Review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.

(9) Work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.

(10) Submit to the agency council on coordinated transportation, as provided in *chapter 47.06B RCW, beginning on July 1, 2007, and every four years thereafter, an updated plan that includes the elements identified by the council. Each regional transportation planning organization must submit to the council every two years a prioritized regional human service and transportation project list.

RCW 47.80.026

Comprehensive plans, transportation guidelines, and principles.

Each regional transportation planning organization, with cooperation from component cities, towns, and counties, shall establish guidelines and principles by July 1, 1995, that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that state, regional, and local goals for the development of transportation systems are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad right-of-way corridor utilization, and intermodal connections.

Examples shall be published by the organization to assist local governments in interpreting and explaining the requirements of this section.

RCW 47.80.030

Regional transportation plan — Contents, review, use.

Each regional transportation planning organization shall develop in cooperation with the department of transportation, providers of public transportation and high capacity transportation, ports, and local governments within the region, adopt, and periodically update a regional transportation plan that:

(c) Establishes level of service standards for state highways and state ferry routes, with the exception of transportation facilities of statewide significance as defined in RCW [47.06.140](#). These regionally established level of service standards for state highways and state ferries shall be developed jointly with the department of transportation, to encourage consistency across jurisdictions. In establishing level of service standards for state highways and state ferries, consideration shall be given for the necessary

balance between providing for the free interjurisdictional movement of people and goods and the needs of local commuters using state facilities;

RCW 47.06.140

Transportation facilities and services of statewide significance — Level of service standards.

(1) The legislature declares the following transportation facilities and services to be of statewide significance: Highways of statewide significance as designated by the legislature under chapter [47.05](#) RCW, the interstate highway system, interregional state principal arterials including ferry connections that serve statewide travel, intercity passenger rail services, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, the Columbia/Snake navigable river system, marine port facilities and services that are related solely to marine activities affecting international and interstate trade, key freight transportation corridors serving these marine port facilities, and high capacity transportation systems serving regions as defined in RCW [81.104.015](#). The department, in cooperation with regional transportation planning organizations, counties, cities, transit agencies, public ports, private railroad operators, and private transportation providers, as appropriate, shall plan for improvements to transportation facilities and services of statewide significance in the statewide multimodal transportation plan. Improvements to facilities and services of statewide significance identified in the statewide multimodal transportation plan, or to highways of statewide significance designated by the legislature under chapter [47.05](#) RCW, are essential state public facilities under RCW [36.70A.200](#).

(2) The department of transportation, in consultation with local governments, shall set level of service standards for state highways and state ferry routes of statewide significance. Although the department shall consult with local governments when setting level of service standards, the department retains authority to make final decisions regarding level of service standards for state highways and state ferry routes of statewide significance. In establishing level of service standards for state highways and state ferry routes of statewide significance, the department shall consider the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local communities using these facilities. When setting the level of service standards under this section for state ferry routes, the department may allow for a standard that is adjustable for seasonality.

Appendix B
Horizon 2040 Seven Guiding Principles

VISION / GOALS / OBJECTIVES

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

REGIONAL VISION FOR 2040

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

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

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

The region's prosperity will also be the result of direct and indirect investments in our transportation systems to move freight and facilitate commerce that will ensure retention and attraction of new employers and family wage jobs, as well as increase our ability to attract quality employees. Implementing sustainable, efficient, effective, and reliable solutions to existing and future transportation challenges in the Spokane Region will be key to making the Inland Northwest a fantastic place to visit, live, work, play, and raise a family.

POLICY FRAMEWORK

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

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

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

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



GUIDING PRINCIPLE 1: ECONOMIC VITALITY

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

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

- 1a. Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.
- 1b. Create an environment that supports new and expanding business opportunities.
- 1c. Make transportation investments that support both maintaining existing jobs and creating new jobs.
- 1d. Improve transportation quality and efficiency in areas of existing development.
- 1e. Support the efficiency of freight movement.

GUIDING PRINCIPLE 2: COOPERATION AND LEADERSHIP

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

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

- 2a. Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.
- 2b. Incorporate public processes in significant planning efforts.
- 2c. Participate in the development and maintenance of transportation related information necessary to support the functions and responsibilities of the agency.
- 2d. Promote regional transportation interests, plans and projects to local, state and federal public, and private entities.
- 2e. Coordinate transportation relevant data for shared use among regional stakeholders.
- 2f. Identify feasible funding sources and mechanisms beyond those typically identified in state and federal requirements.
- 2g. Strengthen avenues of involvement for low-income, minority, and/or transportation disadvantaged populations in the decision-making process.

GUIDING PRINCIPLE 3: STEWARDSHIP

Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies and federal and state goals as adopted by statute, ordinance, resolution or executive order. Horizon 2040 will use performance measures to ensure coordinated regional policies make progress towards established objectives.

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

- 3a. Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.
- 3b. Make investments that maximize transportation benefits and support federal, state and local goals.
- 3c. Develop a plan that provides for the responsible use of public and private funds.
- 3d. Encourage shared-use of infrastructure for stakeholders and all transportation users.
- 3e. Use performance measures to evaluate how policies and investments support key transportation objectives.
- 3f. Demonstrate financial constraint.

GUIDING PRINCIPLE 4: SYSTEM OPERATIONS, MAINTENANCE AND PRESERVATION

Horizon 2040 will strive to provide adequate funding for projects that address documented transportation needs, reduce lifecycle operation and maintenance costs, conserve energy, and preserve and prolong the life of existing infrastructure. SRTC and project proponents will use performance-based plans that provide for efficient system management. Horizon 2040 should demonstrate that projected revenues will sustain current facilities and services, and ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

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

- 4a. Develop cost-effective strategies; pursue alternative funding sources and mechanisms.
- 4b. During winter weather conditions, ensure snow removal and snow storage is regularly maintained for roadways and sidewalks to keep the transportation system operational.
- 4c. Maintain a Congestion Management Process to reduce and monitor congestion and improve operations through ITS technologies, transportation demand management, and transportation system management, rather than through physical expansion of facilities.

GUIDING PRINCIPLE 5: SAFETY AND SECURITY

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

POLICIES - To provide for maximum transportation safety and support security in the region, Horizon 2040 will put a priority on programs, services and projects that:

- 5a. Support improvements to roadway safety deficiencies in order to reduce crashes within all modes of transportation.
- 5b. Protect critical infrastructure from natural and human threats.
- 5c. Promote safety through supporting education, outreach and enforcement of rules of the road for all modes that use the roadways.
- 5d. Support transportation infrastructure and operational strategies for emergency response.
- 5e. Support proper maintenance of the transportation system.

GUIDING PRINCIPLE 6: CHOICE AND MOBILITY

All residents will have reasonable access to transportation choices. Decision-making will work toward creating viable transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. Shared use of infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity.

POLICIES - To improve choice and mobility, Horizon 2040 will put a priority on Programs, Services and Projects that:

- 6a. Strengthen connections by filling gaps within and between modes.
- 6b. Improve access to transit for all persons.
- 6c. Promote high performance transit service where regional activity centers with transit supportive development exist.
- 6d. Expand the pedestrian and bicycle networks while focusing on moving people between centers and linking with transit.
- 6e. Incorporate safe and complete street policies into transportation planning and design.
- 6f. Support transportation demand management strategies.

GUIDING PRINCIPLE 7: QUALITY OF LIFE

Quality of life issues will be considered in transportation decision-making. Urban, suburban and rural neighborhoods will strive to offer safe and convenient forms of healthy, active transportation options for people of all abilities. Population concentrations will have connections to destinations by means of multiple modes to reduce transportation costs and tailpipe emissions. Context sensitive design will strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

POLICIES - To make quality of life a hallmark of our community and to foster neighborhoods and protect cultural resources through context sensitive design, Horizon 2040 will put a priority on programs, services and projects that:

- 7a. Support transportation projects that protect culture, values unique characteristics of communities and contributes to a sense of place.
- 7b. Promote context-sensitive design.
- 7c. Support health-promoting transportation options for people of all abilities like walking, biking and transit that provide options to reduce single occupant-vehicle use and overall vehicle miles traveled.

STRATEGIES

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

With the requirement under MAP-21 to establish performance targets, each strategy in Horizon 2040 has one or more performance measures. As previously mentioned, USDOT is required to establish national performance measures. MPOs are then required to establish targets for each measure. MPOs are required to establish targets in coordination with the relevant state(s) and with providers of public transportation. Please see the Strategies and Monitoring sections of Chapter 4, *How Will We Get There*, for more detail.

In order to develop strategies and reach the goals we set for the future, it is important to have an understanding of where we stand today. Chapter 2 of this document, *Where We're At*, looks at existing conditions for our region, including area employment, commute patterns, the condition of area bridges, traffic volumes, movement of freight and goods, and much more.

Appendix C CWPP Requirements

Countywide Planning Policies for Spokane County, 2008

For the full text of the Spokane Countywide Planning Policies (CWPP), see <http://www.spokanecounty.org/BP/data/Documents/CWPP/cwpp.pdf>

Policies

1. Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdictions' land use plans are compatible and consistent with one another.
2. The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that:
 - a. coordinated, comprehensive and consistent transportation plans are adopted;
 - b. air quality is evaluated and maintained; and
 - c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.
3. The regional transportation plan shall include, in addition to state and federal mandates:
 - a. alternative modes of transportation to the automobile, including public transportation, pedestrian facilities, bikeways and air and rail facilities;
 - b. an evaluation of the general environmental and economic impacts of the plan;
 - c. coordination with land uses to reduce transportation demands;
 - d. standards for accessibility to major institutions, manufacturing and industrial centers and air and rail terminals;
 - e. incorporation of utility easements into transportation corridors;
 - f. provisions for special-needs populations; and
 - g. access management to regional arterials.
4. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
5. Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Federal Transportation Laws and Regulations, the Clean Air Act Amendments of 1990 and the Growth Management Act (GMA).
6. Local jurisdictions shall designate within land use plans areas that can support public transportation services. These areas shall include existing as well as new development. Each jurisdiction's land use plan, the regional transportation plan and the Spokane

Transit Authority's (STA) Long Range Transit Plan shall support, complement and be consistent with each other.

7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation. These corridors shall:

- a. be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system;
- b. be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed use density and intensities; be incorporated into capital facilities programs to provide a unified approach for preserving the character and quality of neighborhoods;
- d. be evaluated to identify both interim and ultimate transportation strategies for each corridor;
- e. encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses; and
- f. be supported through a public education process.

8. The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement. Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.

9. Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.

10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.

11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:

- a. pedestrian scale neighborhoods and activity centers;
- b. mixed use development; and
- c. pedestrian friendly and nonmotorized design.

12. Each jurisdiction should support the use of telecommunications technologies for telecommuting, teleshopping and video conferencing as alternatives to vehicle travel.

13. Each jurisdiction's transportation facilities shall be planned within the context of countywide, multi-county and bi-state air, land and water resources and shall not cause or contribute to exceeding federal or state environmental quality standards.

14. Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.

15. In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.

16. Each jurisdiction shall address energy consumption/conservation by:

- a. designing transportation improvements for alternatives to the single-occupant vehicle;
- b. locating and adopting design standards for new development to support pedestrian or nonmotorized travel;
- c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and
- d. reducing the number of vehicle miles traveled and number of vehicle trips.

17. The transportation element of each jurisdiction's comprehensive plan, where transit service exists, will include level of service standards for transit routes and services. Each jurisdiction will coordinate the level of service standards with all adjacent jurisdictions and appropriate agencies.

18. Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.

19. The annual process to update and approve the Six-Year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.

20. Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost effective manner.

21. Each jurisdiction, Spokane Regional Transportation Council (SRTC) and other transportation agencies shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation corridors and facilities.

Appendix D
**SRTC Comprehensive Plan Review and Certification Checklist for Updates
(Counties and UZA Cities and Towns)**

Background: The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the [RCW](#) stipulates that Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) shall certify County and local comprehensive plans (including amendments). To be certified by SRTC, plans must demonstrate that their transportation elements are consistent with the regional transportation plan ([Horizon 2040](#)), reflect the guidelines and principles under [RCW 47.80.026](#), and satisfy the requirements of [RCW 36.70A.070\(6\)](#).

SRTC Comprehensive Plan Review and Certification Checklist (for internal use)

Checklist Certification Criteria:

1. Was the update coordinated with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including SRTC, STA, and WSDOT)?

YES NO

2. Does the update support the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

Economic Vitality YES NO

Cooperation and Leadership YES NO

Stewardship YES NO

**System Operations,
Maintenance, and Preservation** YES NO

Safety and Security YES NO

Choice and Mobility YES NO

Quality of Life YES NO

3. Is the capital facilities program project list in the transportation element or in the Capital Facilities Plan consistent with SRTC's Horizon 2040 Long-Term Regionally Significant Projects 2031-2040 (see [Horizon 2040 Chapter 4](#), page 4-32) and Programs (see page 4-23)?

YES NO

4. Are travel demand management (TDM) and bicycle and pedestrian-supportive policies included within the transportation element of the comprehensive plan and are TDM, bicycle, and ADA-compliant pedestrian-supportive programs and projects included within capital facilities program project list in the transportation element?

YES NO

Do the TDM, bicycle, and pedestrian-supportive policies, programs, and projects address SRTC's Regional Bicycle Route Priority Network (see [Horizon 2040 Chapter 4](#) and Appendix G: Map 3: SRTC Regional Bicycle Route Priority Network)?

YES NO

5. Do the land use and transportation elements address and plan for freight mobility and accessibility on the corridors within SRTC's Regional Freight Priority Network (see [Horizon 2040 Chapter 4](#))?

YES NO

6. Does the transportation element address and plan for maintenance and preservation for pavement and bridges (see [Horizon 2040 Chapter 4](#))?

YES NO

7. Horizon 2040 has identified conceptual Urban Transportation Corridors (UTCs) and transit focused, mixed focused, and freight focused Employment Activity Centers. The purpose of identifying the corridors was to prioritize regional transportation corridors for improvements with the limited funding available. The purpose of identifying the centers was to provide a focused growth scenario that targeted greater concentrations of housing, employment, and mixed-use growth around the UTCs. Has the comprehensive plan considered the UTCs and the centers for current and/or future planning (see [Horizon 2040 Chapter 4](#), Appendix H: Map 4: SRTC Urban Transportation Corridors, and Appendix I: Map 5: SRTC Regional Employment Activity Centers)?

YES NO

- 8.** Does the plan identify specific Congestion Management Process (CMP) strategies that will be implemented on CMP corridors within the capital facilities program project list of the transportation element (see the [SRTC 2014 Congestion Management Process Report](#), Appendix J: SRTC CMP Toolkit Strategies, and Appendix K: Map 6: SRTC CMP Corridors)? If no, provide an explanation (see Required Documentation list below).

YES NO

In addition to its inclusion in the Plan Review and Certification Checklist, CMP scoring criteria will be included within the application processes for the Regional Transportation Plan (RTP) and call for projects. The required strategies fall under the following categories:

- Travel Demand Management (TDM)
- Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)
- Transit Operational Improvements
- Freight/Goods Movement
- Roadway Capacity Improvements

Does the plan include adding single occupant vehicle (SOV) capacity on corridors other than CMP corridors? If yes, indicate what strategies will be implemented prior to adding capacity. If not, provide an explanation (see Required Documentation list below).

YES NO

- 9.** Is the transportation element consistent with the land use element?

YES NO

- 10.** Is the capital facilities and utilities element consistent with the land use element?

YES NO

- 11.** Does the transportation element describe the impacts of the update on the plan's ability to meet local LOS standards (see p. 3 of the Plan Review and Certification Process Instruction Manual for local LOS requirements)?

YES NO

Required Documentation:

Provide SRTC with local concurrency analysis LOS methodologies (i.e. local ordinance, development site plan and traffic impact review manual) for analysis to ensure consistency with region-wide methodologies.

Submit necessary land use and transportation project data to SRTC for SRTC's regional LOS analysis (see pp. 13-17 of the Plan Review and Certification Process Instruction Manual for data requirements and LOS process details).

Should the plan NOT identify specific Congestion Management Process (CMP) strategies that will be implemented on CMP corridors within the capital facilities program project list of the transportation element, provide an explanation.

Should the plan include adding single occupant vehicle (SOV) capacity on corridors other than CMP corridors and NOT include what strategies will be implemented prior to adding capacity, provide an explanation.

Appendix E
**SRTC Comprehensive Plan Review and Certification Checklist for Updates
(Non-UZA Cities and Towns)**

Background: The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the [RCW](#) stipulates that Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) shall certify County and local comprehensive plans (including amendments). To be certified by SRTC, plans must demonstrate that their transportation elements are consistent with the regional transportation plan ([Horizon 2040](#)), reflect the guidelines and principles under [RCW 47.80.026](#), and satisfy the requirements of [RCW 36.70A.070\(6\)](#).

SRTC Comprehensive Plan Review and Certification Checklist (for internal use)

Certification Criteria:

1. Did you consider coordinating your comprehensive plan update with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including SRTC, STA, and WSDOT)?

YES NO

2. Did you consider aligning the update with the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

Economic Vitality YES NO

Cooperation and Leadership YES NO

Stewardship YES NO

**System Operations, Maintenance,
and Preservation** YES NO

Safety and Security YES NO

Choice and Mobility YES NO

Quality of Life YES NO

3. Did you consider coordinating the capital facilities program project list in the transportation element or in the Capital Facilities Plan with SRTC's Horizon 2040 Long-Term Regionally Significant Projects 2031-2040 (see [Horizon 2040 Chapter 4](#), page 4-32) and Programs (see page 4-23)?

YES NO

4. Did you consider including travel demand management (TDM) and bicycle and pedestrian-supportive policies within the transportation element of the comprehensive plan and TDM and bicycle and pedestrian-supportive programs and projects within the transportation element's capital facilities program project list?

YES NO

Did you consider addressing SRTC's Regional Bicycle Priority Route Network (see [Horizon 2040 Chapter 4](#) and Appendix G: Map 3: SRTC Regional Bicycle Route Priority Network) in the TDM, bicycle, and pedestrian-supportive policies, programs, and projects?

YES NO

5. Did you consider addressing and planning for freight mobility and accessibility on the corridors within SRTC's Regional Freight Priority Network within the land use and transportation elements (see [Horizon 2040 Chapter 4](#))?

YES NO

6. Did you consider addressing and planning for maintenance and preservation for pavement and bridges within the transportation element (see [Horizon 2040 Chapter 4](#))?

YES NO

7. Horizon 2040 has identified conceptual Urban Transportation Corridors (UTCs) and transit focused, mixed focused, and freight focused Employment Activity Centers. The purpose of identifying the corridors was to prioritize regional transportation corridors for improvements with the limited funding available. The purpose of identifying the centers was to provide a focused growth scenario that targeted greater concentrations of housing, employment, and mixed-use growth around the UTCs. Did you consider the UTCs and the centers for current and/or future planning (see [Horizon 2040 Chapter 4](#), Appendix H: Map 4: SRTC Urban Transportation Corridors, and Appendix I: Map 5: SRTC Regional Employment Activity Centers)?

YES NO

- 8.** Did you consider implementing Congestion Management Process (CMP) strategies on CMP corridors within the capital facilities program project list of the transportation element (see the [SRTC 2014 Congestion Management Process Report](#), Appendix J: SRTC CMP Toolkit Strategies, and Appendix K: Map 6: SRTC CMP Corridors)? If no, provide an explanation (see Required Documentation list below).

YES NO

In addition to its inclusion in the Plan Review and Certification Checklist, CMP scoring criteria will be included within the application processes for the Regional Transportation Plan (RTP) and call for projects. The required strategies fall under the following categories:

- Travel Demand Management (TDM)
- Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)
- Transit Operational Improvements
- Freight/Goods Movement
- Roadway Capacity Improvements

- 9.** Does the plan add single occupant vehicle (SOV) capacity on corridors other than CMP corridors? If yes, did you consider what strategies will be considered prior to adding capacity? If no, provide an explanation (see Required Documentation list below).

YES NO

- 10.** Did you consider coordinating the land use, transportation, and capital facilities plan elements of the comprehensive plan?

YES NO

- 11.** Did you consider the impacts of the update on the plan's ability to meet local LOS standards (see p. 3 of the Plan Review and Certification Process Instruction Manual for local LOS requirements)?

YES NO

Required Documentation:

If applicable, provide SRTC with local concurrency analysis LOS methodologies (i.e. local ordinance, development site plan and traffic impact review manual) for analysis to ensure consistency with region-wide methodologies.

If applicable, submit necessary land use and transportation project data to SRTC for SRTC's regional LOS analysis (see pp. 13-17 of the Plan Review and Certification Process Instruction Manual for data requirements and LOS process details).

Should the plan NOT consider identifying specific Congestion Management Process (CMP) strategies that will be implemented on CMP corridors within the capital facilities program project list of the transportation element, provide an explanation.

Should the plan include adding single occupant vehicle (SOV) capacity on corridors other than CMP corridors and NOT consider including what strategies will be implemented prior to adding capacity, provide an explanation.

Appendix F
SRTC Plan Review and Certification Checklist (CWPP)

Background: The Revised Code of Washington (RCW) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the RCW stipulates that Regional Transportation Planning Organizations (RTPOs), such as the Spokane Regional Transportation Council (SRTC) shall certify that countywide planning policies adopted under [RCW 36.70A.210](#) and the adopted regional transportation plan ([Horizon 2040](#)), are consistent ([RCW 47.80.023](#)).

SRTC CWPP Plan Review and Certification Checklist (for internal use)

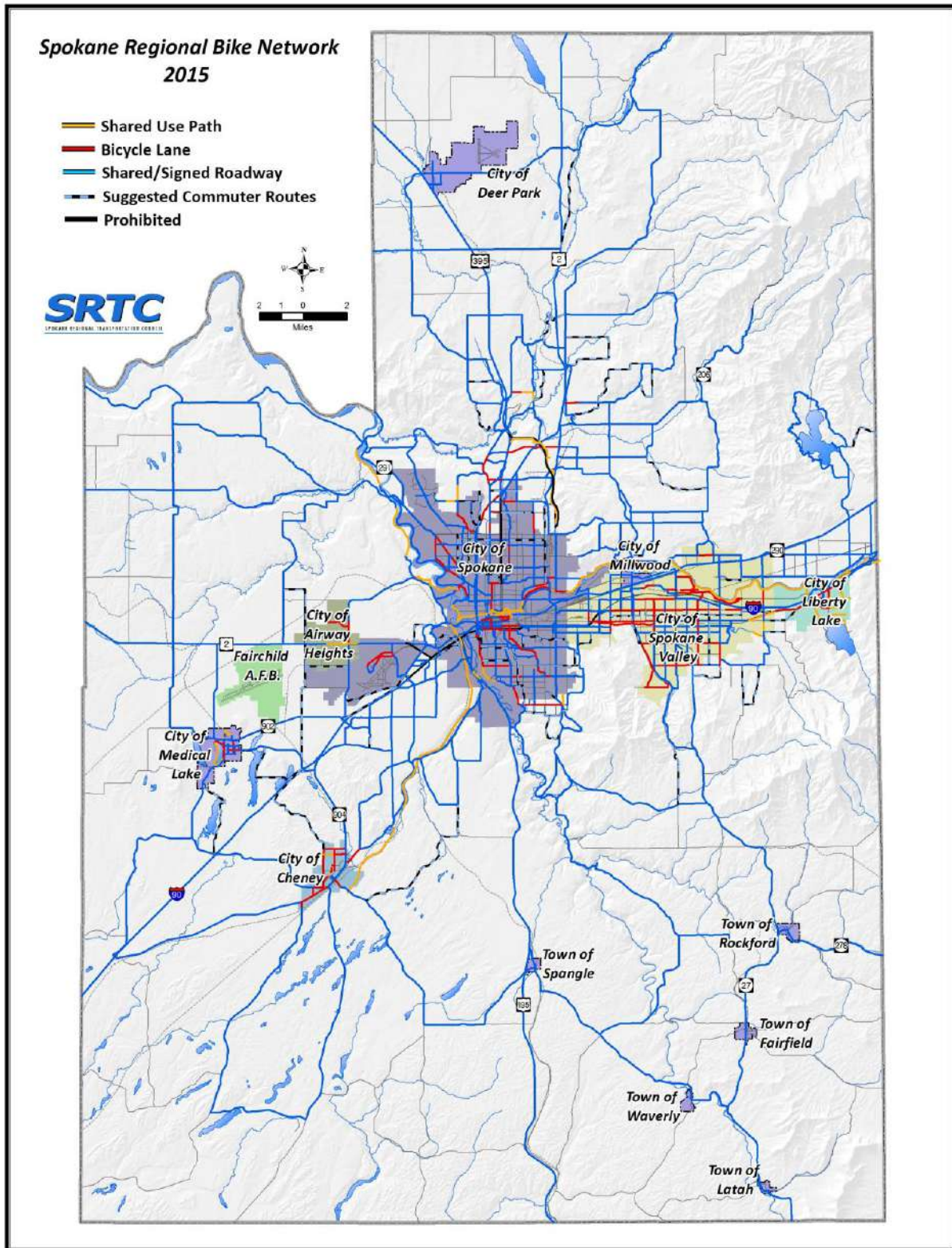
Checklist Certification Criteria:

Does the amendment support the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

- | | | |
|---|------------------------------|-----------------------------|
| Economic Vitality | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Cooperation and Leadership | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Stewardship | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| System Operations,
Maintenance, and Preservation | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Safety and Security | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Choice and Mobility | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Quality of Life | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

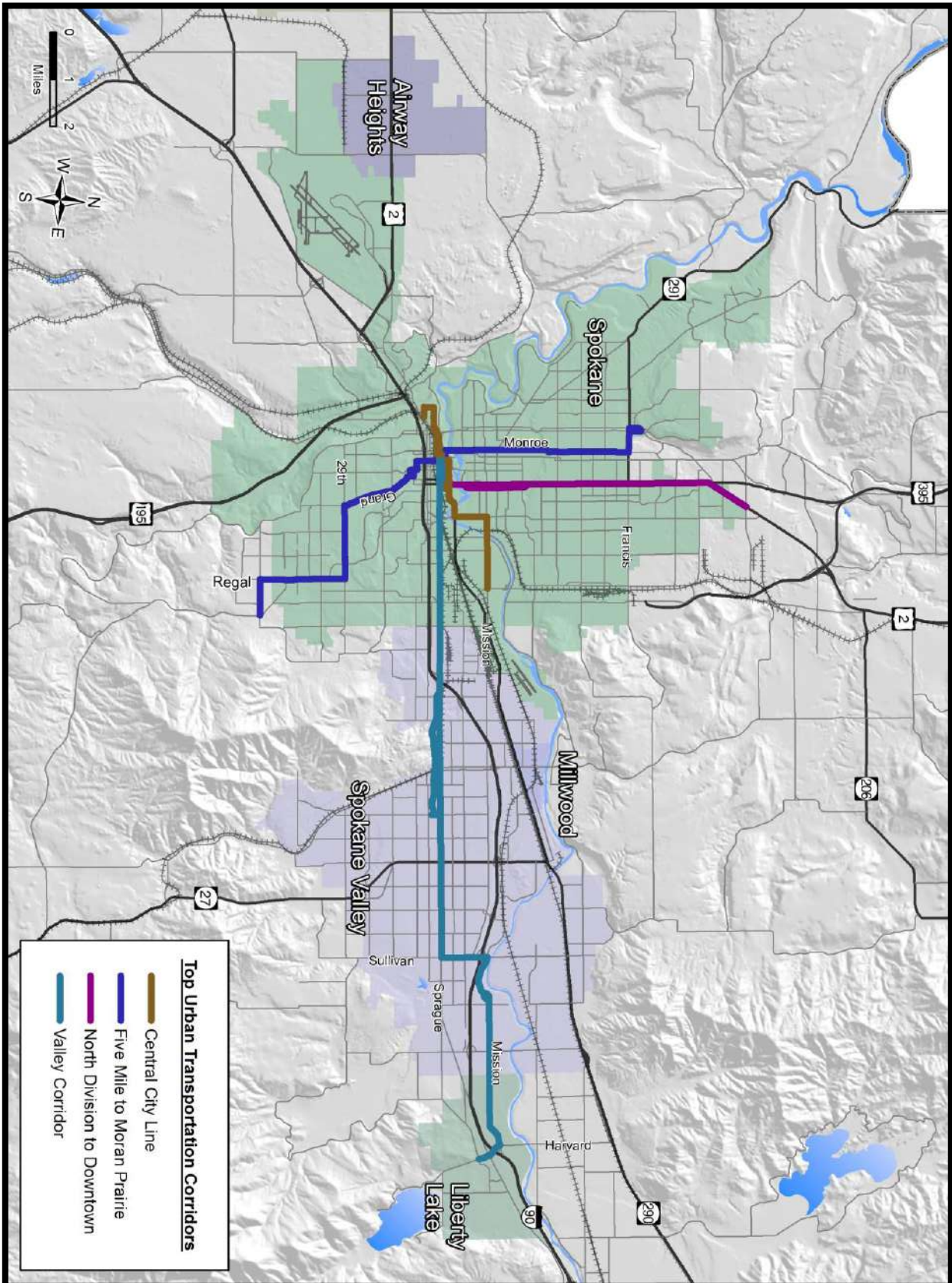
Appendix G

Map 3: SRTC Regional Bicycle Route Priority Network



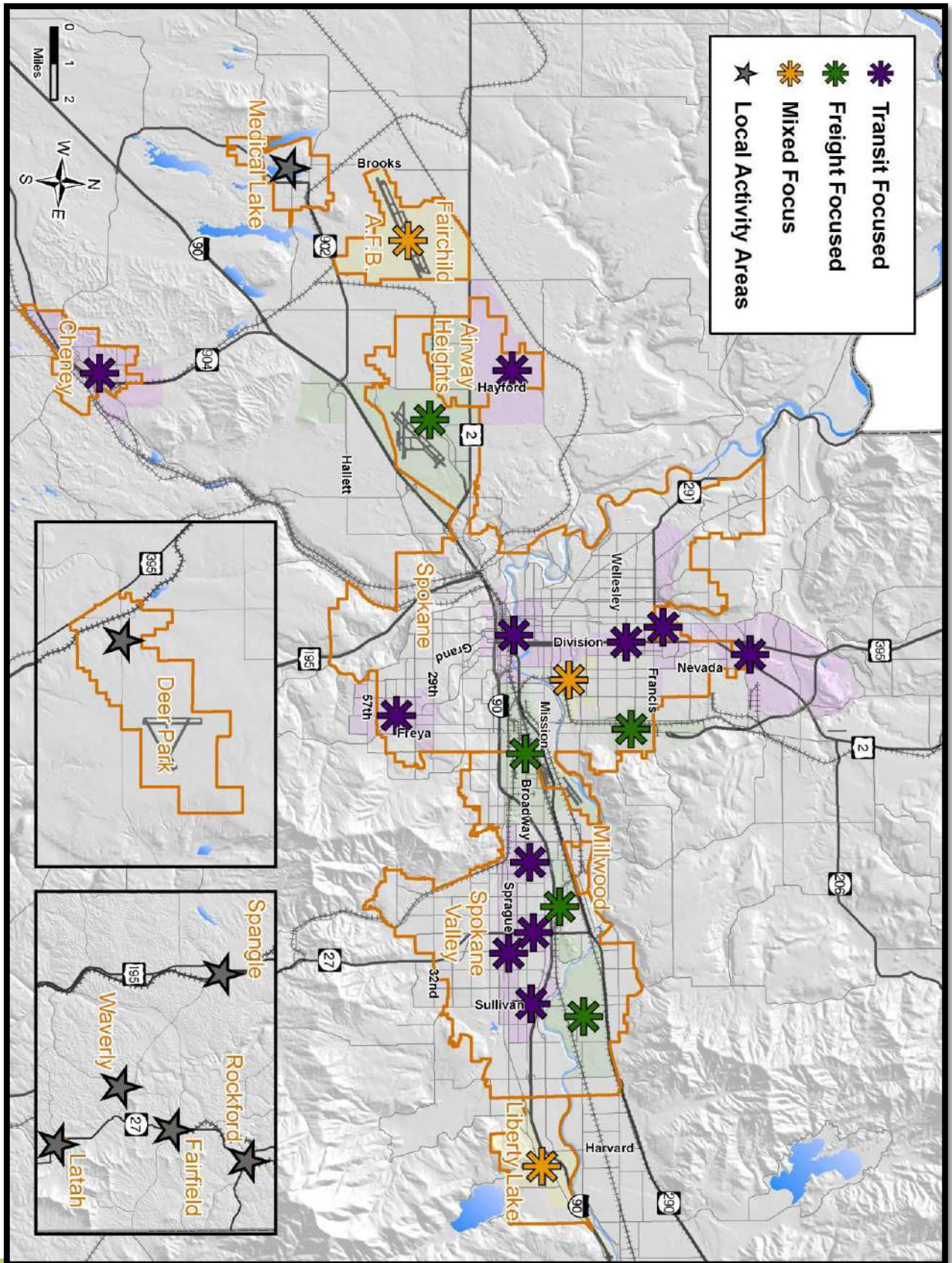
Appendix H

Map 4: SRTC Urban Transportation Corridors



Appendix I

Map 5: SRTC Regional Employment Activity Centers



Appendix J
SRTC CMP Toolkit Strategies

SRTC CMP Toolkit Strategies

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Travel Demand Management (TDM)	Ridesharing Services /Ride matching	Carpool/Vanpool, Car Sharing DVRPC Share-A-Ride Program	low-moderate	<ol style="list-style-type: none"> 1. Areas with a high concentration of employees working at one worksite or a group of workplaces 2. Schools with a large number of students that are not served by school buses 3. Residential areas outside transit service districts with a high number of long-distance commuters
TDM	Universal Transit Access Pass Program	Cooperative pass among businesses, school, colleges or corridor pass program	low-moderate	
TDM	Promotion of a Regional Commuter Benefit	Commute Trip Reduction (CTR)	low	1. Could be expanded in Spokane beyond major employers
TDM	Alternate Travel Modes Outreach Events and Programs (group)	Bike to Work Day, employer transportation fairs, bike safety programs	low	1. Areas with a high concentration of employees working at one or a group of worksites
TDM	Outreach Programs (individualized)	WHATCOM COG Individualized Marketing Program	low-moderate	
TDM	Shift Peak Travel	Flexible work schedules, telecommute	low	<ol style="list-style-type: none"> 1. Workplaces that perform tasks or services that can be completed from remote locations (via computer or internet) 2. Workplaces with extended daily hours of operation, allowing employees to work 9 to 10 hours in a day

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
TDM	Local Delivery Service	Encouraging businesses to deliver products to customers can reduce SOV trips, especially in communities where car ownership is low	low	
TDM	Parking Management	Redevelop/remove surface parking, remove on-street parking, time of day restrictions, parking structures encourage mixed-use development, utilize on street parking as a means of reducing speed & improving pedestrian safety, advanced technology	low-moderate	<ol style="list-style-type: none"> 1. Activity centers and locations where parking is in short supply 2. Corridors where right-of-way (ROW) could be converted to general purpose or dedicated bus lanes 3. Locations where mode shift occurs with high levels of pedestrian activity.
TDM	Parking Facility Management Informational Signs	Signage to notify remainder of parking spots, guides to available parking	low-moderate	<ol style="list-style-type: none"> 1. Frequently used park and ride lots 2. Downtown parking lots
TDM	Improvements for Walking	Sidewalks, paths and trails	low-moderate	
TDM	Improvements for Bicycling	On-street bike lanes, pavement markings and signage; intersection improvements; off-street trails	low-moderate	
TDM	Public Education Campaigns	To improve safety or to educate to traveling off-peak hours	low-moderate	

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Operational Improvements, ITS, TSM	Turning Movement Enhancements	Channelization, left-turn lanes, center turn lanes, jughandles, deceleration lanes, roundabouts	low-high	
Operational Improvements, ITS, TSM	Circulation Improvements	Street circulation patterns, vehicle use limitations and restrictions, reversible lanes, road connectivity, roundabouts, isolated bottleneck removal	low-high	
Operational Improvements, ITS, TSM	Limited Intersection Improvements	Minor isolated intersection widening and lane restriping	low-moderate	
Operational Improvements, ITS, TSM	Signal Improvements	Expanded timing and coordination, signal modernization and surveillance, transit or emergency vehicle signal priority	low-moderate	
Operational Improvements, ITS, TSM	Ramp Metering	Traffic signal controlling stream of merging traffic, bus or HOV vehicle bypass	low-moderate	<ol style="list-style-type: none"> Existing high volume freeway and expressway facilities On-ramps with heavy platoons of vehicles released from arterial/ramp intersections
Operational Improvements, ITS, TSM	New or converted HOV lanes	Serves buses, high-occupancy vehicles, motorcycles, toll-paying vehicles, low-emission or hybrid vehicles	moderate-high	<ol style="list-style-type: none"> Interstates or long-distance limited-access corridors Highly congested corridors with extensive bus service
Operational Improvements, ITS, TSM	Access Management	Improve/minimize access points from corridor	moderate	

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Operational Improvements, ITS, TSM	Communication Networks	Roadway surveillance and control system, base ITS infrastructure (fiber, telemetry)	moderate	<ol style="list-style-type: none"> 1. Locations of new roadway construction or major capital improvement projects 2. High volume locations or roadways with safety considerations where an incident may be particularly disruptive to regional travel 3. Roadways identified for comprehensive ITS implementation
Operational Improvements, ITS, TSM	Traveler Information Services	Message signs, mobile device applications, online services	moderate	<ol style="list-style-type: none"> 1. Heavily travelled freeways or arterials with frequent incidents or travel delays 2. Locations before major interchanges and route decision-making points
Operational Improvements, ITS, TSM	Maintenance Management	Minimize congestion caused by maintenance and construction	low-moderate	
Operational Improvements, ITS, TSM	Incident Management	Operational plans that define rules, procedures, traffic diversion routes; regional effort to respond to nonrecurring congestion	low-moderate	<ol style="list-style-type: none"> 1. Region wide programs 2. Major travel corridors with multiple emergency, jurisdiction, law enforcement, and transportation responders 3. Highways with limited shoulder width, construction zones, locations with frequent incidents
Operational Improvements, ITS, TSM	Courtesy Patrol (incident response)	Service to stranded freeway travelers	low	<ol style="list-style-type: none"> 1. Region wide programs 2. Freeways with heavy volumes and/or documented history of incidents or regional facilities with limited shoulder width 3. Major construction zones
Operational Improvements, ITS, TSM	Traffic Management Center	SRTMC	moderate	<ol style="list-style-type: none"> 1. Jurisdictions that own equipment, collect data, and manage traffic 2. A strategic, centralized location serviced by major communication lines

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Transit Operational Improvements	Transit Service Expansion	New bus routes, extension of existing service, increased frequency, flexible routing, transfer improvements	moderate	<ol style="list-style-type: none"> 1. Areas with growing concentrations of residential, commercial, or business activity 2. Existing bus routes that are operating near capacity 3. Route locations that offer increased access to major transit stations
Transit Operational Improvements	General Transit Infrastructure Improvements	Enhanced amenities and safety, improved access, improved fare collection system	low-moderate	<ol style="list-style-type: none"> 1. Bump outs 2. Smart Cards 3. Covered bus shelters
Transit Operational Improvements	Transit Signal Priority	Additional travel lane at signalized intersections, restriping existing road footprint	low	<ol style="list-style-type: none"> 1. Heavily travelled corridors with multiple traffic signals & frequent transit stops 2. Locations where a bus may need a head start to merge into or cross general-purpose lanes of traffic
Transit Operational Improvements	Fixed Guideway Transit or Dedicated Transit Lanes	Exclusive guideways (light rail, heavy/commuter rail), street travel ways (BRT), bus only lanes	moderate-high	<ol style="list-style-type: none"> 1. Densely developed urban corridors or station areas 2. ROW adjacent to severely congested freeways or arterial streets
Transit Operational Improvements	Park and Ride Facilities -New or Improved	Parking lots or formal transit facilities where commuters can leave behind their vehicles and access transit	moderate	<ol style="list-style-type: none"> 1. High ridership transit corridors 2. Suburban settings with too little density for local transit service but can generate enough transit users in a concentrated location to make transit both efficient and beneficial in terms of air quality and congestion reduction 3. Location upstream of congestion in order to reduce congestion and provide easy access to transit users
Transit Operational Improvements	Transit Vehicle Travel Information	Vehicle detection and monitoring devices, communications infrastructure, GPS, mobile device apps and online public info sources	moderate	<ol style="list-style-type: none"> 1. Transit stations and major bus stops 2. Major event and activity venues adjacent to transit stations

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
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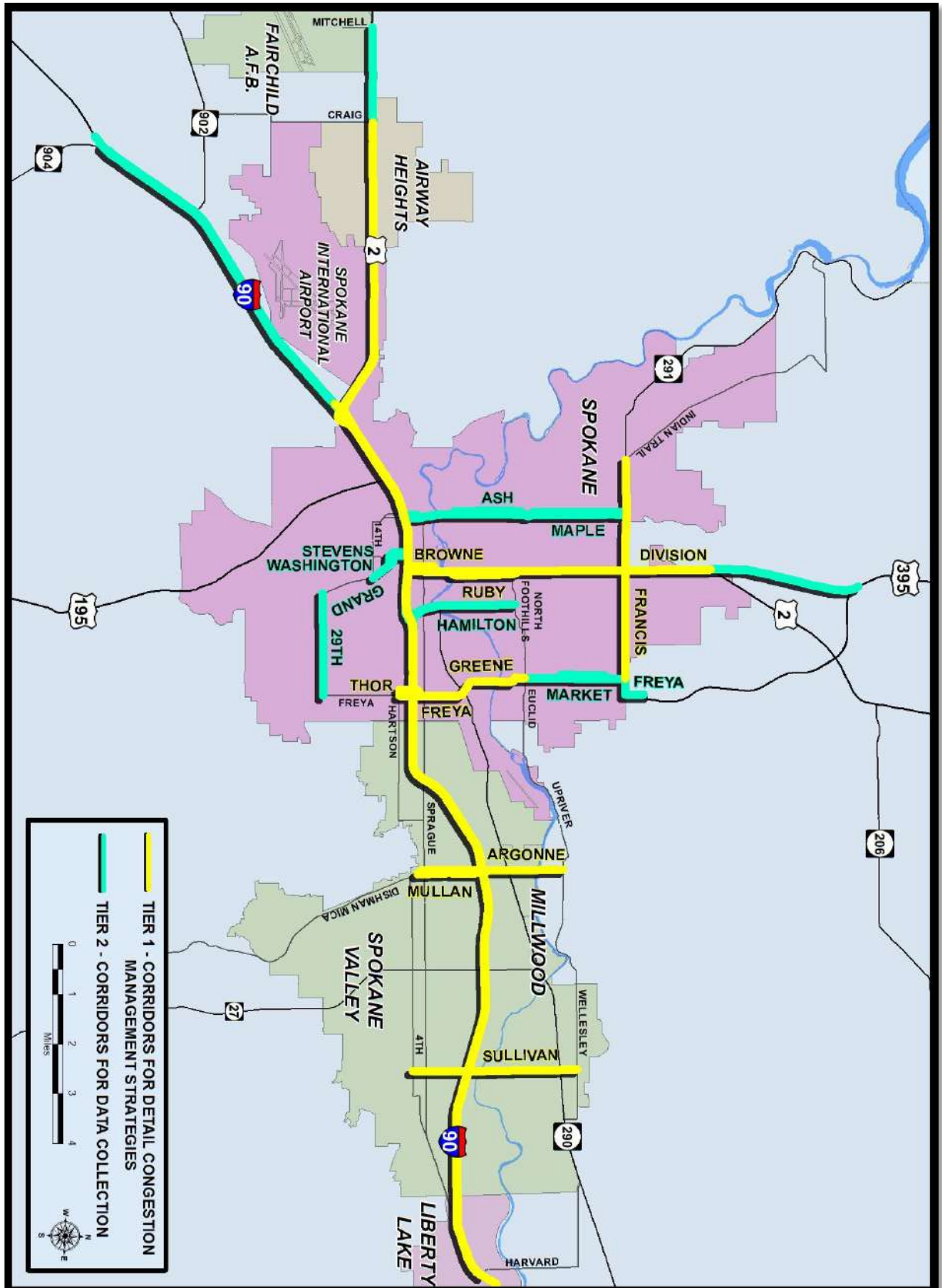
Freight/Goods Movement	Freight Operations Improvements	Dedicated truck route, hill-climbing lanes, freight plans/coordination logistics, upgraded roadway infrastructure to permit truck/freight movement, truck parking	low-moderate	<ol style="list-style-type: none"> 1. Identified freight facilities, including Interstates 2. Local freight delivery routes
Freight/Goods Movement	Freight Capacity Investments	New or expanded freight rail, freight intermodal center/yard, port facility expansion	high	
Roadway Capacity Improvements	Minor Road expansions	Major Reconstruction with Minor Capacity Additions	medium-high	
Roadway Capacity Improvements	Hill-Climbing Lanes	Used by trucks and slower traffic to let faster traffic pass	low-moderate	<ol style="list-style-type: none"> 1. Generally in rural areas with steep or rolling hills (freeways or rural highways) 2. Locations that experience high peak direction volumes of recreational or weekend traffic 3. Urban or suburban freeways with steep climbing up-grades
Roadway Capacity Improvements	Grade-Separated Railroad Crossings	Roadway underpass or overpass	high	<ol style="list-style-type: none"> 1. Roadways with a high daily traffic volume 2. Locations with either a high frequency of trains crossing road or long-time durations of multi-car trains blocking the road 3. High traffic-generating land uses on either side of tracks 4. Locations with a documented crash rate higher than established thresholds
Roadway Capacity Improvements	Grade-separated Intersections	Overpass or underpass for cross street	high	<ol style="list-style-type: none"> 1. Very high-volume and congested intersections 2. Locations with limited ROW or physical constraints to expanding the width of the intersection approaches

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
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Roadway Capacity Improvements	Adding Capacity/ Widening	New General Purpose lanes, Interchange with related road segments, Hard Shoulder running	high	<ol style="list-style-type: none"> 1. Severely congested roads with a clear capacity or safety deficiency 2. Locations that experience link congestion rather than intersection congestion 3. Location with limited appropriate alternative routes
Roadway Capacity Improvements	New or Extended Roadways	Arterial, Bypass, Limited Access Highway	high	<ol style="list-style-type: none"> 1. Locations that serves areas experiencing new development or anticipating development soon 2. Location that would divert traffic from an existing severely congested corridor 3. Unimproved roads with safety issues or development potential

Sources: Wilmington Area Planning Council (WILMAPCO), Mid-Region Council of Governments (MRCOG)/Mid-Region MPO (MRMPO), Denver Region Council of Governments (DRCOG), and Delaware Valley Regional Planning Commission (DVRPC)

Map 6: SRTC CMP Corridors



Appendix L Regional Mobility Corridors

Regional Mobility Corridor (name)	Regional Mobility Corridor (detail)	From/To	To/From	I/U ¹	Type ²
Bigelow Gulch	Bigelow Gulch Rd/Forker Rd/Evergreen Rd	UZA bndry (approx. Havana St)	Wellesley Ave	U	Rural
Hayford	Hayford Rd	SR 902 (Medical Lake Rd)	Trails Rd	I	Urban
Northwest Blvd/Assembly	Northwest Blvd/Assembly St	Monroe St	SR 291 (Nine Mile Rd)	I	Urban
Maple/Ash (northbound)	Walnut St/Maple St	I 90	Francis Ave	I	Urban
Maple/Ash (southbound)	Ash St/Maple St	Francis Ave	I 90	I	Urban
Monroe (northbound)	Lincoln St/Monroe St	I 90	Francis Ave	I	Urban
Monroe (southbound)	Monroe St	Francis Ave	I 90	I	Urban
Division (northbound)	US 2 (Division St/Ruby St)	I 90	N Division Y (US 2/US 395)	I	Urban
Division (southbound)	US 2 (Division St/Browne St)	N Division Y (US 2/US 395)	I 90	I	Urban
Hamilton/Nevada	Hamilton St/Nevada St	SR 290 (Trent Ave)	US 2 (Newport Hwy)	I	Urban
Market/Greene/Freya (northbound)	Market St/Greene St/Freya St	Sprague Ave	Francis Ave	I	Urban
Market/Greene/Freya (southbound)	Market St/Haven St/Greene St/Freya St	Francis Ave	Sprague Ave	I	Urban
Sprague	Sprague Ave	US 2 (Division)	I 90	I	Urban
Wellesley	Wellesley Ave	Assembly St	Havana St	I	Urban
High Dr (northbound)	High Dr/Cedar St/Walnut St	29th Ave	I 90	I	Urban
High Dr (southbound)	Maple St/Cedar St/High Dr	I 90	29th Ave	I	Urban
Grand Blvd (northbound)	Grand Blvd/9th Ave/McClellan St/8th Ave/Washington St	High Dr	I 90	I	Urban
Grand Blvd (southbound)	Stevens St/9th Ave/Grand Blvd	I 90	High Dr	I	Urban
Regal	Regal St	57th Ave	29th Ave	I	Urban
Freya/Ray (northbound)	Ray St/Hartson Ave/Freya St	29th Ave	Sprague Ave	I	Urban
Freya/Ray (southbound)	Freya St/Thor St/Ray St	Sprague Ave	29th Ave	I	Urban
29th Ave	29th Ave	High Dr	Havana St	I	Urban
57th Ave	57th Ave	Perry St	Palouse Hwy	I	Urban
Argonne (northbound)	Argonne Rd/Mullan Rd	Appleway Blvd	Bigelow Gulch Rd	I	Urban
Argonne (southbound)	Argonne Rd	Bigelow Gulch Rd	Appleway Blvd	I	Urban
Dishman Mica	Dishman Mica Rd	Thorpe Rd	Appleway Blvd	I	Urban
Sullivan (north section)	Sullivan Rd (north section)	I 90	Wellesley Ave	I	Urban
Sullivan (south section)	Sullivan Rd (south section)	32nd Ave	I 90	I	Urban

Regional Mobility Corridor (name)	Regional Mobility Corridor (detail)	From/To	To/From	I/U ¹	Type ²
Barker	Barker Rd	15th Ave	SR 290 (Trent Ave)	I	Urban
Harvard/Liberty Lake	Liberty Lake Rd/Harvard Rd	Sprague Ave	SR 290 (Trent Ave)	I	Urban
32nd Ave	32nd Ave	Dishman Mica Rd	Sullivan Rd	I	Urban
Sprague/Appleway (eastbound)	Appleway Blvd/University Rd/Sprague Ave	I 90	Sullivan Rd	I	Urban
Sprague/Appleway (westbound)	Sprague Ave	Sullivan Rd	I 90	I	Urban

Regional Mobility Corridor - WSDOT	From/To	To/From	I/U ¹	Type ²
US 2*	Lincoln County	Fairchild AFB	U	Rural
US 2*	Fairchild AFB	Flint Road	I	Urban
US 2*	Flint Road	I-90	U	Urban
US 2*	I-90	Francis Ave.	I	Urban
US 2*	Francis Ave	N. Division Wye	I	Urban
US 2*	N. Division Wye	Day Mt. Spokane	I	Urban
US 2*	Day Mt. Spokane	Pend Oreille County	U	Rural
SR 27	Whitman County	32nd Ave	U	Rural
SR 27	32nd Ave	I-90	I	Urban
SR 27	I-90	Trent Ave.	I	Urban
SR 290	Hamilton St.	Mission Wye Conn.	I	Urban
SR 290	Mission Wye Conn.	Evergreen Road	I	Urban
SR 290	Evergreen Road	Barker Road	U	Urban
SR 290	Barker Road	Starr Road	U	Rural
SR 291	Division Street	Indian Trail Road	I	Urban
SR 291	Indian Trail Road	Seven Mile	U	Urban
SR 291	Seven Mile	Stevens County	U	Rural
US 395*	N. Division Wye	Wandermere Rd.	I	Urban
US 395*	Wandermere Rd.	Fender Road	U	Urban
US 395*	Fender Road	Stevens County Line	U	Rural
SR 902	Exit 264	Medical Lk City Limits	U	Rural
SR 902	Medical Lk City Limits	Medical Lk City Limits	I	Rural
SR 902	Medical Lk City Limits	Exit 272	U	Rural
SR 904	Exit 257	Cheney City Limits	U	Rural
SR 904	Cheney City Limits	Cheney City Limits	I	Urban
SR 904	Cheney City Limits	Exit 270	U	Rural
NSC	I-90	Francis Ave	U	Urban
NSC	Francis Ave	Wandermere Rd	U	Urban
I-90*	Lincoln County	Geiger I/C	U	Rural
I-90*	Geiger I/C	Sprague I/C	U	Urban

Regional Mobility Corridor - WSDOT	From/To	To/From	I/U¹	Type²
I-90*	Sprague I/C	Barker I/C	U	Urban
I-90*	Barker I/C	Kootenai County	U	Urban
US 195*	Whitman County	UZA Bndry/Hatch Rd	U	Rural
US 195*	UZA Bndry/Hatch Rd	I-90	U	Urban

*Highways of Statewide Significance (HSS) are exempt from concurrency management system requirements. HSS facilities must reflect WSDOT level of service standards

¹ I/U = Interrupted or Uninterrupted flow corridor. Travel time LOS analysis applies to interrupted flow corridors. Generalized service volumes are used for uninterrupted corridor LOS analysis.

² The delineation of Type between Rural and Urban is generally the 2013 FHWA Highway Urban Areas (UZA) boundary. A corridor outside the UZA is a Rural type.