# Welcome to the Transportation Advisory Committee

PLEASE HELP YOURSELF TO REFRESHMENTS AND ENJOY THE NEW BRANDING GOODIES

FEBRUARY 26, 2025

Spokane Regional Transportation Council

# CY 2026 Unified List

## Development Process & Evaluation Criteria

**Transportation Advisory Committee**
**Agenda Item 6**
**Page 11**

**February 26, 2025**

Spokane Regional Transportation Council

# Requested Action

Recommend SRTC Board approval of the 2026 SRTC Unified List Development Process and Project Evaluation Criteria, as shown in **Attachments 1 and 2**.

# Unified List Purpose

- The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

# Unified List Process

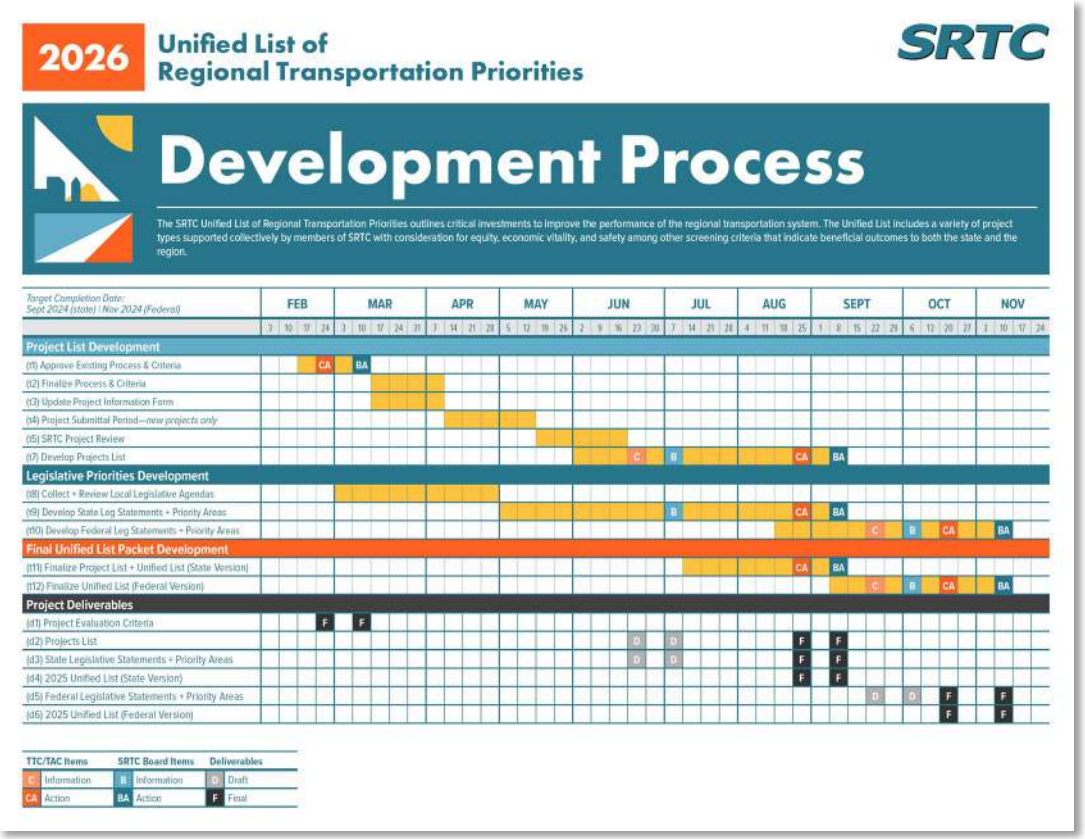
- Updated Annually
- New projects added, funded projects removed

# This Year's Expedited Process

- Horizon 2050 MTP update is currently in progress
- Staff recommends:
  - Maintaining the existing criteria for this year's Unified List
  - Only requiring submission forms for projects not currently in the Unified List*

*Agencies may submit project submission forms for projects currently in the list if there are significant changes they would like reflected in the CY 2026 Unified List.

# 2026 Development Schedule



2026 Unified List of Regional Transportation Priorities

SRTC

## Development Process

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.

| Target Completion Date: Sept 2024 (state) / Nov 2024 (Federal) | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEPT | OCT | NOV |
|---|---|---|---|---|---|---|---|---|---|---|
| | 3 10 17 24 | 3 10 17 24 31 | 7 14 21 28 | 5 12 19 26 | 2 9 16 23 30 | 7 14 21 28 | 4 11 18 25 | 1 8 15 22 29 | 6 13 20 27 | 3 10 17 24 |
| **Project List Development** | | | | | | | | | | |
| (t1) Approve Existing Process & Criteria | CA | BA | | | | | | | | |
| (t2) Finalize Process & Criteria | | | | | | | | | | |
| (t3) Update Project Information Form | | | | | | | | | | |
| (t4) Project Submittal Period—*new projects only* | | | | | | | | | | |
| (t5) SRTC Project Review | | | | | | | | | | |
| (t7) Develop Projects List | | | | | C | B | CA | BA | | |
| **Legislative Priorities Development** | | | | | | | | | | |
| (t8) Collect + Review Local Legislative Agendas | | | | | | | | | | |
| (t9) Develop State Leg Statements + Priority Areas | | | | | | B | CA | BA | | |
| (t10) Develop Federal Leg Statements + Priority Areas | | | | | | | | C | B CA | BA |
| **Final Unified List Packet Development** | | | | | | | | | | |
| (t11) Finalize Project List + Unified List (State Version) | | | | | | | CA | BA | | |
| (t12) Finalize Unified List (Federal Version) | | | | | | | | C | B CA | BA |
| **Project Deliverables** | | | | | | | | | | |
| (d1) Project Evaluation Criteria | F | F | | | | | | | | |
| (d2) Projects List | | | | | D | D | F | F | | |
| (d3) State Legislative Statements + Priority Areas | | | | | D | D | F | F | | |
| (d4) 2025 Unified List (State Version) | | | | | | | F | F | | |
| (d5) Federal Legislative Statements + Priority Areas | | | | | | | | D | D F | F |
| (d6) 2025 Unified List (Federal Version) | | | | | | | | | F | F |

| TTC/TAC Items | | SRTC Board Items | | Deliverables | |
|---|---|---|---|---|---|
| C | Information | B | Information | D | Draft |
| CA | Action | BA | Action | F | Final |

# Key Dates

## Project Submittal Period

› April 14 – May 9

## SRTC Project Review & Draft List Development

› May 12 – June 12

## Draft List

› June 25 (TTC & TAC), July 10 (Board)

## Final List

› State Version: August 27 (TTC & TAC), Sept. 11 (Board)
› Federal Version: Oct. 22 (TTC & TAC), Nov. 13 (Board)

# Project Evaluation Criteria

2026 Unified List of Regional Transportation Priorities

SRTC

## Project Evaluation Criteria

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.

### 30 POINTS — ECONOMIC VITALITY

Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.

**Question 1A (5 points)**
- Does the project provide access within or between two or more regional/local activity centers?

**Question 1B (5 points)**
- If yes to 1A, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center?

**Question 2 (10 points)**
- What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?

**Question 3 (10 points)**
- Is the project located on the FGTS? *Points scaled based on FGTS classification—1-1 through 1-5.

### 30 POINTS — COOPERATION & LEADERSHIP

Relates to SRTC's role as a regional forum to identify regional transportation needs, establish priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.

**Question 1 (15 points)**
- Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?

**Question 2 (15 points)**
- Is the project identified in other agency plans and/or has it gone through a documented public outreach process?

### 30 POINTS — STEWARDSHIP

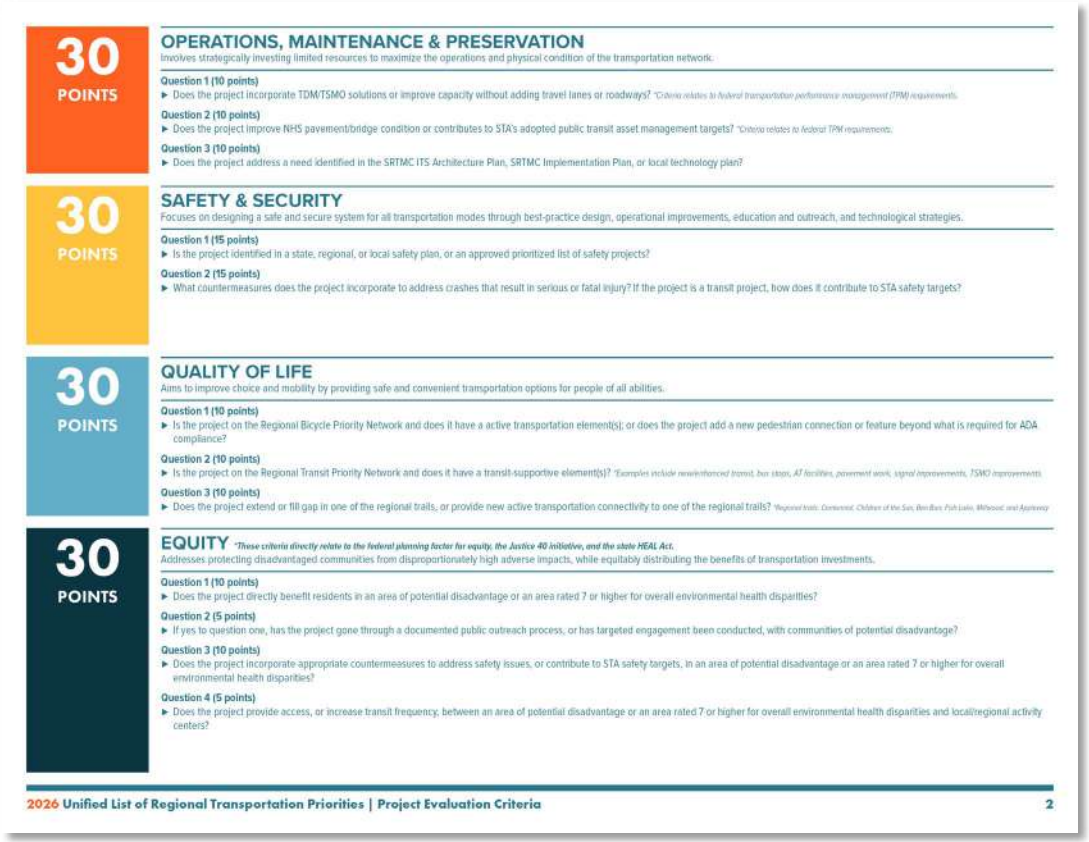
Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.

**Question 1 (10 points)**
- Does the project incorporate electrification or other clean fuel strategies?

**Question 2 (10 points)**
- Does the project increase resilience by adding redundancy in areas of limited connectivity?

**Question 3 (10 points)**
- Does the project reduce air quality emissions or VHT/VMT? *This question relates to the State Vehicle Miles of Travel Targets Process.





### 30 POINTS — OPERATIONS, MAINTENANCE & PRESERVATION

Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.

**Question 1 (10 points)**
- Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? *Criteria relates to federal transportation performance management (TPM) requirements.

**Question 2 (10 points)**
- Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? *Criteria relates to federal TPM requirements.

**Question 3 (10 points)**
- Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?

### 30 POINTS — SAFETY & SECURITY

Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.

**Question 1 (15 points)**
- Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?

**Question 2 (15 points)**
- What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets?

### 30 POINTS — QUALITY OF LIFE

Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.

**Question 1 (10 points)**
- Is the project on the Regional Bicycle Priority Network and does it have a active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?

**Question 2 (10 points)**
- Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)? *Examples include newer/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.

**Question 3 (10 points)**
- Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? *Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Whitetail, and Appleway.

### 30 POINTS — EQUITY

***These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.**

Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.

**Question 1 (10 points)**
- Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

**Question 2 (5 points)**
- If yes to question one, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

**Question 3 (10 points)**
- Does the project incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?

**Question 4 (5 points)**
- Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?

# Requested Action

Recommend SRTC Board approval of the 2026 SRTC Unified List Development Process and Project Evaluation Criteria, as shown in **Attachments 1 and 2**.

# SFY 2026-2027 UPWP Development

**SRTC Technical Coordinating Committee (TTC) & Transportation Advisory Committee (TAC)**
**Agenda Item 7**
**Page 15**

**February 26, 2025**

Spokane Regional Transportation Council

# Unified Planning Work Program (UPWP)

- 2-year Work Plan for SRTC
- Financial resources
  - Federal
  - State
  - Grant / Local
- Organizational activity
- Scope of Services
- Required Activities
- Other needed/desired activities
  - Pending availability of funding and/or staff time

# Required & Ongoing Activity

| Ongoing Activities | | |
|---|---|---|
| **Key Activity** | **Category** | **Description** |
| Public Participation Plan Update | Public Outreach | This required document is updated periodically. The current plan is dated 2021. Our program has grown, and we've hired a Communications Coordinator. |
| Public Outreach Events (Annual Summit) | Public Outreach | The Communication Coordinator seeks to add activities to promote the work of SRTC including lunch and learns and utilizing a communications platform. |
| Transportation Model Land Use Update | Data | As comprehensive plans are updated the land use element of the model will need to be updated (including roadway network & transit updates). |
| Economic Analysis of Priority Projects in the Region | Project Support | This activity is meant to support and advance regional priority projects included on the Unified List. |
| Data Program Process Development & Enhancement | Data | This involves est. a streamlined process for data collection, processing, visualization, and distribution, including system preservation needs for the region. |
| Initiate a Masterplan for I-90 | Planning | Work with stakeholders to assess needs for I-90 including financially feasible preservation and infrastructure/ITS. |

# Optional & Candidate Activity

| Optional Activities | | |
|---|---|---|
| **Key Activity** | **Category** | **Description** |
| Transportation Model Updates Base-Year/Socio-Economic Data | Data | This involves a more comprehensive update of the underlying employment and population data (including roadway network & transit updates). |
| Incorporate Resiliency Planning Metrics into Project Eval | Project Support | Recommended through the Resiliency planning effort. |
| Update the High Injury Network Data Developed in the RSAP | Project Support | Safety data supports project funding grant applications as well as the SRTC Call for Projects. Periodic updates of that safety data is important for implementing RSAP. |

**Candidate Projects**

- **Transportation Model Training**
- **Update Safe & Complete Street Policy**
- **Regional ITS Architecture Update**
- **Expand Traffic Counting Program**
- **Investigate Establishment of a Port District**
- **Other**

# Next Steps

- March - - - - Develop & Submit Draft UPWP to WSDOT/FHWA/FTA
- April - - - - - Incorporate responses
- April/May - Present Draft SFY 2026-2027 UPWP
- May/June - Adopt SFY 2026-2027 UPWP

# Transportation Performance Management: Bridge Update

**Transportation Advisory Committee**
**Agenda Item 8**
**Page 17**

**February 26, 2025**

Spokane Regional Transportation Council

# Transportation Performance Management (TPM)

A strategic approach that uses system information to make investment and policy decisions to achieve national performance goals

Systematically applied, ongoing process

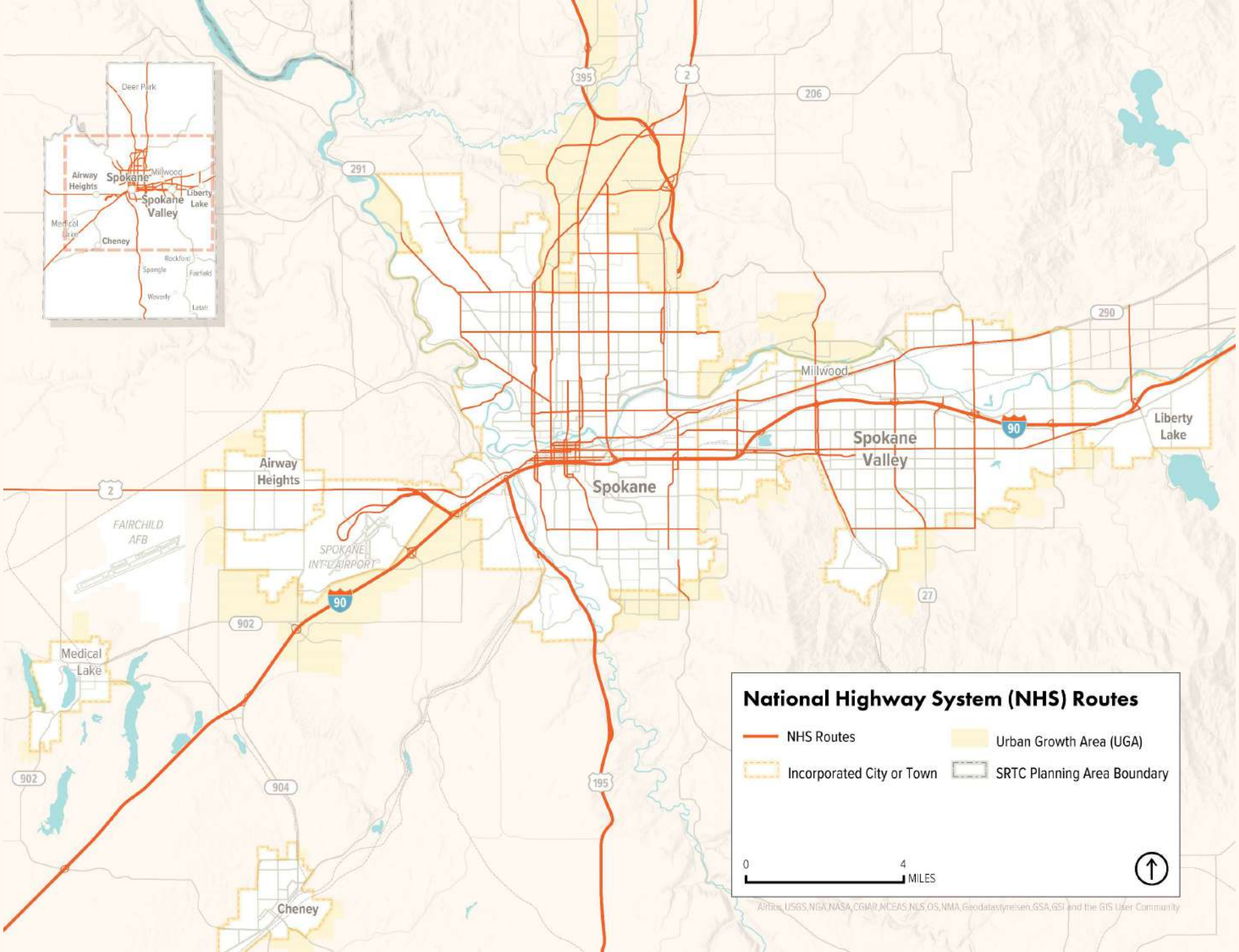
Current 4-year performance period: 2022-2025

# National Highway Performance Program (NHPP)

# Infrastructure Investment and Jobs Act (IIJA)

# Bridge

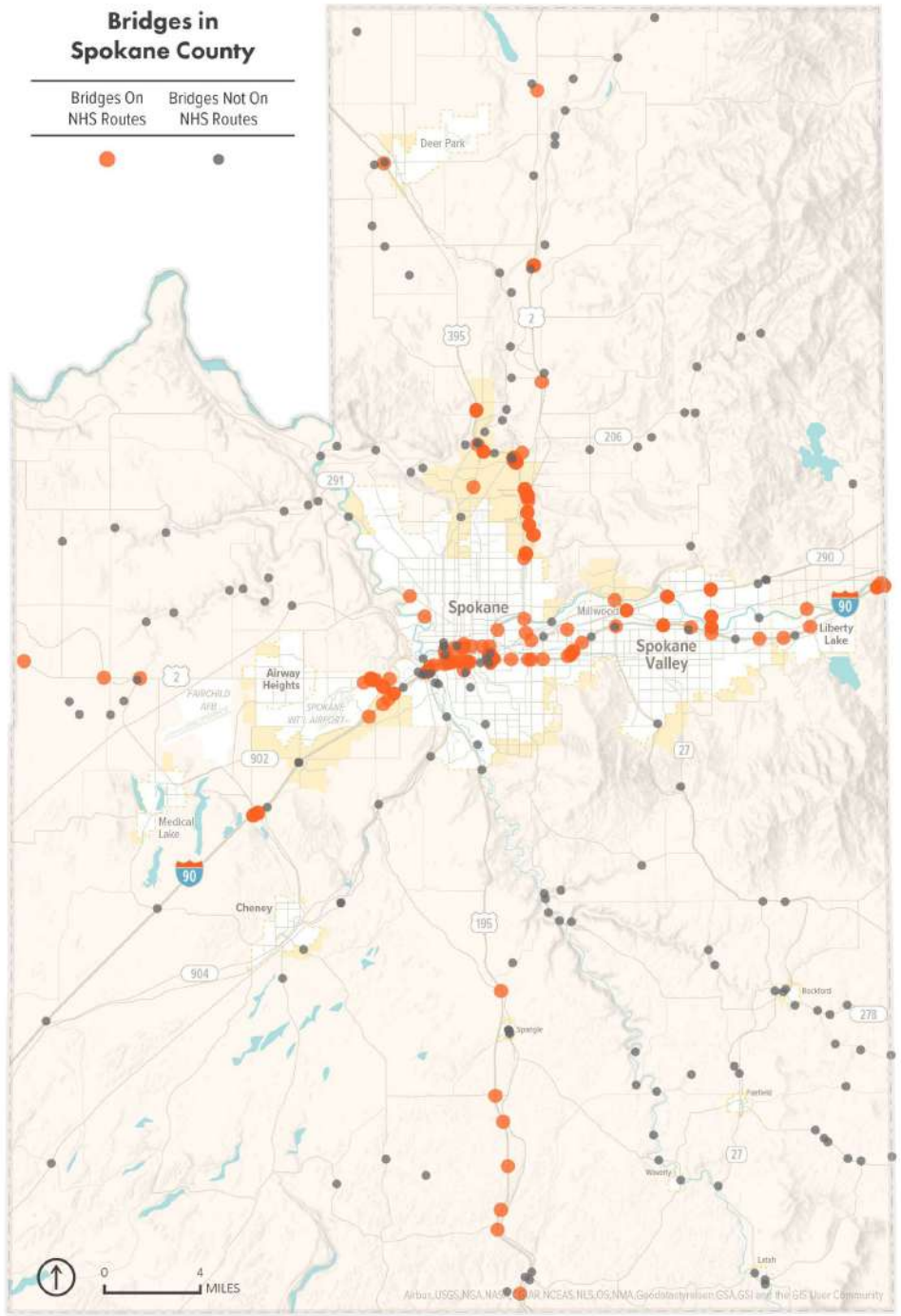
- **Percentage of NHS bridges classified as in Good condition**
- **Percentage of NHS bridges classified as in Poor condition**


Deer Park
Airway Heights
Spokane
Millwood
Liberty Lake
Spokane Valley
Medical Lake
Cheney
Rockford
Spangle
Fairfield
Waverly
Latah
395
2
206
291
290
90
27
902
904
195
Millwood
Liberty Lake
Spokane Valley
Airway Heights
Spokane
FAIRCHILD AFB
SPOKANE INT'L AIRPORT
Medical Lake
Cheney
National Highway System (NHS) Routes
NHS Routes
Urban Growth Area (UGA)
Incorporated City or Town
SRTC Planning Area Boundary
0
4
MILES
Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community

# WSDOT Targets

| TPM performance measures by program area | 4-year targets 2021[1] | 4-year actuals 2021[1] | Desired trend | 2-year targets 2023[2] | 4-year targets 2025[2] |
|---|---|---|---|---|---|
| Bridges (PM2) 23 CFR Part 490 ID No. 2125-AF53 | | | | | |
| Percent of NHS bridges classified in poor condition[3] | <10% | 8.8% | ↓ | <10% | <10% |
| Percent of NHS bridges classified in good condition[3] | >30% | 32.8% | ↑ | >30% | >30% |

Notes: **1** The first reporting period is from 2018-2021 (Oct. 1, 2017 through Sept. 31, 2021 for CMAQ) with data and actuals submitted Dec. 16, 2022. **2** The current two-year target period for PM2 is for calendar years 2022-2023 with data and actuals submitted on October 1, 2024. The current four-year target period for PM2 is for calendar years 2022-2025 with data and actuals submitted on October 1, 2026. **3** Weighted by deck area.




# Bridges in the MPA

| Bridge Condition | |
|---|---|
| Poor | 21 |
| Fair | 129 |
| Good | 157 |
| **TOTAL** | **307** |

# Bridges in Poor Condition

## WSDOT

- SR 27 at Rock Creek
- Lindeke St at I-90
- SR 902 at I-90 (near Aero Rd.)
- SR 902 at I-90 (near Salnave Rd.)
- **I-90 E Ramp at 3rd Ave and I-90**
- **SR 290 at 2nd Ave**
- SR 904 at I-90
- **I-90 at Medical Lake Rd**
- **US 195 at NPRY**
- Arthur St. at I-90

## Spokane County

- Cheney-Spokane Rd. at RR and Marshall Creek
- Little Spokane Dr. at Little Spokane River
- Colbert Rd. at Little Spokane River
- Old State Route 195 at N Pine Creek and RR
- Chattaroy Rd. at Little Spokane River
- Deer Park-Milan Rd at Little Spokane River
- Starr Rd. at South Fork Rock Creek

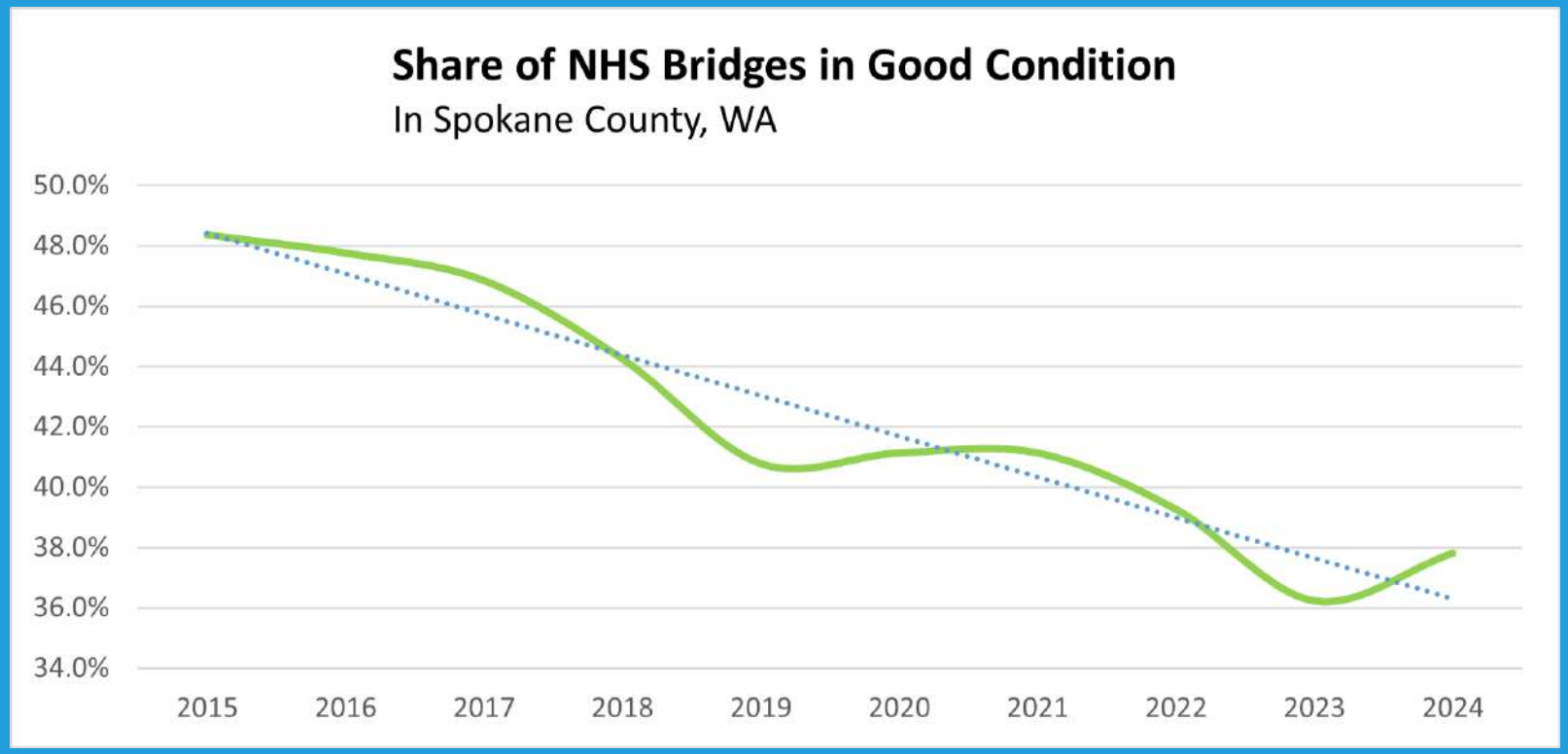
## City of Spokane

- Post St. at Spokane River
- **Maple St. at Spokane River**
- **Sunset Blvd. at Latah Creek**

## City of Spokane Valley

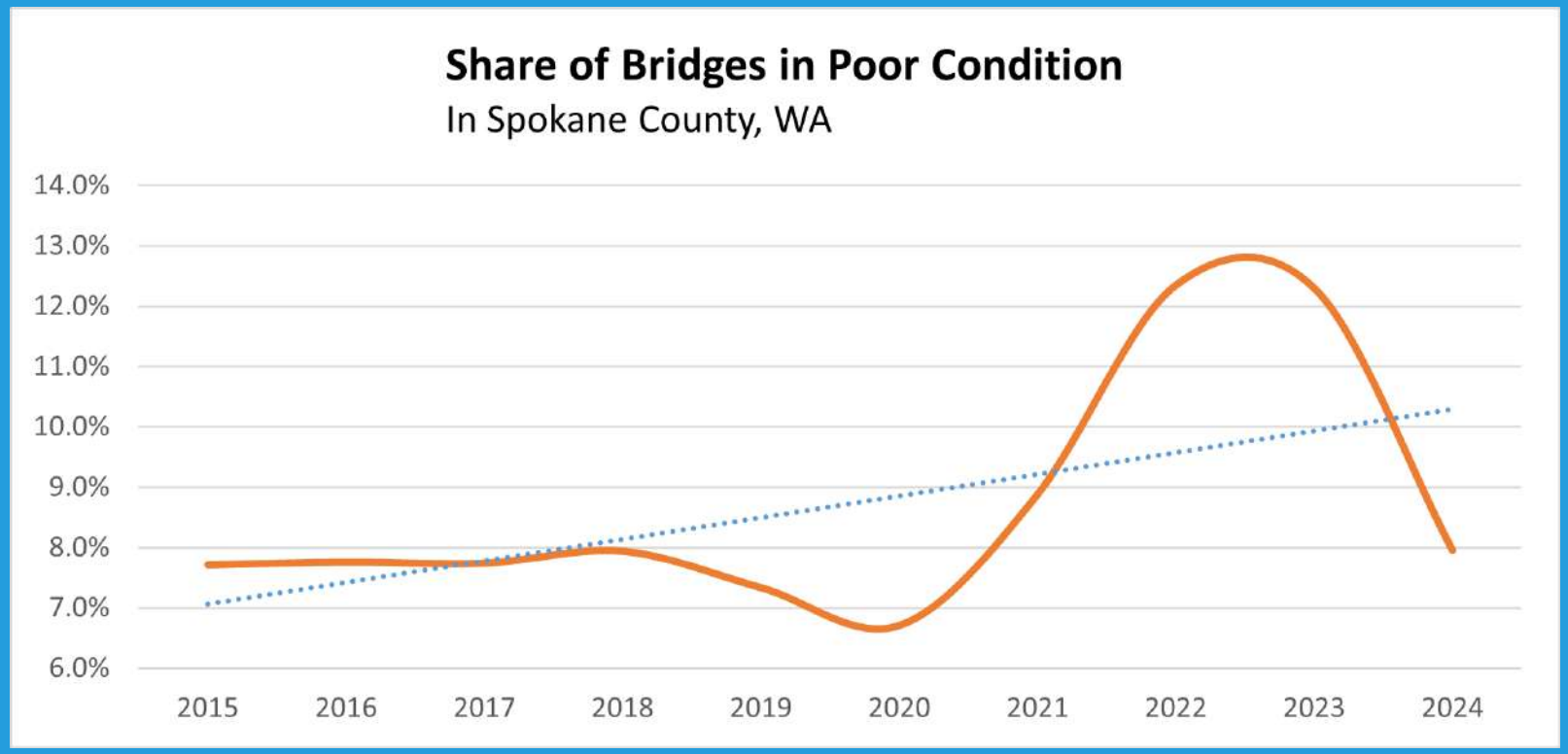
- **Sullivan Rd. at SR 290**

# SRTC Planning Area



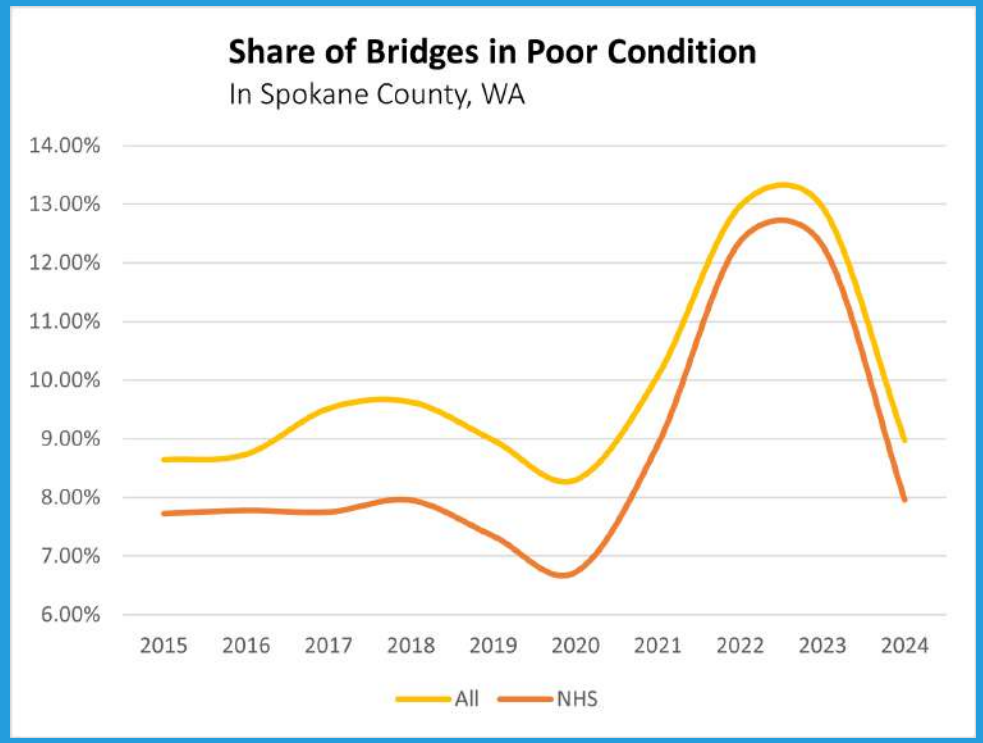

***Note:***
*Share of bridges is expressed in terms of bridge deck area rather than discrete facilities*

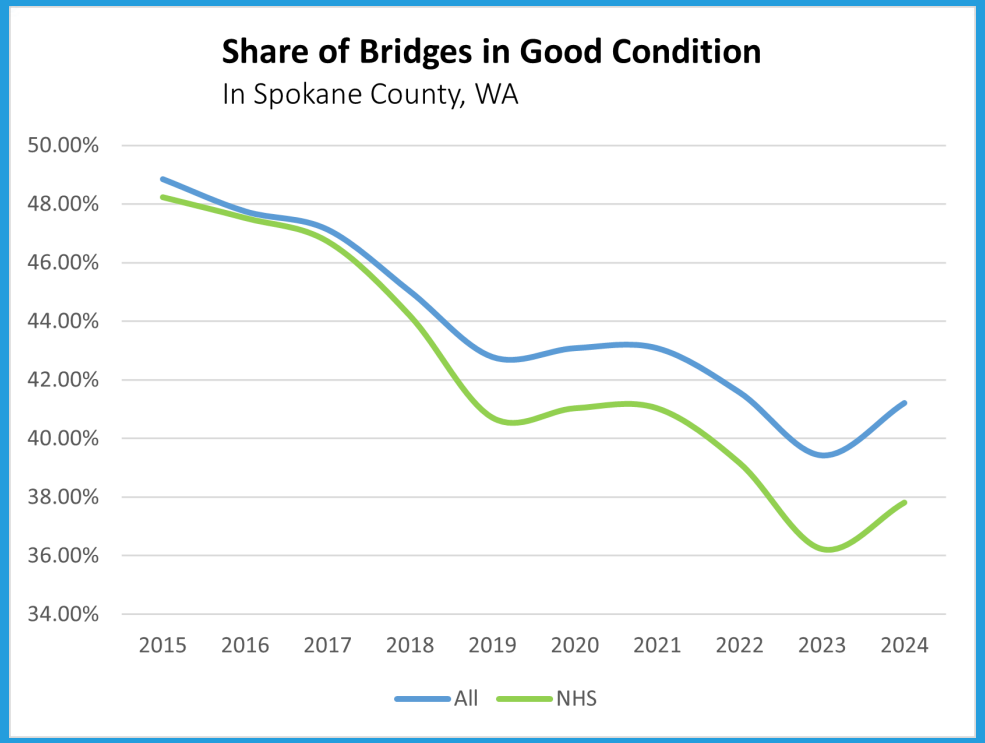
# SRTC Planning Area




***Note:***
*Share of bridges is expressed in terms of bridge deck area rather than discrete facilities*

# SRTC Planning Area



# Observations

**Short term:**

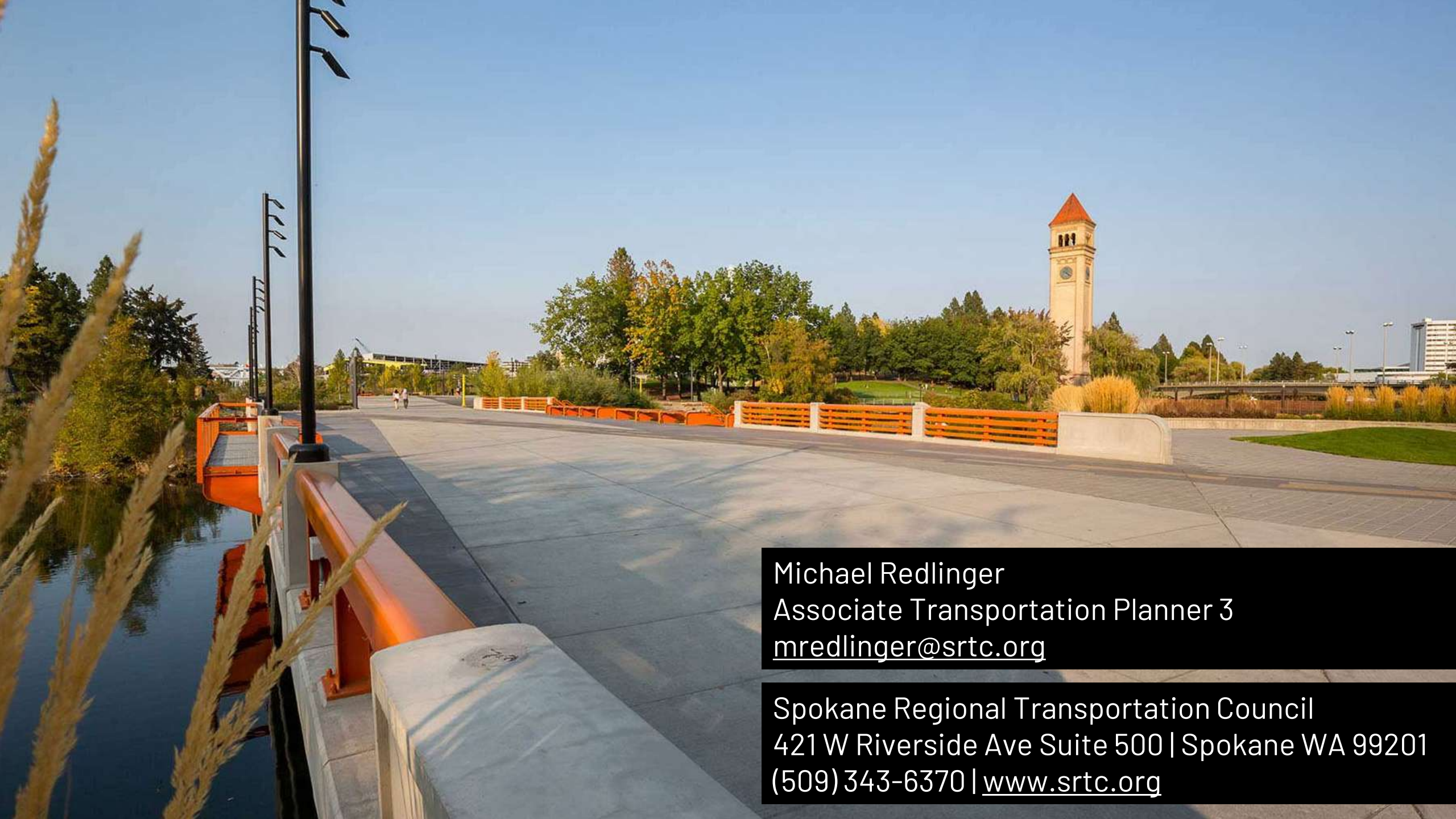
- Fewer “Poor” facilities than the past couple years

**Longer term:**

- Increase in “Fair” bridges including those on the low end of “Fair”
- Uncertain statewide outlook and funding situation at WSDOT

# What we're currently doing…

- Presenting information to the SRTC Board and Committees to try to understand obstacles and opportunities
- Utilizing bridge data to inform development of Horizon 2050
- Reporting to member agencies on National Bridge Inventory values as new data is made available
- PM 2 target setting for 2026-2030 performance period will take place in early 2026
- Dedicated bridge funding goes through local jurisdictions



Michael Redlinger
Associate Transportation Planner 3
mredlinger@srtc.org

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org

CMP

# Congestion Management Process Update Draft Report

**Transportation Advisory Committee**
**Agenda Item 6**
**Page 18**

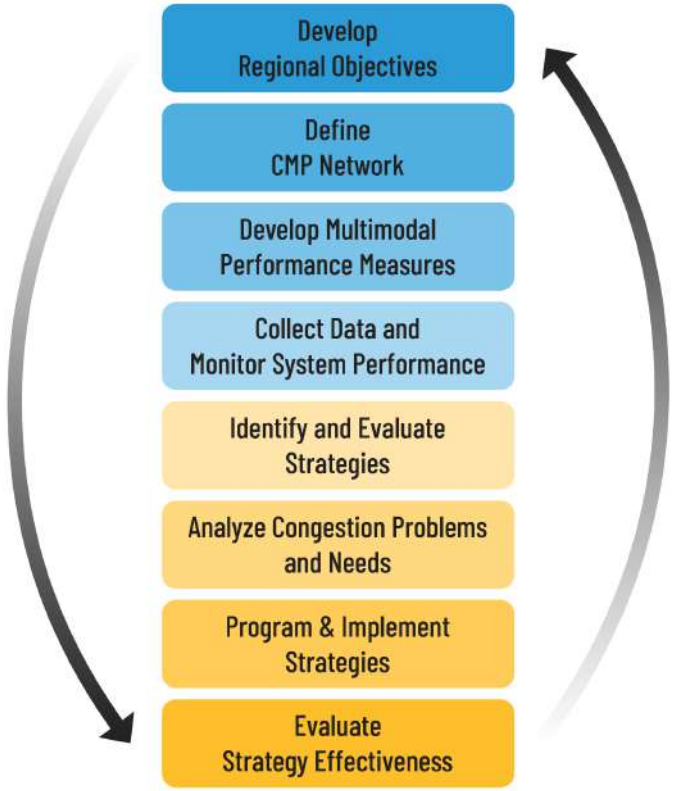
**February 26, 2025**

Spokane Regional Transportation Council

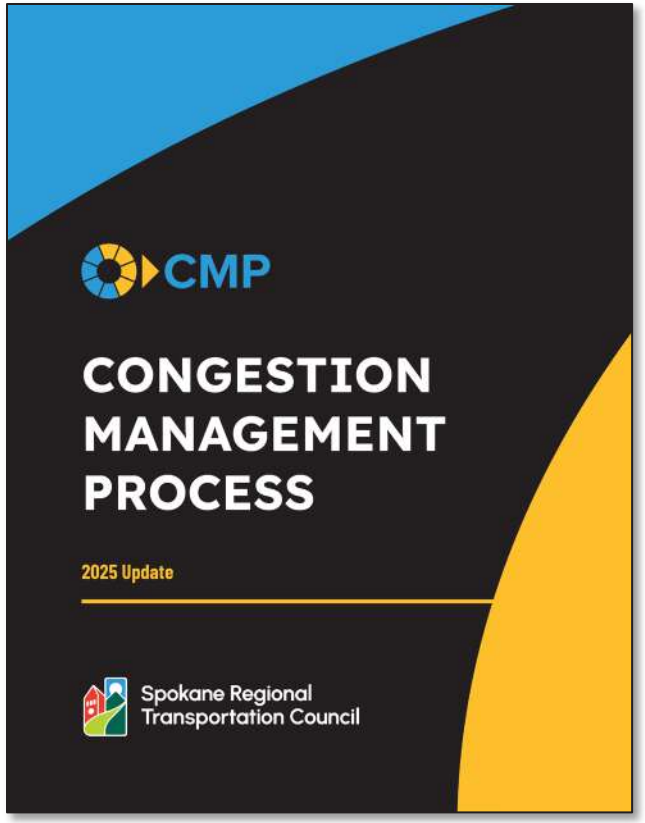
# What is the CMP?

- Systematic regional approach to managing congestion involving:
  - Data collection & analysis
  - Identifying problems & needs
  - Developing & implementing strategies
  - Ongoing monitoring & evaluation

  - Federally required in all urban areas with a population of 200,000 or more.



# CMP Report




- Defines our region's congestion management process:
  - Regional objectives
  - CMP network & corridor analysis
  - Multimodal performance measures
  - Data collection & monitoring plan
  - Identifies strategies
  - Implementation & integration w/other plans

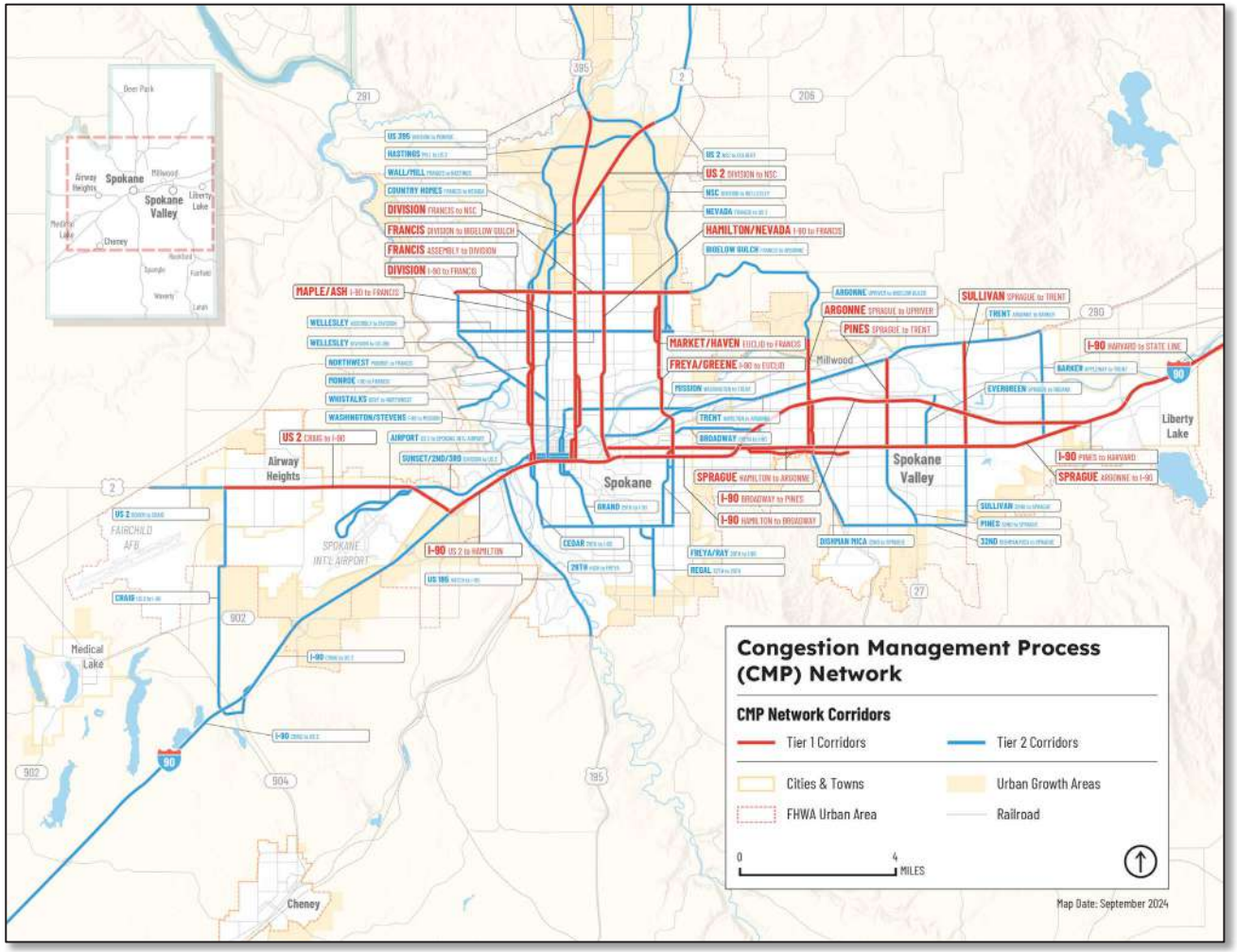
# Regional Objectives

- Defines the region's priorities for managing congestion
- Align with the MTP's Guiding Principles
- Approved by the SRTC Board in July 2023

| Guiding Principles | Regional Objectives |
|---|---|
| **Economic Vitality** | Raise awareness that congestion is related to economic vitality and ensure that the benefits of improved economic vitality may outweigh the disadvantages of congestion. |
| **Cooperation and Leadership** | Sustain coordination and follow-through with a multi-jurisdictional CMP working group. |
| **Stewardship** | Invest in projects that maximize the use of existing facilities across modes in identified CMP corridors and emphasize system redundancy to improve the resiliency and reliability of the transportation network. |
| **Operations, Maintenance, and Preservation** | Pursue solutions that are low cost/high benefit toward maintaining and preserving reliable transportation corridors and networks. |
| **Quality of Life** | Accessible, mutimodal transportation for all abilities; facilities should blend in with or enhance the human environment (i.e., context sensitive design) and limit impacts to the natural environment.<br><br>Prioritize future investments to align with regional priority networks to improve connectivity and mobility. |
| **Safety and Security** | Improve safety and reduce non-recurring congestion by reducing collisions. |

# CMP Network

- Defines where we collect & monitor data for the CMP
  - Congestion levels
  - Travel time reliability
  - Travel demand
  - Regional significance
  - Regional connectivity
- 57 individual corridors
  - 20 Tier 1
  - 37 Tier 2
- Approved by the SRTC Board in July 2023



# Multimodal Performance Measures

- New measures related to SRTC's federal Transportation Performance Management requirements:
  - Level of Travel Time Reliability
  - Peak Hours of Excessive Delay
- Additional safety measures:
  - Accounting for severity
  - EPDO crash rate & severity index
- Removing measures lacking a reliable data source:
  - Miles of sidewalk gaps filled on CMP corridors

| Guiding Principles | Performance Measures |
|---|---|
| **Economic Vitality** | • Transportation + housing costs as a percentage of median income on CMP corridors<br>• Existing and forecasted employment density along CMP corridors<br>• Existing and forecasted population density along CMP corridors<br>• Freight tonnage on CMP corridors |
| **Cooperation and Leadership** | • Attendance at CMP working group meetings, committees & public meetings |
| **Stewardship** | • SRTC call for projects expenditures on CMP projects vs. all SRTC call for projects expenditures |
| **Operations, Maintenance, and Preservation** | • Transit performance on CMP corridors<br>• Level of Travel Time Reliability (LOTTR) on CMP corridors<br>• Annual Peak Hours of Excessive Delay (PHED) on CMP Corridor<br>• Existing and forecasted Travel Time Index (TTI) on CMP corridors<br>• Transit reliability factor |
| **Quality of Life** | • Total regional miles of bike network<br>• Percent of households along CMP corridor that are within 0.5 mile of a transit stop |
| **Safety and Security** | • Crash rate per million VMT on CMP corridors<br>• Equivalent Property Damage Only (EPDO) crash rate per million VMT on CMP corridors<br>• Crash Severity Index (SI) on CMP corridors<br>• Incidence clearance on I-90 |

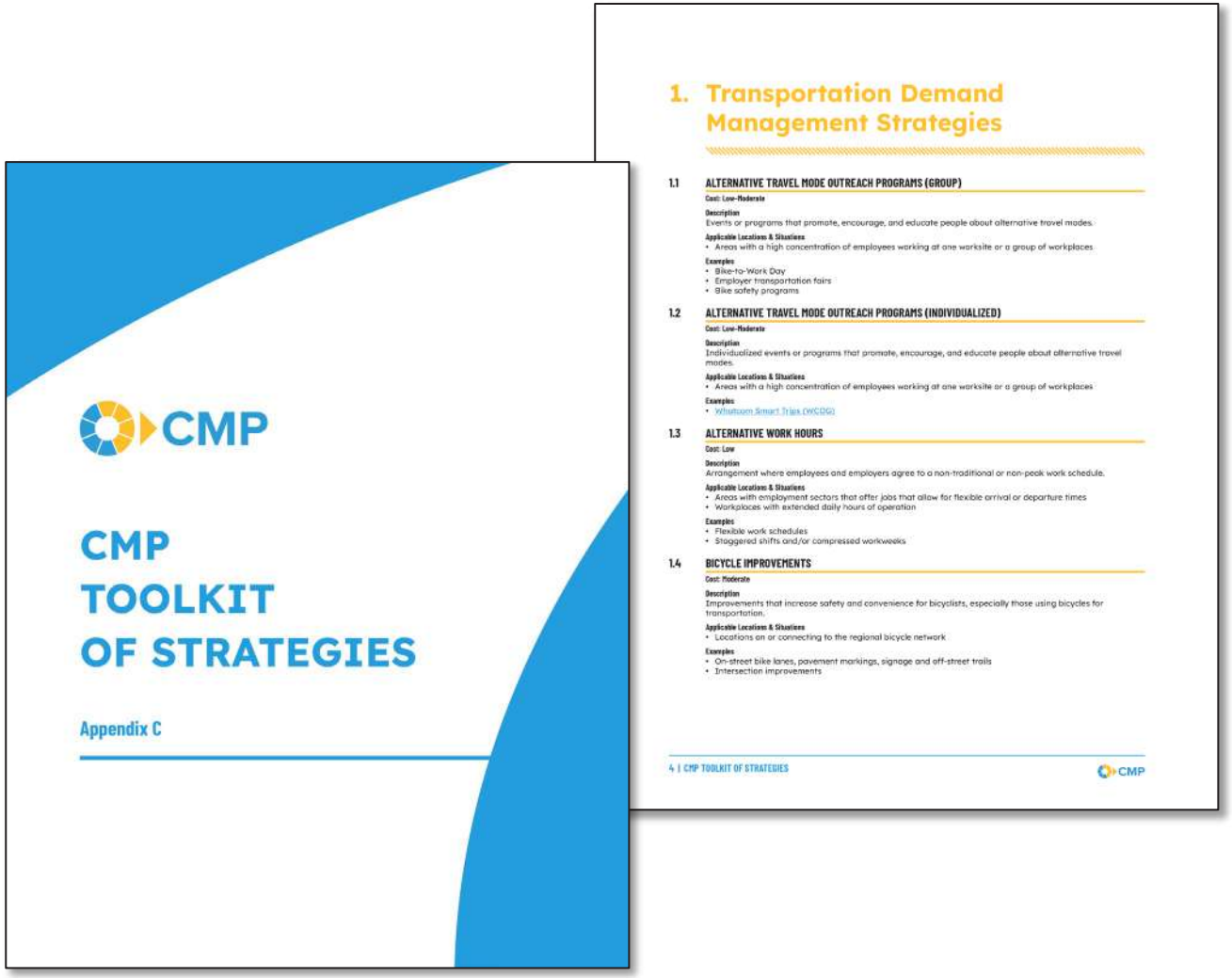
# Data Collection & Monitoring

- Supports ongoing tracking of the performance measures to monitor conditions and changes on the CMP network's corridors:
  - Roles & responsibilities
  - Collection frequency
  - Data sources & methodologies

| Data | Responsibility | Frequency |
|---|---|---|
| Federal Functional Classification | SRTC | As Needed |
| Corridor Centerline Miles | SRTC | As Needed |
| Corridor Lane Miles | SRTC | As Needed |
| Average Annual Daily Traffic | SRTC | Every 2 Years |
| Average Daily Truck % (Select Locations) | WSDOT/Jurisdictions | FGTS Update |
| Annual Gross Truck Tonnage | WSDOT/Jurisdictions | FGTS Update |
| Regional Bicycle Network Facilities | SRTC/Jurisdictions | Annual |
| Peak Period Load Factor on Corridor | STA | Annual |
| Peak Period Maximum Load Factor | STA | Annual |
| Peak Hour Number of Buses | STA | Annual |
| Number of Park & Rides/% Usage | STA | Annual |
| Transit Usage Change | STA | Annual |
| Level of Travel Time Reliability—AM/PM Peak | SRTC | Annual |
| Travel Time Index—AM/PM Peak | SRTC | Annual |
| Peak Hours of Excessive Delay | SRTC | Annual |
| Average Speed & Annual % Change—AM/PM Peak | SRTC | Annual |
| Crash Rate per Million VMT | SRTC | Annual |
| EPDO Crash Rate per Million VMT | SRTC | Annual |
| Severity Index | SRTC | Annual |
| Population Density—Existing* | SRTC | Land Use Update |
| Population Density—Forecast* | SRTC | Land Use Update |
| Employment Density—Existing* | SRTC | Land Use Update |
| Employment Density—Forecast* | SRTC | Land Use Update |
| Transportation + Housing Costs % of Median HH Income* | SRTC | Annual |
| % of Population for SRTC Indicator of Potential Disadvantage** | SRTC | Every 2 Years |
| % of Households Within 0.5 Mile of Transit | SRTC/STA | Land Use Update |
| Regional Activity Center(s) Along Corridor | SRTC | As Needed |

# Toolkit of Strategies

- 43 strategies, 5 categories:
  1. Travel Demand Management
  2. Operational Improvements
  3. Transit Operational Improvements
  4. Freight & Goods Movement
  5. Roadway Capacity Improvements
- Includes new strategies identified during CMP Strategies Workshop w/staff from member agencies
- Draft reviewed by the TTC/TAC at their December meetings & the SRTC Board at their January meeting



# Strategies Matrix

- Identifies specific strategies from the Toolkit for each Tier 1 corridor
- Draft reviewed by the TTC/TAC at their December meetings & the SRTC Board at their January meeting

## CMP STRATEGIES MATRIX

| | | CMP Tier 1 Corridors | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | I-90 US 2 to Hamilton | I-90 Hamilton to Broadway | I-90 Broadway to Pines | I-90 Pines to Harvard | I-90 Harvard to State Line | US 2 Craig to I-90 | DIVISION I-90 to Francis | DIVISION Francis to NSC | US 2 Division to NSC | MAPLE / ASH I-90 to Francis | HAMILTON / NEVADA I-90 to Francis | FRANCIS Assembly to Division | FRANCIS Division to Bigelow Gulch | MARKET / HAVEN Euclid to Francis | FREYA / GREENE I-90 to Euclid | SPRAGUE Hamilton to Argonne | SPRAGUE Argonne to I-90 | ARGONNE Sprague to Upriver | PINES Sprague to Trent | SULLIVAN Sprague to Trent |
| **1.** | **TRAVEL DEMAND MANAGEMENT (TDM)** | | | | | | | | | | | | | | | | | | | | |
| 1.1 | Alternative Travel Mode Outreach Programs (Group) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | | | ○ |
| 1.2 | Alternative Travel Mode Outreach Programs (Individualized) | | | | | | | | | | | | | | | | | | | | |
| **1.3** | **Alternative Work Hours*** | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 1.4 | Bicycle Improvements | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 1.5 | Local Delivery Service | | | | | | | ○ | ○ | | | | | | | | | | | | |
| 1.6 | Parking Facility Management Informational Signs | ○ | ○ | ○ | ○ | ○ | | | | | | | | | | | | | ○ | ○ | |
| 1.7 | Parking Management | ○ | ○ | ○ | ○ | ○ | | | | | | | | | | ○ | | | ○ | ○ | |
| 1.8 | Pedestrian Improvements | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **1.9** | **Regional Commuter Benefit Program*** | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **1.10** | **Public Education Campaigns*** | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 1.11 | Ridesharing Services & Ride Matching | ○ | ○ | ○ | ○ | ○ | ○ | | | | | | | | | ○ | | | | | ○ |
| **1.12** | **Telecommuting*** | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **1.13** | **Universal Access Transit Pass Program*** | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **2.** | **OPEARATIONAL IMPROVEMENTS** | | | | | | | | | | | | | | | | | | | | |
| 2.1 | Access Management | ○ | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | | ○ | ○ | | ○ | ○ |
| 2.2 | Circulation Improvements | ○ | ○ | ○ | ○ | ○ | ○ | ○ | | | | | | | | | | | | | |
| 2.3 | Communication Networks | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 2.4 | High Occupancy Vehicle (HOV) Lanes—New or Converted | | | | | | | | | | | | | | | | | | | | |

*Regional CMP strategies that can be applied to benefit all corridors are show in bold text.

# Implementation: Project Prioritization

- Awards points to projects addressing congestion on CMP corridors
- Additional points for incorporating specific strategies identified in the Strategies Matrix
- Updated CMP-related questions reviewed by TIP working group during the development of SRTC's current call for projects

## SRTC Call for Projects Congestion Questions

25 points possible

### Question 1:

Does the project address congestion in any of the following areas?

- ❒ Tier 1 CMP Corridor (15 points)
- ❒ Tier 2 CMP Corridor or other roadway bottleneck, as definined in the CMP report (5 points)
- ❒ If a CMP Corridor or defined roadway bottleneck project, please describe current congested conditions and thefuture projected levels of congestion after prject implementation. Explain the methodology used.

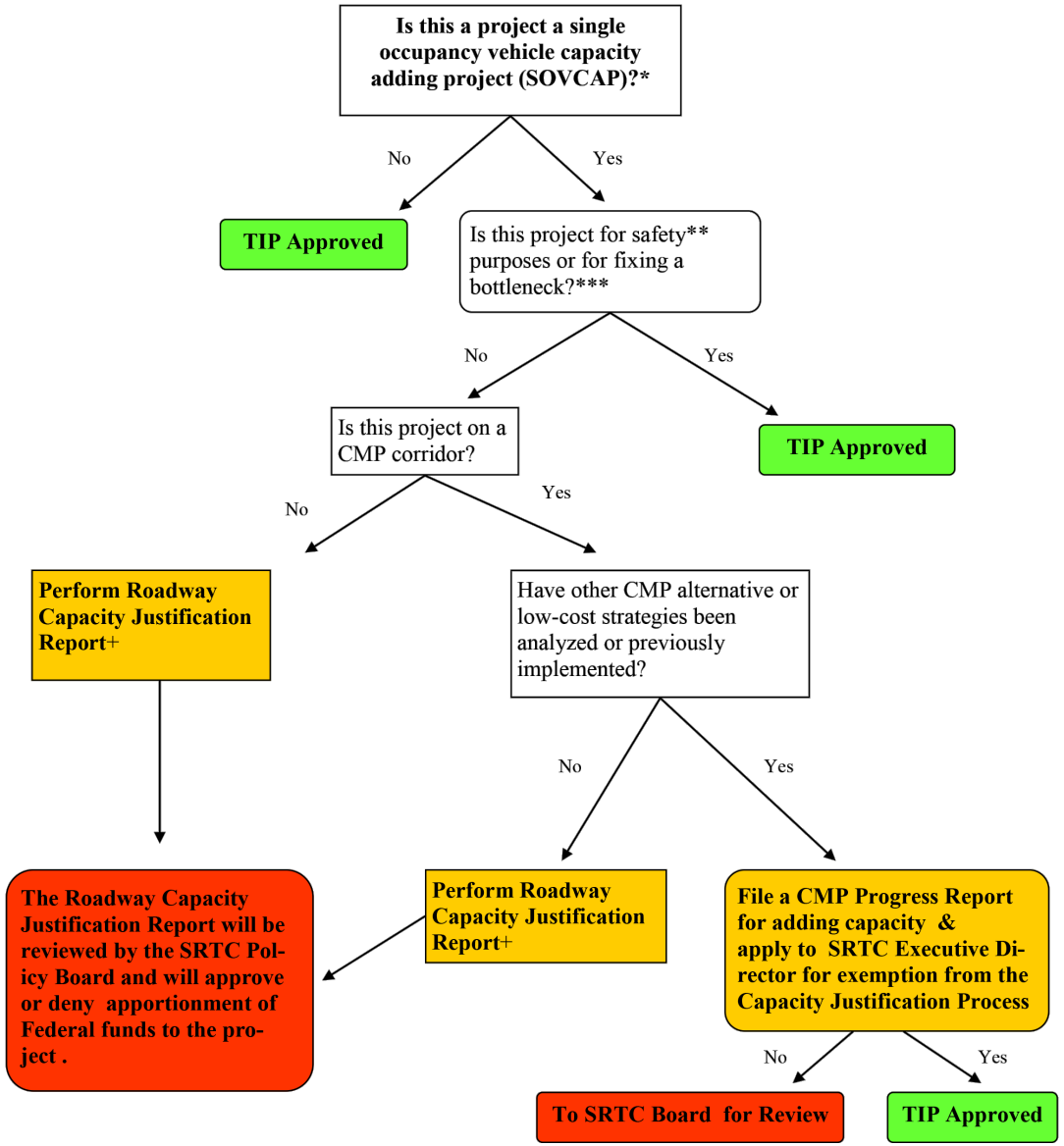
### Question 2:

Does the project utilize any strategies from the CMP Toolkit of Strategies?

1. Select one of the following options if the project is located on a Tier 1 CMP Corridor and includes CMP Toolkit strategies that are listed in the CMP Strategies Matrix for that corridor:
   - ❒ Travel Demand Management Strategies (10 points)
   - ❒ Operational Improvement Strategies (8 points)
   - ❒ Capacity Improvement Strategies (4 points)
2. Select one of the following options if the project is located on a Tier 1 or Tier 2 CMP Corridor, or another roadway bottleneck defined in the CMP report, and it includes CMP Toolkit strategies not listed in the CMP Strategies Matrix for that corridor:
   - ❒ Travel Demand Management Strategies (4 points)
   - ❒ Operational Improvement Strategies (2 points)
   - ❒ Capacity Improvement Strategies (1 point)

# Implementation: MTP & TIP Integration

- Roadway Capacity Justification Report process:
  - Very technical & resource intensive
  - Region is no longer a Nonattainment Area
- Peer agencies review:
  - RTC (Vancouver), TRPC (Olympia), BFCOG (Tri-Cities), PSRC (Seattle/Tacoma)
- Draft CMP report proposes replacing this with a simpler checklist for projects on CMP corridors that increase SOV capacity seeking to be included in the TIP or MTP



# Next Steps

Draft CMP report & appendices will be posted to SRTC website by March 7:

www.srtc.org/cmp

## TTC & TAC:

- Comments due by April 7
- TTC & TAC recommendation on April 23

## SRTC Board:

- Draft report review on March 13
- Board approval on May 8

# VMT Reduction Framework

**SRTC Transportation Advisory Committee (TAC)**
**Agenda Item 10**
**Page 19**

**February 26, 2025**

Spokane Regional Transportation Council

# Project Scope

- Develop Vehicle Miles Traveled (VMT) Targets and Strategies
  - Literature/Peer Review
  - Establish baseline VMT and forecast future VMT
  - Recommend Strategies
  - Perform Equity Analysis of Strategies
- Update the Comprehensive Certification Process

# WSDOT Report

Washington State Department of Transportation. (2023). *Vehicle Miles of Travel (VMT) Targets – Final Report*. https://wsdot.wa.gov/sites/default/files/2023-06/VMT-Targets-Final-Report-June2023.pdf

# Why VMT Reduction?

| Year | Decrease in Annual per Capita VMT |
|---|---|
| 2020 | -18% |
| 2035 | -30% |
| 2050 | -50% |

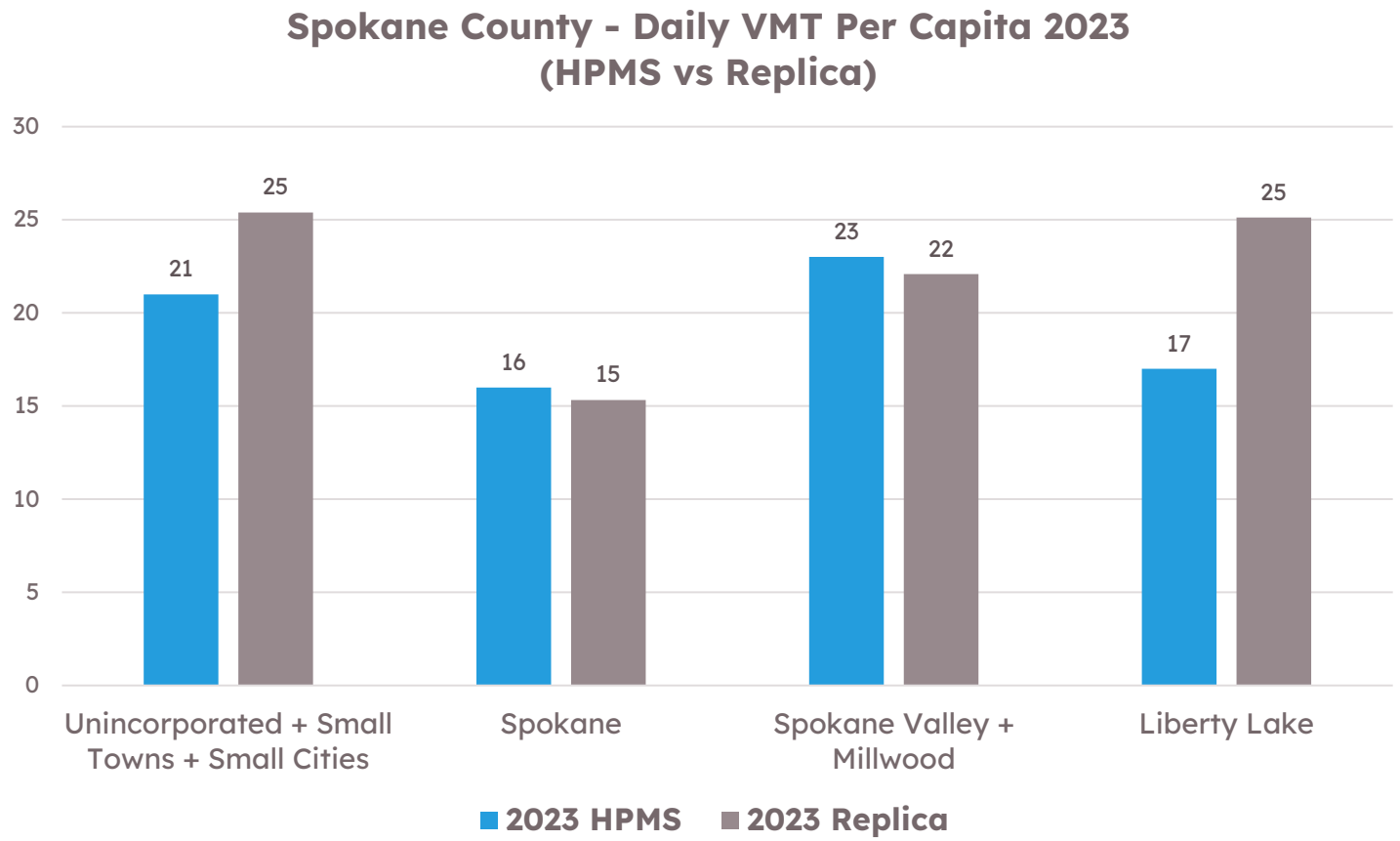
- **Benefits**
- Health and Safety
- Livability
- Climate
- Mobility needs

# VMT Analysis

Three scenarios to determine the trends in VMT Reduction

- Scenario 1: Business as Usual
- Scenario 2: Meeting the State's statutory GHG Reduction targets
- Scenario 3: Benchmarking Peers

# VMT Per Capita – Existing (draft)




**Comparing 2023 HPMS and Replica data: Replica is:**

- ❑ Comparable values for Spokane and Spokane Valley + Millwood
- ❑ Replica shows higher Daily VMT per capita compared to HPMS for Unincorporated + Small Towns + Small Cities and Liberty Lake
- ❑ Replica's network includes more links (including local and residential streets) compared to HPMS

# Engagement

- Working Group
  - Representatives from member agencies
- Interviews

# Next Steps

- Interviews
- Finish Analysis
- Identify Preliminary Strategies
- **Working Group Meeting #2 – Mid March**
- Draft Plan – End of April
- **Working Group Meeting #3 – Mid May**
- Final Plan – June 24

# Questions?

Ryan Stewart

rstewart@srtc.org