

A OUTREACH

DRAFT

HORIZON
2050 

Spokane Metropolitan
Transportation Plan

Outreach Process

The following outlines all strategies used for Horizon 2050 outreach and the detailed results.

Surveys

SRTC conducted both an in-person and online Horizon 2050 survey.

Online Survey

An eight-question Horizon 2050 Survey was open to the public from January 2025 to the end of June 2025. A total of 307 responses were collected from participants across Spokane County. The results were used to inform the needs assessment and to identify areas of concern on the transportation system. See sections below for the ways the survey was promoted to the public.

For the full survey results, see page XX of this appendix. A public outreach overview is provided in Chapter 1 of Horizon 2050.

In addition to the Horizon 2050 survey, a Commute Trip Reduction (CTR) survey was conducted from March 2024 to September 2024. A total of 246 responses were collected from participants across Spokane County. The final CTR Plan was adopted by the SRTC Board of Directors on March 13, 2025. The results from this plan were consulted for Horizon 2050. For the full survey results, see page A6 of this appendix. An overview of the public outreach conducted for the CTR Plan is provided in Chapter 1 of Horizon 2050.

In-Person Survey

In addition to the online survey, each in-person event that SRTC staff hosted and attended in 2025 had a sticker board activity. This consisted of a displayed poster board that included different funding categories in Horizon 2050, which mimicked question seven of the online Horizon 2050 survey. Participants were given three stickers and were asked to place them in the areas they thought funding should be prioritized. Participants could divide their stickers however they saw fit, including putting all three in one category. A total of three boards were used to collect feedback over the course of several months.

In total, 1,103 stickers were placed on the boards, meaning approximately 368 people participated in the activity. The results of the in-person sticker board survey are provided in [Figure A.01](#).

Public Meetings

SRTC held two types of public meetings during the Horizon 2050 plan update. The first type was five advertised workshops exclusively about Horizon 2050, which took place in Winter/Spring 2025. The other type was participation at existing community events where Horizon 2050 was a central theme of SRTC's table displays.

Horizon 2050 Workshops

SRTC hosted a series of six Horizon 2050 workshops in early 2025. Most workshops took place in the evening to accommodate work schedules, with the exception of the Cheney and University District Workshops that targeted student interaction. Items at the workshops included SRTC handouts and giveaway items, informational posters, and the Horizon 2050 Sticker Board activity. Attendees had time to ask questions and participate in a discussion. A short presentation was intermittently given

Figure A.01 **Horizon 2050 In-Person Sticker Board Survey Results**

Category	Final Total	Final Ranking
Maintenance and Preservation	277	1
Active Transportation	228	2
Safety and Security	167	3
Transit	155	4
New Construction	81	5
Research, Analysis, and Planning	81	5
System Operations	58	7
Transportation Demand Management	56	8

as participants arrived at different times. Information about the survey and MTP webpage was also given as opportunities for further participation. A total of 56 attendees participated in these workshops.

The six Horizon 2050 workshops are listed below with their dates and locations:

- ▶ Eastern Washington University, Cheney Campus | 02/24/2025
- ▶ University District Catalyst Building | 02/25/2025
- ▶ Liberty Park Library | 03/04/2025
- ▶ Airway Heights Community Center | 03/06/2025
- ▶ Spokane Valley Library | 04/01/2025
- ▶ Spokane Central Library | 04/17/2025

Horizon 2050 Draft Public Meeting

[Section Forthcoming—to be completed after the Horizon 2050 comment period concludes]

Community Events

SRTC annually attends a variety of community events to share general information and initiate conversations with the public. The following community events focused SRTC messaging on Horizon 2050. The Horizon 2050 sticker board activity was initiated in 2025. SRTC staff talked to over 750 people during the 2025 event schedule.

2024 Events

- ▶ Spokane Transit Authority Open House (Spokane Valley Library) | 03/14/2024
- ▶ Spokane Transit Authority Open House (The Zone) | 03/19/2024
- ▶ Spokane Transit Authority Open House (Airway Heights Library) | 03/28/2024
- ▶ Spokane Transit Authority Open House (STA Plaza) | 04/09/2024

- ▶ Spokane Bike Swap | 04/20/2024
- ▶ Asian Native Hawaiian Pacific Islander Festival | 05/11/2024
- ▶ Felts Field Neighbor Day | 06/01/2024
- ▶ Juneteenth Celebration at the Martin Luther King Jr. Center | 06/15/2024
- ▶ Summer Parkways | 06/18/2024
- ▶ Liberty Lake Farmers Market | 06/22/2024
- ▶ Unity in the Community | 08/17/2024
- ▶ El Mercadito | 08/31/2024

2025 Events

- ▶ Lunar New Year Celebration | 02/01/2025
- ▶ El Mercadito | 03/29/2025
- ▶ Spokane Bike Swap | 04/19/2025
- ▶ Liberty Lake Farmers Market | 05/17/2025
- ▶ Summer Parkways | 06/17/2025
- ▶ Felts Field Neighbor Day | 06/21/2025
- ▶ Unity in the Community | 08/16/2024

Presentations

SRTC staff are always looking for opportunities to present planning and outreach activities. During the development of Horizon 2050, there was an open invitation on print materials and the SRTC website for presentation requests. SRTC staff attended the Shiloh Hills Neighborhood Council to answer questions and distribute print materials. Staff also presented to members of the SRTC Equity Working Group on January 31, 2025 and the WSDOT M2 Team on July 9, 2025. Business-focused groups were invited to two luncheons at the SRTC office to learn more about Horizon 2050 (8/8/25 and 8/13/25). A presentation was given at the Good Roads Association meeting on September 2, 2025. Throughout development of Horizon 2050, multiple presentations were given to SRTC's two standing committees and Board of Directors, all of which are open to the public. On March 13, 2025, a Menti-meter polling activity was conducted through an SRTC Board workshop.

Library Blog and Podcast

The Spokane County Library District (SCLD) and Spokane Public Libraries have been historically steadfast partners to the SRTC outreach program. The MTP outreach effort was no different. Both libraries helped share the Horizon 2050 workshops that were hosted at their locations by adding them to their official events calendar, posting fliers at their facilities, and sharing information on their social media and email accounts. This partnership helped broadcast the Horizon 2050 outreach

efforts even further; for example, the SCLD e-newsletter had around 140,000 subscribers at the time of advertisement. SRTC also had the unique opportunity to participate in SCLD’s podcast and blog.

SCLD Blog Post

SRTC staff wrote a guest blog post for the SCLD blog, which is hosted on their website. Titled, “Share your Input: What’s on the Horizon for Spokane County’s Transportation System?”¹ This brief article overviews what Horizon 2050 is, the timeline for the plan development, how people can get involved, and who SRTC is. The article also includes the SRTC featured podcast episode.

SCLD Podcast

Two SRTC staff members appeared as guests on the SCLD Podcast. This podcast is posted on YouTube, YouTube Music, Spotify, and Apple Podcasts.² The YouTube version of the podcast also appears on the Horizon 2050 webpage.

Press Releases, Legal Notices, SRTC Website, Flyers, and Email Distribution

For each engagement opportunity during the MTP update, SRTC developed press releases, legal notices, and updated the SRTC website to reflect important deadlines. SRTC also created multiple tri-folds and business cards to hand out at community events. Print fliers were also hung in public areas such as on downtown Spokane’s sky bridge. SRTC sent out emails about engagement opportunities, events, meetings, and information pertaining to the MTP update. Email addresses were pulled from SRTC’s address book, which has been compiled over time.

Social Media

Social media was another key channel for sharing Horizon 2050 information and engagement. SRTC posted on all its active platforms: X, Facebook, Instagram, NextDoor, and LinkedIn. Additionally, SRTC ran a Meta Ad (after A/B testing two versions) during June as a final outreach push for members of the public to take the Horizon 2050 survey.

Media Coverage

Throughout 2024 and 2025, a number of articles referenced Horizon 2050 and other SRTC planning efforts that contributed to the plan, such as the Regional Safety Action Plan and Commute Trip Reduction. While these were across a variety of media channels, Horizon 2050 was most prominently featured in RANGE Media’s Civics column.

Draft Plan Public Comment Period

[Section Forthcoming—to be completed after the Horizon 2050 comment period concludes]

MTP Video

[Section Forthcoming—to be completed after the Horizon 2050 comment period concludes]

1 The blog post can be found on the SCLD website at the following location: <https://www.sclcd.org/share-your-input-whats-on-the-horizon-for-spokane-countys-transportation-system/>.

2 The podcast is available on YouTube at the following location: https://youtu.be/oOoYNMqmSeY?si=jRY_4PXTFnsM13mA.

2025 Regional Transportation Summit

Each year, SRTC hosts an educational Regional Transportation Summit in October. Topics are intended to spark important and timely conversations about regional problems, state-of-the-practice solutions, and national trends and opportunities. This event brings together transportation professionals, government officials, members of the business community and more to learn about how we can work together to continually improve our regional transportation system.

The 2025 Summit theme revolved around Horizon 2050

Horizon 2045 Outreach and Engagement

Public feedback received from the last iteration of the MTP, Horizon 2045, was also used in the creation of this plan. During the Horizon 2045 outreach process, SRTC most notably designed a public engagement strategy that included targeted focus groups and a transportation questionnaire about public transportation needs and priorities.

Focus Group

In the summer of 2021, SRTC engaged service providers and members of historically excluded communities in focus groups and key informant interviews facilitated by an external consultant. If desired, community member participants received \$30 for their time. Participants discussed transportation needs, barriers, and future priorities facing populations that have historically been excluded from planning conversations and who often bear the greatest burden of health inequities. The outreach consultant aggregated and summarized these initial conversations with community stakeholders, and key points were used throughout the plan.

Public Outreach Results

[Section Forthcoming]

B LAND USE DOCUMENTATION & PLANNING ASSUMPTIONS

**HORIZON
2050** 

Spokane Metropolitan
Transportation Plan

Land Use Methodology

The Spokane Regional Transportation Council (SRTC) tracks and forecasts land use for a variety of long-range planning functions. These include travel demand modeling, scenario development, capital investment prioritization, freight planning, subarea analysis, and comprehensive plan amendment certification. At a minimum, SRTC updates its land use with each metropolitan transportation plan (MTP) update, to incorporate the most recent base year data and align the forecast with the MTP planning horizon year. This section describes SRTC's 2022 land use update. It starts with an overview of SRTC's land use geographies and categories. Next, an overview of the 2022 base year is provided, detailing data sources, adjustments, and quality control measures taken. This is followed by a summary of the process used to forecast land use through this update's 2050 horizon year.

SRTC Land Use Geography

SRTC's tracks and forecasts land use data for the Spokane Metropolitan Planning Area (MPA), which consists of Spokane County in its entirety. Land use data is aggregated at the Transportation Analysis Zone (TAZ) level—TAZ are the primary units of analysis in the SRTC travel demand model. SRTC also uses Land Use Analysis Districts (LAD), which are aggregations of TAZs that capture areas with similar characteristics. [Figure B.01](#) shows the Spokane MPA's TAZs.

SRTC Land Use Categories

Land use data is grouped into twelve different categories, most of which classify population and employment. Hotels and commuter students are also included. One of SRTC's primary reasons for classifying land use is to capture the travel behavior differences between these categories in its travel demand model. SRTC's land use categories are shown in [Figure B.02](#).

Base Year Land Use

SRTC's base year land use data provides a foundation for its long-range planning and forecasting efforts. It is an inventory of existing conditions and is used to evaluate the interaction between land use and transportation in the region. This section discusses the data inputs SRTC uses, as well as the adjustments and validation measures taken by SRTC staff to ensure the data's accuracy.

Base Year Population

SRTC currently tracks population via single-family households (i.e., occupied single-family housing units) and multifamily households (i.e., occupied multifamily housing units). LU1, SRTC's land use category for single-family households, includes all households residing in structures containing less than four units—these include attached and detached single-family housing units, mobile homes, duplexes, triplexes, and quadplexes. LU2 is the land use category used for multifamily households. It includes all households residing in structures containing four or more units (e.g., apartment buildings, condominiums, et cetera). Group quarters, which include college and university dormitories, are not currently included in SRTC's land use data. [Figure B.03](#) shows SRTC's base year totals for LU1 and LU2.

Base Year Population Data Sources

SRTC collects population data from a variety of sources. These include: (1) decennial census counts, (2) parcels from the Spokane County Assessor's Office, (3) SRTC's own regional building permit da-

SRTC Transportation Analysis Zones (TAZ)

- Metropolitan Planning Area Boundary
- TAZ Boundaries
- Incorporated Cities & Towns
- Urban Growth Areas
- Railroads

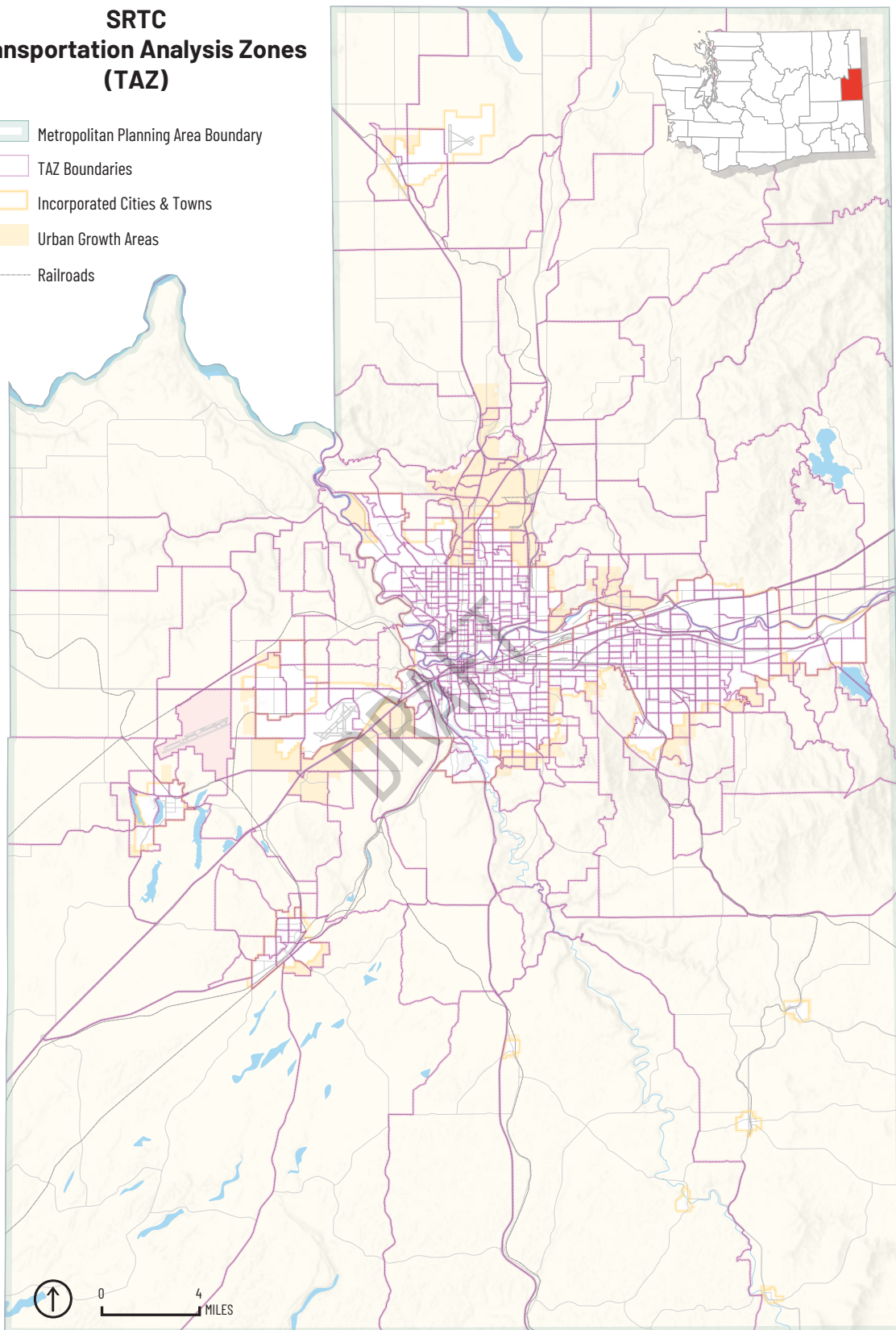


Figure B.01 **SRTC Traffic Analysis Zones**

Figure B.02 **SRTC Land Use Categories**

Code	Description	Type	Measure
LU1	Single-family, duplex, triplex, manufactured or mobile home	Population	Housing units
LU2	Four or more residential units on a single parcel	Population	Housing units
LU3	Hotel, motel, or campsite	Other	Rooms/campsites
LU4	Agriculture, forestry, mining, industrial, manufacturing, wholesale	Employment	Employees
LU5	Retail trade (non-CBD)	Employment	Employees
LU6	Services and offices	Employment	Employees
LU7	Finance, insurance, and real estate services (FIRES)	Employment	Employees
LU8	Medical	Employment	Employees
LU9	Retail trade (CBD)*	Employment	Employees
LU10	College and university commuter students	Other	Students
LU11	Education employees (K-12)	Employment	Employees
LU12	Education employees (college and university)	Employment	Employees

*The central business district (CBD) consists of the following TAZs: 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, and 220.

tabase, and (4) the Office of Financial Management's (OFM) Small Area Estimates Program (SAEP). Additionally, SRTC's previous land use updates are used to validate and adjust figures, as needed. This section briefly describes how SRTC uses data from each of these sources in its land use.

Census and SAEP Data

SRTC uses the most recent decennial census as a base for population land use, which was 2020 Census for the 2022 update. Decennial census data is not available at the TAZ level, but housing unit counts are available at the Census Block level. SRTC's TAZ boundaries generally align with Census Blocks. To account for situations where this is not the case, SRTC used SAEP data, which interpolates 2020 Census data to TAZ boundaries.¹

With the elimination of the long-form questionnaire following the 2000 Census, decennial censuses no longer provide distinct counts for SFHUs and MFHUs. The Census Bureau now provides data on HUs by units in structure via American Community Survey (ACS). ACS data is not available for Census Blocks. Additionally, it is often unreliable for small geographic areas, like Block Groups and Tracts.² For these reasons, SRTC staff determined ACS data was not a suitable option for assigning SFHU and MFHU totals to TAZ.

Spokane County Assessor Parcel Data

The 2020 Census' lack of SFHU and MFHU counts made it necessary to find an alternative for this information. After evaluating various data sources, SRTC staff determined the Spokane County Assessor's Office's parcel data to be the best available option. Assessor's Office staff provided SRTC with a dataset containing XY coordinates for all Spokane County parcels. Parcels with one or more structures present were generally assigned coordinates located on, or near, the primary structure. This data was also attributed with three-digit use codes and a field indicating the presence of a dwelling unit on the parcel.

¹ More information on the interpolation methods used by OFM is available in its [SAEP User Guide](#).

² More information regarding these issues can be found in the [ACS User Guide for State and Local Governments](#).

Figure B.03 **2022 Base Year Single-Family and Multifamily Households**

Code	Description	2022 Households	Percent
LU1	Single-family, duplex, triplex, manufactured or mobile home	159,456	72.4%
LU2	Four or more residential units on a single parcel	60,740	27.6%
Total Households		220,196	100.0%

Assessor's Office staff informed SRTC that their parcel data tracks SFHUs more accurately than MFHUs. This is because parcels with MFHUs often lack information regarding the number of individual units. For this reason, SRTC only used this data to estimate the number of SFHUs in a TAZ. This number was then subtracted from a TAZ's total housing units to derive a MFHUs estimate. The next section describes this process in more detail.

SRTC Regional Building Permit Data

SRTC maintains a database of regional building permits, which is updated annually with data from local jurisdictions. The data identifies whether the permit is for a SFHU or MFHU, as well as the number of units. SRTC used this data to capture new housing added since the 2020 Census.

Base Year Population Data Processing

SRTC uses a multistep process to estimate base year LU1 and LU2 figures for TAZs that requires a variety of datasets from the sources listed in the previous section. The steps are as follows:

1. Obtain countywide housing units from the 2020 Decennial Census.
2. Add additional housing units from permit data that represent new units added since the 2020 Census to arrive at an initial estimate of total housing units in the base year.³
3. Calculate the proportion of single-family and multifamily housing units at the TAZ-level using Spokane County Assessor data.⁴
 - Adjust for negative multifamily housing units.⁵
 - Account for single-family units in duplexes and mobile home parks.⁶

³ Only residential permits finalized after April 1, 2020 are added to avoid double counting, since Census Day is April 1.

⁴ Spokane County Assessor data's three-digit use codes are used to determine if a parcel contains a structure categorized as a single-family housing unit by SRTC. Single-family housing units are then subtracted from the total number of housing units to estimate the number of multifamily units.

⁵ Subtracting single-family units from total housing units to estimate the number of multifamily units results in a negative number in some TAZs. Given the total housing unit estimate's alignment with OFM's estimates, this is likely due to error in the assessor data's classification of single-family units. This issue is resolved by adding multifamily units from the previous SRTC land use update's base year (2019) plus all multifamily units from building permits finalized since then (2019–2022) and subtracting this new multifamily units estimate from the total housing estimate to determine the number of single-family units in these TAZs.

⁶ Duplexes and mobile home parks are only identified by a single point in the assessor data. Spokane County maintains a MobilePoints GIS file that is used to ensure all mobile home units are accounted for. To account for duplexes, all points representing them are multiplied by two in SRTC's final tally.

4. Compare housing unit estimates from steps 1–4 to OFM’s SAEP estimates at the TAZ level and replace the initial total housing units estimate with the SAEP figure when OFM’s estimate is more than 10% higher than SRTC’s initial estimate.⁷
5. Apply 2022 occupancy rates at the TAZ level from SAEP data to arrive at the final base year figures for single-family (LU1) and multifamily (LU2) households that are used in the SRTC travel demand model.

Base Year Employment

SRTC’s employment land use is grouped into eight categories, which are included in [Figure B.01](#). These are aggregates of North American Industry Classification System (NAICS) 2-digit sector codes. Retail employment is split into two categories, based on whether it is in the region’s central business district (CBD). [Figure B.01](#) shows the CBD’s boundary which, for SRTC land use purposes, aligns to TAZ boundaries.

Base Year Employment Data Sources

As with population, SRTC relies on multiple data sources for base year employment. These include Employment Security Department (ESD) Unemployment Insurance Data (UI Data) and the Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) data. SRTC’s previous land use updates are also used to validate and adjust figures, as needed. This section briefly describes how SRTC uses data from each of these sources in its land use.

UI Data

SRTC evaluated a variety of employment data sources and found ESD’s UI Data to be the most accurate by a significant margin. For this reason, it is SRTC’s primary source for base year employment. For the 2022 land use update, SRTC used an establishment’s mean employment for the third quarter of 2021.

UI Data has substantial confidentiality requirements. Prior to sharing summarized data with any outside parties, SRTC must ensure that all data is aggregated to geographic units that contain at least three employers, and that no single employer accounts for more than 80% of a given geography’s total employment. SRTC moved several employers to neighboring TAZ to comply with this requirement. Additionally, a few of the region’s largest employers accounted for more than 80% of employment in their respective TAZs. ESD data for these employers was replaced with employment figures from either publicly available sources, or the employers directly.

LEHD Origin-Destination Employment Statistics Data

The Census Bureau’s LEHD Origin-Destination Employment Statistics (LODES) data was used to verify and validate UI Data. The most recent release at the time of the 2022 land use update, LODES 8.0, contains employee counts from 2002 to 2020. They are grouped by NAICS code at the Census Block level.

Base Year Employment Data Processing

While UI Data is the best available source of employment data, a significant amount of staff research was required to ensure an acceptable level of accuracy at the TAZ level. This included: (1) assigning SRTC land use categories to the data; (2) reviewing the locational accuracy of the dataset; (3) reviewing and verifying employee counts for major employers; and (4) removing duplicate records to avoid double counting.

⁷ Generally, OFM and SRTC estimates were closely aligned. Several TAZ did contain significant differences. SRTC spot checked several TAZ via aerial photos and found multiple instances where either SRTC or OFM failed to capture recent residential development. For this reason, SRTC elected to use the higher estimate when the estimates were significantly different. The 10 percent threshold used is the SAEP data’s mean absolute percentage error for Census Block Groups, which are comparable to TAZ.

Figure B.04 **2022 Base Year Employment Land Use Category Totals**

Code	Description	2022 Households	Percent
LU4	Agriculture, forestry, mining, industrial, manufacturing, wholesale	58,519	25.4%
LU5	Retail trade (non-CBD)	59,452	25.8%
LU6	Service and office	43,473	18.9%
LU7	Finance, insurance, and real estate services (FIRES)	13,093	5.7%
LU8	Medical	30,883	13.4%
LU9	Retail trade (CBD)	6,932	3.0%
LU11	K–12 education employees	12,957	5.6%
LU12	Higher education employees	4,954	2.2%
Total Employees		230,263	100.0%

SRTC Land Use Assignment

SRTC assigned UI Data employees to its land use categories based on their NAICS codes, which are included in UI Data. [Figure B.04](#) shows employment by land use category.

Additional Assumptions

While SRTC attempted to contact all major employers, some were either unresponsive or unwilling to provide the requested data. In these cases, SRTC made assumptions regarding employment using the best data available from publicly available sources and SRTC’s previous land use updates.

Other Land Use Categories

In addition to population and employment, SRTC tracks hotel and motel rooms—including campsites—and higher education commuter students. This is done with Washington State Department of Health (DOH) Transient Accommodations (TA) data. Similar to employment, SRTC reviews and verifies hotel, motel, and campsite locations to account for any inaccuracies in the TA data.

Higher education commuter student data is obtained directly from colleges and universities in the region. [Figure B.05](#) shows the totals for these land uses.

Figure B.05 **2022 Base Year Other Land Use Category Totals**

Code	Description	2022 Totals
LU3	Hotel, motel, or campsites	7,837
LU10	College and university commuter students	27,770

Land Use Forecast

As the metropolitan planning organization (MPO) for the Spokane region, SRTC is federally required to forecast transportation and land use conditions over at least a 20-year planning horizon.⁸ State law requires these forecasts to be consistent with local growth assumptions.⁹

SRTC coordinates with local jurisdictions to ensure consistency, however, its forecasts are not identical to those produced by local jurisdictions. There are two primary reasons for this: (1) to meet its federal requirements, SRTC forecasts to a different horizon year; and (2) to effectively project future transportation conditions, SRTC forecasts future growth at the TAZ level. Forecasts adopted by the Spokane County Board of Commissioners allocate their growth to the jurisdiction level only.

Population Forecast

SRTC's population forecast methodology consists of four primary steps: (1) establishing the population control total, (2) determining population capacity, (3) identifying recent and planned development, and (4) allocating population growth. This section details the methods SRTC used to complete these steps.

Establishing the Population Control Total

The countywide control total is the 2022 Growth Management Act (GMA) medium series projection for Spokane County, from the OFM.¹⁰

Determining Population Capacity

SRTC compiles parcel-level land quantity analysis (LQA) data, when available, from jurisdictions that have recently completed LQAs. This data is used to determine capacity in these jurisdictions. SRTC then performs a capacity analysis based on the methods described in the Department of Commerce's Buildable Lands Guidelines, for jurisdictions where parcel level LQA data is unavailable. This utilizes data from Spokane County's GIS and Assessor parcel data, as well as zoning and land use data from local jurisdictions. It consists of the following steps:

1. Identifying vacant and under-utilized land.
 - Parcels not containing a structure valued over \$5,000 were classified as vacant.¹¹
 - Parcels in the Urban Growth Area (UGA) with an improvement to land value ratio under 1:1 and zoned to allow for high density residential were classified as under-utilized.¹²
2. Removing land that is not suitable for development.
 - 20% of land was removed for utility and road rights of way on parcels larger than five acres.
 - Physical barriers that limit development were removed. These included (1) wetlands and 100-foot wetland buffers; (2) geologically hazardous areas and steep slopes of over 30%; and (3) protected open space.

8 This requirement is described in 23 CFR § 450.324.

9 This requirement is described in WAC 468-86-110.

10 SRTC will use the medium series 2050 Spokane County population from OFM's 2022 GMA county projections.

11 \$5,000 was selected as the threshold for identifying vacant land in response to subject matter expert (SME) team feedback suggesting that SRTC should be aggressive in identifying vacant land during the development of the previous update to this plan, Horizon 2045.

12 This is in response to SME team input regarding the importance of accounting for redevelopment. An Improvement to land value ratio of 1:1 has been selected based on the methods described in the Department of Commerce's Buildable Lands Guidelines (2018).

Unlike local LQAs, SRTC does not directly apply a market factor to calculate capacity. This is due to the logistic growth model used to allocate growth to TAZs. The model decreases growth rates as available resources (i.e., developable land) decrease.¹³ The purpose of market factors used in local LQAs is to account for the percentage of developable land is likely to remain undeveloped over the course of a planning period due to fluctuating market factors. Because the logistic growth model reduces growth rates as the supply of land decreases, it is essentially accounting for the same fluctuating market factors.¹⁴ Applying a market factor in addition to the logistic growth approach would overcount the land that is likely to remain undeveloped during the planning period. The logistic growth model is explained in more detail later in this section.

Identifying Recent and Planned Development

Prior to distributing growth to TAZs, local jurisdiction staff are given the opportunity to identify developments that have either: (1) recently occurred but are not captured in the base year data or (2) are approved or in process. SRTC also incorporates any existing market-based forecasts from subarea plans and studies. For a proposed development or forecast to be included, jurisdictions are required to submit documentation supporting the proposal (i.e., recorded plats, building permits, et cetera).

Distributing Population Growth to TAZ

Once recent and planned development is added, SRTC utilizes a logistic growth model to distribute growth among TAZs. TAZ capacities and historic growth are used as the model's inputs. The logistic growth function is applied to TAZ, resulting in TAZ growth rates diminishing as their populations approached their capacities. This is done by identifying the theoretical unconstrained growth rate (r -max) of the population (P) and reducing it as capacity (K) decreased. R -max is determined by fitting the logistic growth equation to the geography's historical growth. The following formula is used to determine a given geography's growth rate:

$$r = \max \left(1 - \frac{P}{K} \right)$$

Employment Forecast

Like the population forecast, SRTC's employment forecast consists of four primary steps: (1) establishing the countywide employment control total, (2) determining employment sector growth, (3) identifying recent and planned development, and (4) allocating employment growth. This section details the methods SRTC uses to complete these steps.

Establishing the Employment Control Total

Countywide job growth is expected to modestly outpace population growth over the coming decades. This expectation is based on both long-term employment projections and observed commuting patterns, which indicate that Spokane County will continue to attract workers from surrounding areas, gradually increasing the ratio of jobs to residents:

- **Long-term employment projections:** ESD projects that employment in the Spokane region will grow at an average annual rate of 1.70% between 2020 and 2030.¹⁵ In comparison, the OFM

¹³ More information on logistic growth can be found [HERE](#).

¹⁴ More information on market factors and their intended purpose can be found in the Department of Commerce's Buildable Lands Guidelines.

¹⁵ ESD Data Architecture Transformation and Analytics, "July 2022 Long-Term Aggregated Industry Employment Projections," <https://esd.wa.gov/jobs-and-training/labor-market-information/employment-and-wages/projections>.

GMA middle-series projections forecast an average population growth of 0.86% per year over the same period.¹⁶

- **Commuting trends:** Census LEHD data on commuting patterns shows a clear historical trend towards an increasing share of jobs in Spokane County being filled by workers residing outside the county (resulting in a rising ratio of jobs-to-population).¹⁷

While SRTC does not use capacity-constrained logistic modeling for employment as it does for population, the forecast assumes that the annual job growth rate will gradually slow after 2030, reflecting the flattening growth pattern projected for the population. Over the full 2022–2050 planning period, total employment is projected to increase at an overall effective annual rate of 1.02%.

Determining Employment Sector Growth

SRTC’s employment land use is divided into eight categories, as shown in **Figure B.01**. Each category is allocated a share of the region’s total projected employment growth based on ESD’s long-term aggregated industry projections for the Spokane region. Because the ESD projection’s sectors do not exactly match SRTC’s employment categories, SRTC uses a crosswalk table to calculate shares of each ESD sector, which are largely based on 2-digit NAICS codes, to apply to each SRTC employment category.

Identifying Recent and Planned Development

As with population, local jurisdiction staff are given the opportunity to identify developments that have either: (1) recently occurred but are not captured in the base year data or (2) are approved or in process. For a proposed development or forecast to be included, jurisdictions are required to submit documentation supporting the proposal (i.e., recorder plats, building permits, et cetera).

Distributing Employment Growth

SRTC distributes employment from the county control total to LADs, as opposed to jurisdictions, because employment growth trends do not necessarily follow jurisdiction boundaries. LADs are aggregations of TAZs that have been grouped to capture areas with similar economic characteristics.

LAD employment allocations are determined based on historical growth rates, by sector. These are derived from the Census Bureau’s LODES data, which is aggregated from Census Blocks to LADs. The resulting trend data is then fitted to countywide control totals.

As part of the final review process detailed in the next section, SRTC provides the LAD employment allocations to local jurisdictions to distribute the growth among TAZs.

Final Review

Upon completing initial TAZ-level population and LAD-level employment allocations, SRTC provides the draft forecast to jurisdictions to review these figures and distribute employment growth from TADs to TAZs within their boundaries. If a local jurisdiction disagrees with the forecast, they are provided with the opportunity to recommend changes. As with recent and planned development, jurisdictions are required to submit sufficient documentation supporting their recommendations in order for the changes to go into effect.

16 OFM Forecasting & Research, “2022 GMA Population Projections for Counties: 2022 to 2050,” <https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050>.

17 US Census Bureau, “LEHD Origin-Destination Employment Statistics (LODES) Version 8.0,” <https://lehd.ces.census.gov/data/>.

Demographic & Travel Behavior

[Section Forthcoming]

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C FINANCIAL FORECAST ASSUMPTIONS & METHODOLOGIES

**HORIZON
2050** 

Spokane Metropolitan
Transportation Plan

Introduction

This financial forecast identifies funding sources and available revenues for transportation improvements in Spokane Regional Transportation Council's (SRTC) Horizon 2050 Metropolitan Transportation Plan (MTP) update by estimating the funding that may be reasonably available during the 2026–2050 planning period. These forecasted revenues are integrated with anticipated transportation investment needs to enable SRTC to prioritize investments and generate Horizon 2050's fiscally constrained list of regionally significant projects and transportation programs.

This document is organized as follows:

- ▶ First, it presents an **inventory** of potential revenue sources available to the region.
- ▶ Then, it summarizes the **financial assumptions** which were developed based on historical revenues and in collaboration with the SRTC, Spokane Transit Authority (STA), and Washington State Department of Transportation (WSDOT).
- ▶ Finally, it presents the **forecasted available revenues** during the planning horizon.

Potential Revenue Sources

This section summarizes potential local, state, and federal transportation revenue sources available to the SRTC region through the planning horizon year, 2050. It identifies eligible transportation project types for each potential revenue source. This list is not intended to be all inclusive as additional funding mechanisms may be available, particularly at the local level. This forecast focuses on regional funding, and local jurisdictions may pursue new funding opportunities or tap into additional funding capacity in existing sources. More details on each source are provided in Attachment C-1. Summary of Potential Revenue Sources.

Local Sources

Local government revenue sources may be either unrestricted or transportation-restricted.

- ▶ **Unrestricted revenues** are available for all general fund activities or broad categories of activities. This means transportation needs compete with many other local government needs, and funding may depend on a community's priorities and context. For cities and counties, unrestricted revenues may include property tax, retail sales and use tax, business and occupation tax, sales tax, utility tax, and real estate excise tax (REET).
- ▶ **Transportation-restricted** revenues are collected through specific legislation that limits use of revenues to transportation purposes. For cities and counties, these revenues may include transportation impact fees, fuel taxes, commercial parking taxes, local improvement districts, road improvement districts, and development agreements. Some local options are not feasible or applicable to many communities; they may be only effective in certain locations, have limited eligibility, or depend on voter approval. For public transportation authorities, this included voter-authorized sales and use tax.

State Sources

State transportation funding to local governments primarily comes from the motor vehicle fuel tax (MVFT; also referred to as the gas tax in this report) revenue that is directly distributed to Spokane County and the cities and towns within the county. The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to “highway purposes”, broadly defined as having to do with the construction, reconstruction, maintenance, repair, engineering, and operation of highways, county roads, city streets, and bridges. The state also provides direct project appropriations and competitive grants and loans.

State dollars reach local jurisdictions in the SRTC region through three general channels:

- ▶ **Direct distributions** are direct allocations through the state gas tax, as well as direct transfers from the state Motor Vehicle and Multimodal Accounts. The state MVFT also funds the County Arterial Preservation Program (CAPP), which distributes revenue to counties on a formula basis.
- ▶ **Local project appropriations** are direct budget appropriations (earmarks) to specific projects.
- ▶ **State competitive programs** are competitively awarded state grant and loans programs, which include both state money and federal money that is managed and distributed by the County Road Administration Board (CRAB), Transportation Improvement Board (TIB), Freight Mobility Strategic Investment Board (FMSIB), WSDOT, and other agencies.

State Transportation Packages

State transportation funding packages passed by the Legislature may provide significant funding for transportation investments. In the last 25 years, Washington state passed the 2003 Nickel Package, 2005 Transportation Partnership Act, 2015 Connecting Washington Act (CWA), and 2022 Move Ahead Washington. The Move Ahead Washington package builds on previous transportation investments to fund a comprehensive multimodal program totaling nearly \$17 billion through 2038. Because it is set to expire prior to the horizon year of this MTP update, legislatively allocated state transportation funding beyond 2038 will depend on future revenue packages.

Federal Sources

Federal funding flows to states and local governments through two main channels:

- ▶ **Bills that authorize transportation programs and funding ceilings over ranges of years.** The Infrastructure Investment and Jobs Act (also called the Bipartisan Infrastructure Law or IIJA) was passed in November 2021, authorizing \$1.2 trillion in total infrastructure spending (including approximately \$350 billion for highway programs and over \$100 billion for transit programs) through September 30, 2026.
- ▶ **Annual appropriation bills that set annual spending levels for transportation programs.**

Washington state receives federal funds from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. WSDOT Local Programs serves as the steward of FHWA funding for local government using FHWA funds. Spokane Transit Authority (STA) is the designated recipient of FTA funds allocated to the Spokane urbanized area.

Federal highway funds under the IIJA are allocated through programs, including the Surface Transportation Block Grant (STBG), STBG Set-Aside (formerly Transportation Alternatives), and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The federal Highway Trust Fund (HTF) is the distribution mechanism for most IIJA highway and transit programs. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account.

Federal transportation funds are passed along to local jurisdictions within the SRTC region through several mechanisms:¹

- ▶ **Federal pass-through programs:** recipients are selected by SRTC through regional priority competitive programs. Programs include STBG and STBG Set-Aside.
- ▶ **Federally managed programs:** projects and programs are selected by WSDOT through state-wide competitive programs. Programs include the Local Bridge Program and the Highway Safety Improvement Program (HSIP) as well as rural transit mobility programs.
- ▶ **Federal discretionary programs:** grantees are selected federally through nationwide competitive programs.
- ▶ **Direct allocation of FTA funds:** federal transit funds allocated to the Spokane urbanized area under sections 5307, 5310, and 5339 of the Transportation Title of United States Code (USC 49). Funding under Section 5310 is subsequently awarded to subrecipients for purposes of enhancing mobility for seniors and individuals with disabilities as called for in the SRTC Coordinated Public Transit–Human Services Transportation Plan.

Financial Assumptions

This section details the core assumptions supporting the financial forecast for Horizon 2050. Funding sources are organized based on the point of expenditure: local jurisdictions, the SRTC region, WSDOT, and STA. SRTC projected each revenue source through the planning horizon year of 2050 using the following assumptions developed in collaboration with SRTC, STA, and WSDOT.

For each revenue source, we projected future revenues using various methodologies, which were discussed and vetted with SRTC staff. These methodologies are as follows:

- ▶ Projecting from either the **latest actual value** or from an **average historical value**.
- ▶ Projecting using a **constant value** or a **specified growth rate**.
- ▶ Projecting based on **revenue forecasts provided by jurisdictions**.

1 WSDOT, <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs>.

Inflation Adjustment

We show revenues in both year of expenditure (YOE\$) dollars and inflation-adjusted 2025 dollars (2025\$). We used the Bureau of Labor Statistics’ Consumer Price Index for All Urban Consumers, U.S. West Cities – Size Class B/C. This assumes an annual 1.74% change from 2025 onward.²

Local Jurisdictions: Spokane County and Cities

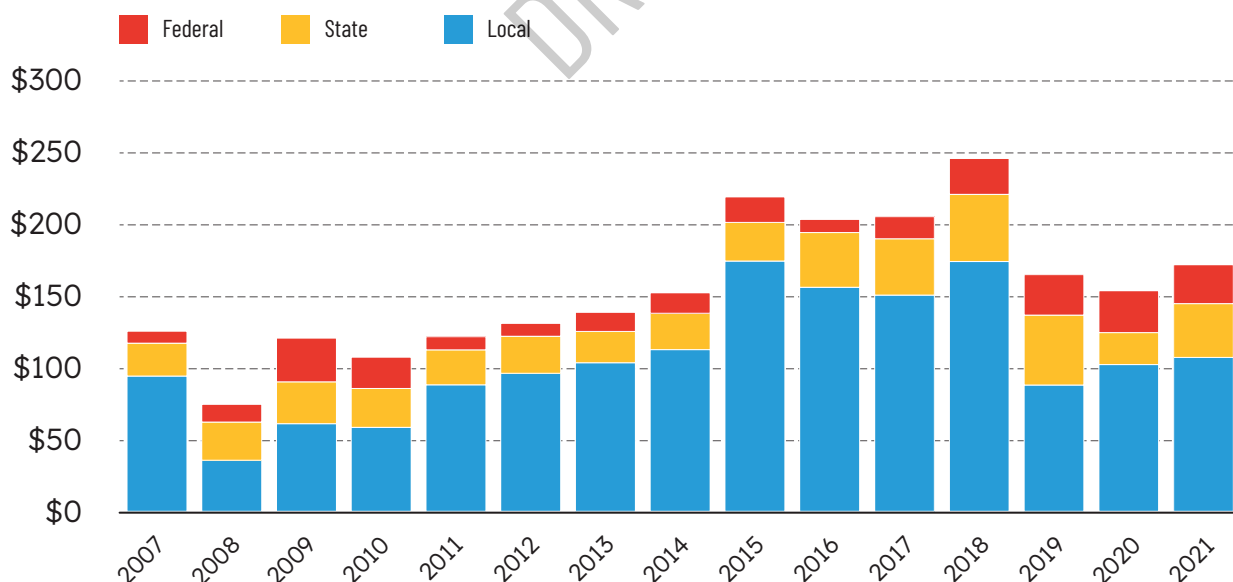
For Spokane County and the 13 cities in the SRTC region, we categorized revenues using WSDOT data and the following categorizations, which are consistent with the prior MTP update:³

- ▶ **Local:** property taxes, sales tax, special assessments, general fund appropriations, local road user taxes and fees, other local receipts, and bond proceeds.
- ▶ **State:** state fuel tax distributions, state grants, other state funds, ferry tolls.
- ▶ **Federal:** federal revenues including funding from the highway trust fund.

Between 2007 and 2021, historical revenues increased from **\$126 million** to **\$172 million** in year of expenditure dollars (YOE\$). Inflation-adjusted average annual revenues for 2007 through 2021 were **\$156 million** in 2025 dollars (2025\$). Since 2011, most of these revenues have been locally generated, as shown in **Figure C.01**.

Figure C.01 **Historical Transportation Revenues for Local Jurisdictions**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)



2 Bureau of Labor Statistics. For reference, the CPI using US City Average assumes 1.72%. The CPI for Seattle-Tacoma-Bellevue assumes 2.26% annual change.

3 Airway Heights, Cheney, Deer Park, Fairfield, Latah, Liberty Lake, Medical Lake, Millwood, Rockford, Spangle, Spokane, Spokane Valley, and Waverly.

Figure C.02 Financial Forecast Assumptions for Local Jurisdictions

Sources: TERFC, 2025; SRTC, 2025.

Revenue Source	Category	Projection Method and Assumptions
Bond Proceeds	Local	Average 2007-2021 value in 2025\$, constant
General Fund Appropriations	Local	Specified growth rate of 3% per year in YOES
Local Road User Taxes	Local	Average 2007-2021 value in 2025\$, constant
Other Local Receipts	Local	Specified growth rate of 3% per year in YOES
Property Taxes	Local	Specified growth rate of 1% per year in YOES
Special Assessments	Local	Average 2007-2021 value in 2025\$, constant
Other State Funds	State	Average 2007-2021 value in 2025\$, constant
State Fuel Tax Distributions	State	Latest actual value in YOES; growth rates derived from state's TERFC and adjusted per SRTC's population projections aligning with 2022 Land Use Update and OFM's population growth projections for Washington state
Federal Revenues	Federal	Average 2007-2021 value in 2025\$, constant

We used the following assumptions to project revenues for Spokane County and cities in the region:

- ▶ **State and federal revenues** to local jurisdictions tend to fluctuate year by year, but over time they have remained relatively constant in real terms. Except for motor vehicle fuel tax distributions, we projected federal and state revenues forward using a constant average historical value in 2025\$.
- ▶ **Motor vehicle fuel tax distributions** are allocated per capita by the state to the county and cities. We projected fuel tax distributions forward from the latest actual value in YOES using growth rates derived from WSDOT's projected motor vehicle fuel tax collections to local jurisdictions through the 2033-2035 biennium from the Transportation Economic and Revenue Forecast Council (TERFC). We extended the growth rate projections through 2050 to match SRTC's MTP update horizon year. Growth rates from TERFC are adjusted based on population growth estimates for the SRTC region and Washington state. Population growth estimates for the SRTC region align with SRTC's 2022 land use forecast.
- ▶ **Property tax** growth is limited by state law to 1% plus new construction. We assumed a growth rate of 1% per year in YOES as a conservative estimate of property tax growth. Because assessed value typically grows at a higher rate than inflation, this means that revenues decrease in real terms.
- ▶ **General Fund appropriations** and **other local receipts** are growing in real terms, so we projected a specified growth rate of 3% per year in YOES.
- ▶ **Special assessments** and **local road user taxes** fluctuate year by year, but over time they have remained relatively constant in real terms. We projected these revenues using a constant historical average value in 2025\$.
- ▶ **Bond proceeds** also fluctuate year to year and are dependent on local jurisdictions issuing debt and needing to financing large capital projects. As such, given the wide variation in revenue levels year to year, we projected these revenues using a constant historical average value in 2025\$.

Regional: SRTC

Federal funding allocated to the SRTC region includes the following sources:

- ▶ **Surface Transportation Block Grants (STBG).** SRTC received on average **\$7.2 million** (2025\$) in STBG funding from 2013–2024. This amount has been relatively constant.
- ▶ **STBG Set Aside allocations.** SRTC received on average **\$650,000** (2025\$) in STBG set aside allocations from 2013–2024. This amount has also been relatively constant.
- ▶ **Congestion Mitigation and Air Quality Improvement (CMAQ) funds.** SRTC received on average **\$3.2 million** (2025\$) in CMAQ funding from 2013–2024. Like STBG funding, this has been relatively constant.
- ▶ **Congestion Relief Program (CRP).** CRP allocations started in 2022. SRTC has received **\$850,000** in 2022, **\$709,000** in 2023, and just under **\$750,000** in 2024 (2025\$).

Between 2013–2024, annual federal allocations to SRTC were **\$10.6 to \$13 million** (YOE\$), as shown in **Figure C.03**. Adjusted for inflation, SRTC received on average **\$11.3 million** (2025\$) annually. We projected revenues assuming that STBG and STBG Set-Aside funds remain relatively constant in real terms, applying a constant 2025\$ amount based on the historical average.

Figure C.03 **Historical Transportation Revenues for SRTC Region**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)

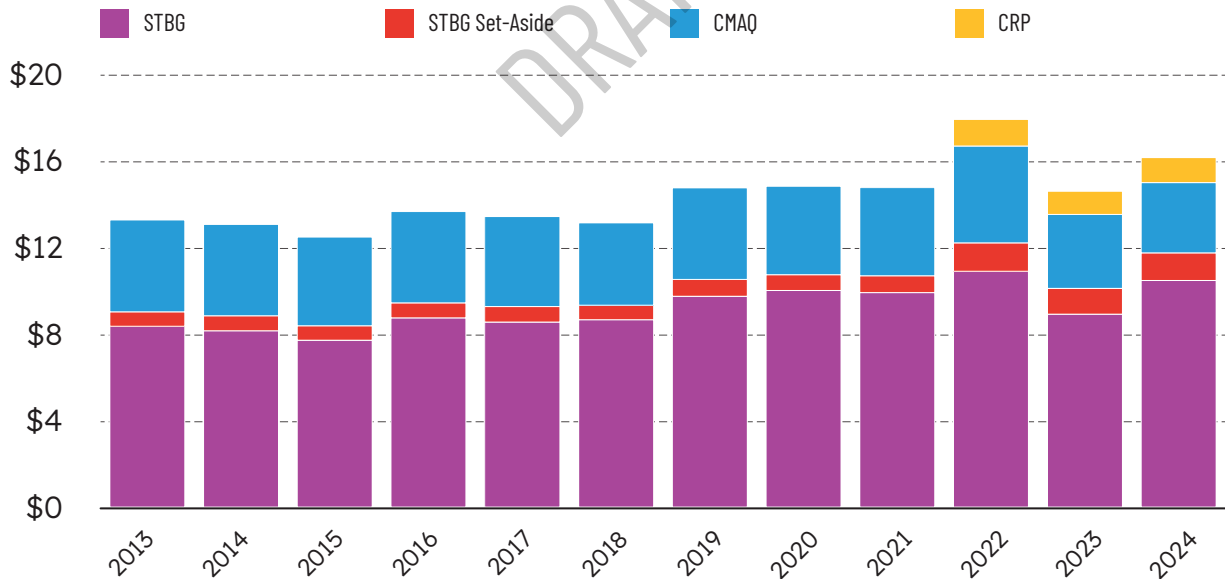


Figure C.04 **Financial Forecast Assumptions for SRTC Region**

Sources: SRTC, 2025.

Revenue Source	Projection Method and Assumptions
STBG	Average 2013–2024 value in 2025\$, constant
STBG Set-Aside	Average 2013–2024 value in 2025\$, constant
CMAQ	Average 2013–2024 value in 2025\$, constant
CRP	Average 2013–2024 value in 2025\$, constant

WSDOT

This WSDOT revenue forecast relies on the TERFC’s June 2022 projections. TERFC estimates WSDOT revenues through the 2033–2035 biennium. Revenues were allocated to the Spokane region using various allocation factors, including population, vehicle registrations, and rental car tax revenue. SRTC extended the forecast through 2050 to match the MTP update planning horizon year.

Legislatively Funded Projects

In addition to WSDOT funds, the SRTC region may receive dedicated funding for projects through Move Ahead Washington or other legislatively funded projects. SRTC estimated this funding by reviewing how much the Spokane region has received and is expected to receive from the following past revenue packages: the 2003 Nickel Package, 2005 Transportation Partnership Act, 2015 CWA, and 2022 Move Ahead Washington (funding through 2038). The Spokane region has received and is expected to receive a total of around **\$1.4 billion** from these packages starting in 2003 through 2038. This is an average of \$47 million per year (YOE\$), which we extended from 2039 through 2050. This methodology aligns with the estimation method from the previous Horizon 2045 MTP update.

Figure C.05 **Assumptions for WSDOT and Legislatively Funded Projects**

Sources: WSDOT, 2025.

Revenue Source	Projection Method and Assumptions
Motor vehicle fuel tax	TERFC; Allocated to SRTC region based on OFM population estimates
Vehicle related fees	TERFC; Allocated to SRTC region based on 2024 vehicle registration count
Driver related fees	TERFC; Allocated to SRTC region based on OFM population estimates
Other business-related revenue	TERFC; Allocated to SRTC region based on OFM population estimates
Rental car tax and vehicle sales tax	TERFC; Allocated to SRTC region based on 2003–2013 car rental tax revenue
CWA/Additional Legislative Bills	Average 2003–2038 value in YOE\$, constant

STA

Spokane Transit Authority (STA) categorizes revenues as follows:

► Operating revenue

- Fare revenue: STA maintains a convenient, reasonably priced fare structure aimed at increasing ridership within its service area. STA seeks to regularly balance revenue with services. Its most recent fare change took effect in two phases: Phase 1 effective July 1, 2017 with base fares changing from \$1.50 to \$1.75 and Phase 2 effective July 1, 2018 with base fares changing from \$1.75 to \$2.00.
- Sales tax revenue: The voter-approved retail sales tax is the largest contributor to STA's operating revenue, accounting for nearly 80%. The 0.6% baseline retail sales rate levied across the Public Transportation Benefit Area was permanently authorized by voters in 2008. In 2016, STA received approval from voters to receive a retail sales tax increase of up to 0.2%; 0.1% in April 2017 and 0.1% in April 2019. Both tax increases are being used to expand transit services to new areas, extend hours on all basic and frequent routes and launch a bus rapid transit system. A ballot proposition will be required to extend the tax beyond the current sunset of December 2028.
- Grant revenue for preventative maintenance (Section 5307), and state special needs grants
- Miscellaneous revenue such as investment income, and other sources.

► State capital revenue

► Federal capital revenue (Sections 5310 and 5339)

Between 2015 and 2024, historical revenues increased from around **\$74 million** to **\$167 million** (YOE\$), as shown in **Figure C.06**. Adjusted for inflation, average annual revenues for 2015 through 2024 were around **\$124 million** in 2025\$.

STA provided annual financial projections through the MTP update's 2050 planning horizon year.

Fare Revenue: Nearly 10.2 million passenger trips were taken on STA fixed bus routes in 2024, higher than pre-pandemic counts in 2019. Moving forward, STA expects to see ridership grow modestly year-over-year over the forecast period by 1% across its lines of service.

STA periodically undertakes a review of its tariff policy to achieve a farebox recovery of 20% of operating costs. Such a review will be undertaken during the forecast period.

Sales Tax Revenue: The current additional 0.2% approved by voters in 2016 is assumed to continue through the remainder of the forecast period. STA is developing its next long-range plan and estimates leveraging the additional 0.1% available, for a total of 0.9%. This revenue could begin in 2032 and would be used to cover additional capital and operating costs to deliver this long-range plan. Given the preliminary nature of this planning activity, neither the revenue nor the uses of funding have been reflected in the forecast.

Grant and Miscellaneous Revenues: STA projected a 1% year-over-year growth for these categories through 2050.

Figure C.06 **Historical Transportation Revenues for STA**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)

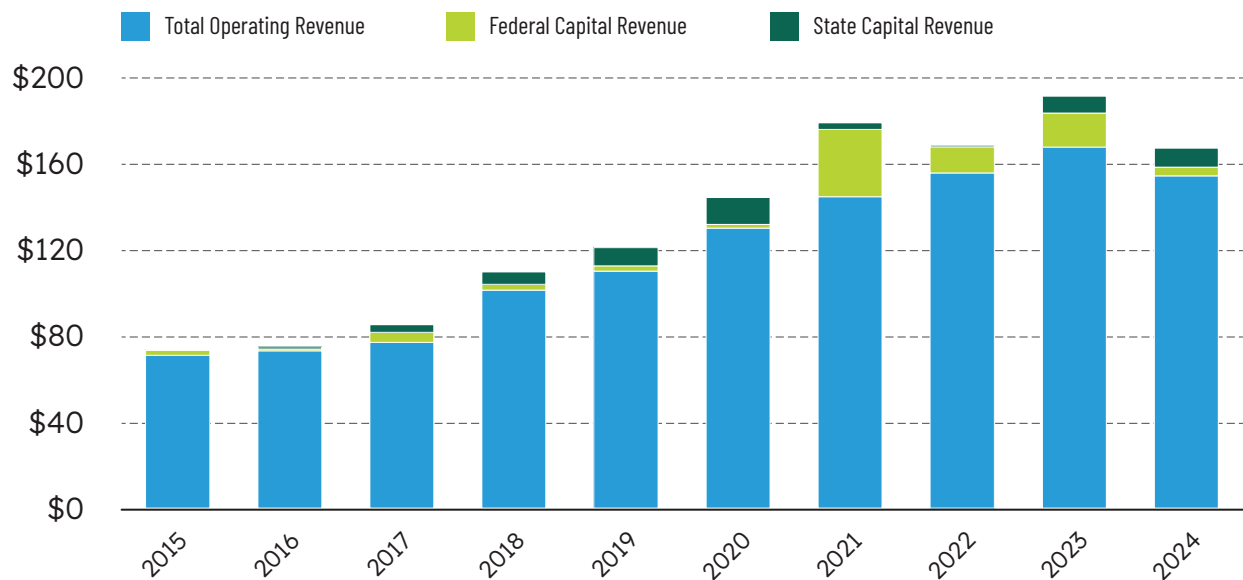


Figure C.07 **Financial Forecast Assumptions for STA**

Sources: STA, 2025.

Revenue Source	Projection Method and Assumptions
State Capital Revenue	Provided by STA through 2050
▶ Fare Revenue	
▶ Sales Tax Revenue	
▶ Grant Revenue	
▶ Miscellaneous Revenue	
Federal Capital Revenue	Provided by STA through 2050
Total Operating Revenue	Provided by STA through 2050

Forecasted Revenues

Based on the financial assumptions outlined in the prior section, SRTC developed the following financial forecasts in collaboration with the STA and WSDOT. These projections considered the region's historical financial situation and assumptions on future revenues.

Given the level of uncertainty inherent in projecting revenues over a 25-year planning time frame, it is important to note that the following revenue projections are not intended to be precise on a year-to-year basis. Instead, these revenue projections are intended to capture trends over the 25-year planning time frame and to inform SRTC's planning in generating the MTP's fiscally constrained project list for the next planning period.

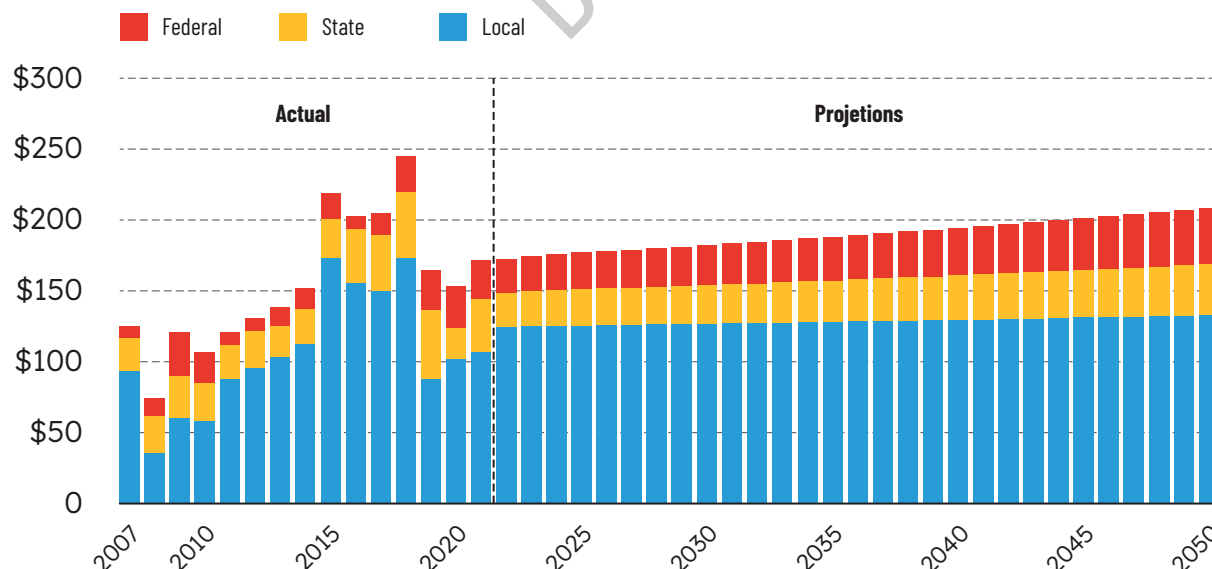
As detailed in the Financial Assumptions section, our forecast assumptions vary across revenue sources. Overall, these forecast assumptions lean more conservative than aggressive through the planning time frame, particularly for revenue sources with a significant amount of historical variation. Where applicable, we also adjusted for the region's population growth relative to the state's overall population growth.

Local Jurisdictions

Figure C.08 shows forecasted revenues for local jurisdictions in YOE\$.

Figure C.08 **Projected Transportation Revenues for Local Jurisdictions**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)



Regional: SRTC

Figure C.09 shows forecasted federal funding allocations to the SRTC region in YOE\$.

Figure C.09 **Projected Transportation Revenues for the SRTC Region**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)

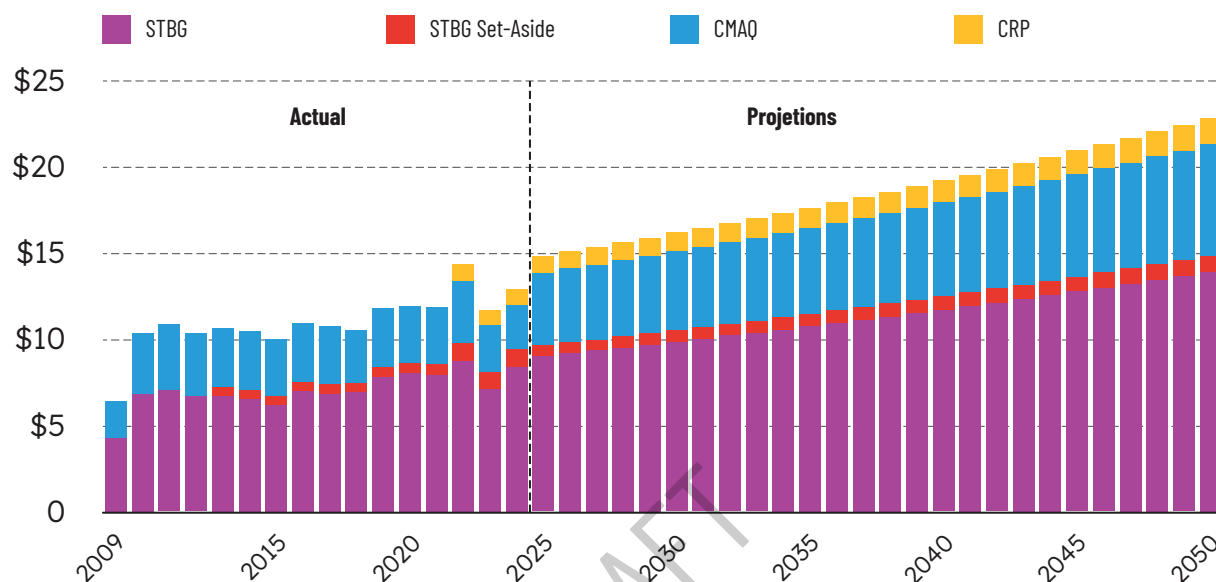
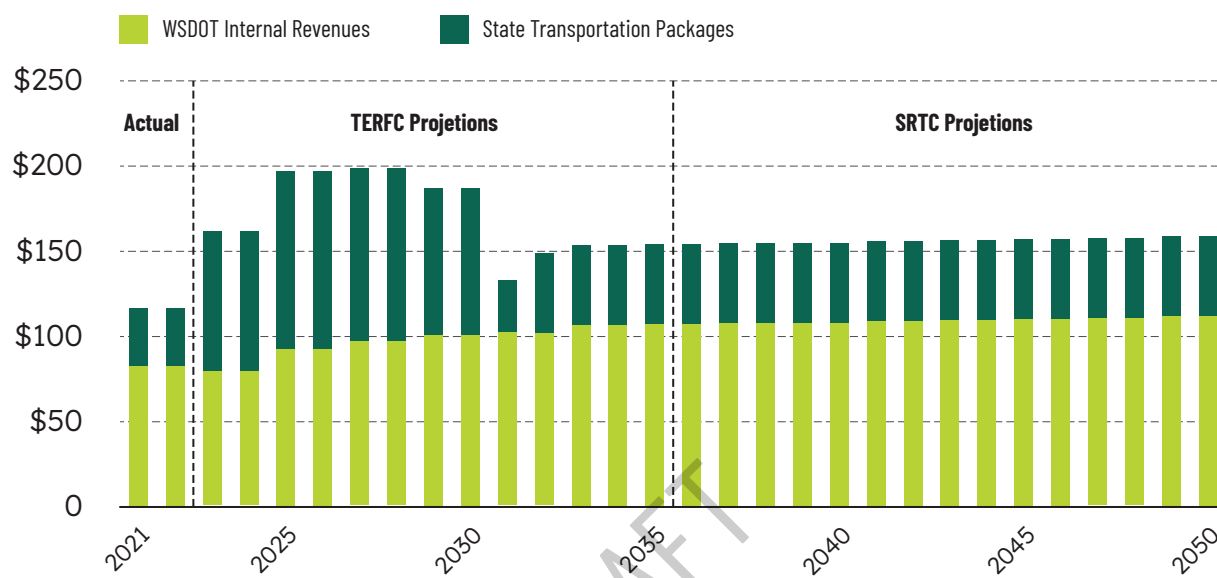


Figure C.10 shows projected WSDOT revenues in the SRTC region in YOE\$.

Figure C.10 **Projected Transportation Revenues for the SRTC Region**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)

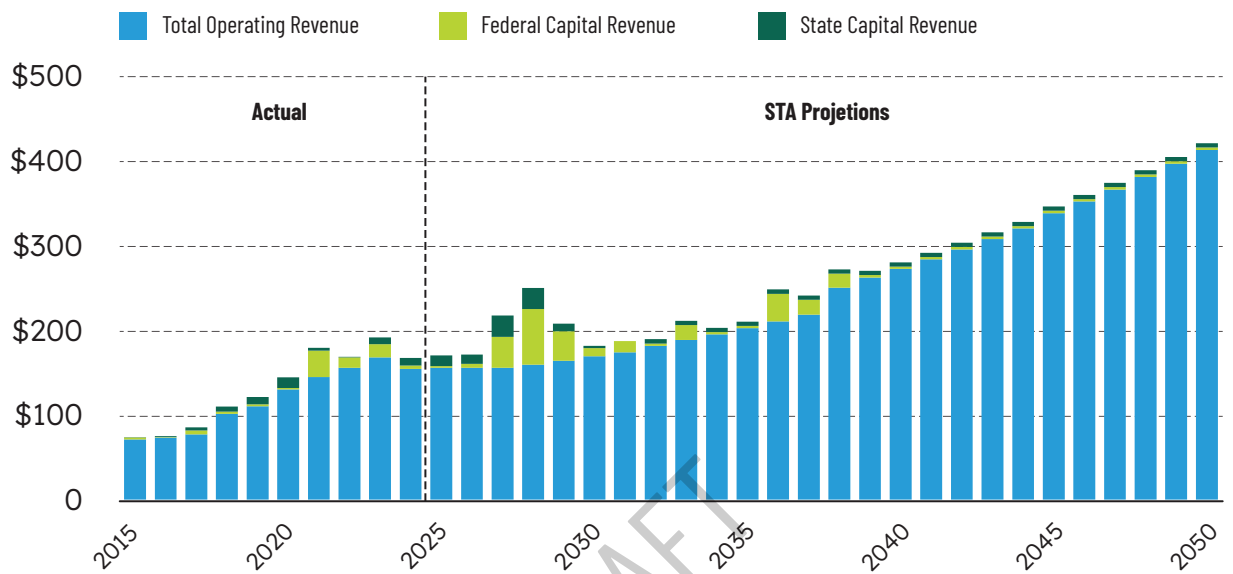


STA

Figure C.11 shows projected revenues for STA in YOE\$.

Figure C.11 **Projected Transportation Revenues for the SRTC Region**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE\$)



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Total Projected Revenues

This forecast estimates that in year of expenditure dollars, the SRTC region will have approximately **\$16.1 billion** in available revenues for the planning period of 2026–2050, including **\$3.9 billion** over the next six years (2026–2032) in YOE\$ as shown in [Figure C.12](#)

Forecasting revenues inherently involves some uncertainty. Additionally:

- ▶ Some revenue sources, such as motor vehicle fuel tax distributions and sales tax revenues, may be particularly **sensitive to changes in transportation usage and consumption patterns**.
- ▶ **New revenue tools or sources** may be enacted beyond those that currently exist.

Using the best available information, we developed the following revenue estimates to provide guidance to SRTC’s planning in generating Horizon 2050’s fiscally constrained project list for the next planning period.

Figure C.12 **Projected Transportation Revenues 2026–2050**

All amounts are shown in millions of dollars, adjusted to their expected year of expenditure (YOE dollars)

Point of Expenditure	Revenue Source	Projected Transportation Revenues			% of Total
		Short-Term (2026–2032)	Long-Term (2033–2050)	Total (2026–2050)	
Local	Local	\$ 890	\$ 2,350	\$ 3,240	20.1%
	State	\$ 190	\$ 580	\$ 770	4.8%
	Federal	\$ 190	\$ 620	\$ 810	5.0%
Local Total		\$ 1,270	\$ 3,550	\$ 4,820	29.9%
SRTC Regional	STBG	\$ 70	\$ 220	\$ 280	1.8%
	STBG Set-Aside	\$ 5	\$ 15	\$ 20	0.1%
	CMAQ	\$ 30	\$ 100	\$ 130	0.8%
	CRP	\$ 5	\$ 25	\$ 30	0.2%
Region Total		\$ 110	\$ 350	\$ 460	2.9%
WSDOT	WSDOT Internal Revenues	\$ 600	\$ 1,960	\$ 2,560	15.9%
	Transportation Funding Packages	\$ 558	\$ 842	\$ 1,400	8.7%
WSDOT Total		\$ 1,158	\$ 2,802	\$ 3,960	24.6%
STA	Operating Revenue	\$ 1,160	\$ 5,260	\$ 6,420	39.8%
	Federal Capital Revenue	\$ 170	\$ 120	\$ 290	1.8%
	State Capital Revenue	\$ 80	\$ 90	\$ 170	1.1%
STA Total		\$ 1,410	\$ 5,470	\$ 6,880	42.7%
Overall Total		\$ 3,948	\$ 12,172	\$ 16,120	100.0%

Totals may not sum due to rounding

Attachment C-1. Summary of Potential Revenue Sources

Figure C.13 summarizes federal, state, and local transportation revenue sources potentially available to jurisdictions within the SRTC region. The table includes the authorizing statute, whether the source is restricted to transportation purposes, whether it may be used on programmatic and/or capital expenditures, and whether the option requires voter approval. Additional details about these revenue sources follow the table.

[Summary of Potential Revenue Sources Forthcoming]

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D SYSTEM PERFORMANCE REPORT

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Introduction

The Federal Highway Administration (FHWA) defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, Transportation Performance Management:

- ▶ Is systematically applied, a regular ongoing process
- ▶ Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- ▶ Improves communication between decision makers, stakeholders, and the traveling public
- ▶ Ensures targets and measures are developed in cooperative partnerships and based on data and objective information

In 2015, using the Transportation Performance Management Framework, Congress established the following seven Federal Performance Goals for the federal-aid highway system, shown in [Figure D.01](#).

With direction from Congress, US Department of Transportation (USDOT) published rules in 2017 that identify specific processes and timetables for measuring and establishing targets for the performance of National Highway System (NHS) to meet the seven federal performance goals. These rules help FHWA, state DOTs, and Metropolitan Planning Organizations (MPO) to plan, program, and invest in transportation where it is most needed, while increasing the transparency and accountability of investment of federal dollars. SRTC has approximately \$880 million in federal dollars programmed in its 2025–2028 Transportation Improvement Program (TIP).

Figure D.01 **Federal Performance Goals**

Source: 23 USC § 150(B)

- 1. Safety**
Achieve significant reduction in traffic fatalities and serious injuries on all public roads.
- 2. Infrastructure Conditions**
Maintain the highway infrastructure asset system in a state of good repair.
- 3. Congestion Reduction**
Achieve a significant reduction in congestion on the National Highway System.
- 4. System Reliability**
Improve the efficiency of the surface transportation system.
- 5. Freight Movement and Economic Vitality**
Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6. Environmental Sustainability**
Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reduced Project Delivery Delays**
Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice.

Performance Measure Framework

USDOT published 21 different rules for national performance measures to be administered by the FHWA and FTA. The individual state DOTs are required to report their performance on each of the 21 national performance measures to the FHWA and FTA. The state DOTs coordinate with the MPOs to establish targets at the Metropolitan Planning Area (MPA) level that work toward state targets. However, not all 21 performance measures and targets apply to every MPO. SRTC is required to set and report on target attainment for the following performance measures:

Safety

1. Number of fatalities on all roads
2. Fatalities per 100 million vehicle miles traveled (VMT) on all roads
3. Number of serious injuries on all roads
4. Serious injuries per 100 million VMT on all roads
5. Number of non-motorized fatalities and non-motorized serious injuries on all roads

Pavement Condition

6. Percent of Interstate pavement on the NHS in good condition
7. Percent of Interstate pavement on the NHS in poor condition
8. Percent of non-interstate pavement on the NHS in good condition
9. Percent of non-interstate pavement on the NHS in poor condition

Bridge Condition

10. Percent of NHS bridges classified in good condition (weighted by deck area)
11. Percent of NHS bridges classified in poor condition (weighted by deck area)

Highway System Reliability

12. Percent of person-miles traveled on the interstate NHS that are reliable
13. Percent of person-miles traveled on the non-interstate NHS that are reliable

Freight Performance

14. Truck Travel Time Reliability Index

Congestion Mitigation and Air Quality

15. Carbon monoxide kg/day
16. Particulate matter kg/day

Public Transit Asset Management

17. Equipment: The percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB)
18. Rolling Stock: The percentage of revenue vehicles (by type) that meets or exceeds the ULB
19. Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

Public Transit Safety

20. Reduce casualties and occurrences: Use a safety management systems framework to identify safety hazards, mitigate risk, and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance
21. Foster a robust safety culture: Foster agency-wide support for transit safety by establishing a culture where managers are held
22. Safe and reliable systems and equipment: Ensure that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed

The final performance rules give MPOs the option to either adopt their own performance targets, or to adopt targets developed by the state and transit providers. However, not all targets are achievable through MPO planning, programming, and investment. SRTC adopted Regional Transportation System Performance Targets, in the following ways:

- ▶ SRTC by resolution 23-10 supported statewide targets for pavement condition and bridge condition on April 13, 2023.
- ▶ SRTC by Resolution 23-13 supported statewide targets for travel time reliability, freight reliability, and air quality on May 11, 2023.
- ▶ SRTC by resolution 25-05 supported statewide targets for measures related to safety on February 13, 2025.
- ▶ SRTC agreed to support public transit asset management (TAM) and public transit safety targets as developed by Spokane Transit Authority (STA) as part of its 2025–2028 TIP, adopted through a Board motion on October 10, 2024.

Except for the measures pertaining to transit and safety, all measures apply only to roads in the NHS. The NHS is made up of designated principal arterials in accordance with federal and state criteria on functional classification.

For more information about performance-based planning and requirements please visit: <https://www.fhwa.dot.gov/fldiv/tpm.cfm>.

Safety

► Statewide Performance Measure

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP).¹ These performance measures are:

1. Number of fatalities on all roads
2. Fatalities per 100 million VMT on all roads
3. Number of serious injuries on all roads
4. Serious injuries per 100 million VMT on all roads
5. Number of non-motorized fatalities and non-motorized serious injuries on all roads

WSDOT annually publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. WSDOT adopts annual statewide targets for all safety categories as zero fatalities and zero serious injuries—this is often referred to as Target Zero. In September 2024, WSDOT reaffirmed through its 2024 Strategic Highway Safety Plan that Target Zero provides the framework and trendlines for developing safety performance targets.

On February 13th, 2025 the SRTC Board signed a resolution to plan and program projects so that they contribute to the accomplishment of the statewide performance targets for safety, see [Figure D.02](#).

SRTC's 2021 Metropolitan Transportation Plan (MTP) prioritization process, annual state and federal Unified Lists, and 2027–2029 call for projects prioritization evaluated projects and programs for safety benefits and are examples of current efforts by SRTC to achieve Target Zero.

In February 2024, the SRTC Policy Board approved a resolution adopting safety targets for the greater Spokane region. The safety targets included below were identified within SRTC's Regional Safety Action Plan (RSAP). You can find more information at <https://www.srtc.org/rsap>.

SRTC's safety targets have been formally adopted or supported through the following actions:

- 2021 targets were supported by letter from the SRTC Executive Director, Dec 9, 2020
- 2022 targets were supported by SRTC Board Resolution on March 10, 2022
- 2023 targets were supported by SRTC Board Resolution on February 9, 2023
- 2024 targets were supported by SRTC Board Resolution on February 8, 2024
- 2025 targets were supported by SRTC Board Resolution on February 9, 2025

¹ 23 CFR Part 490, Subpart B

Figure D.02 **Safety Measures and Targets**

[Figure Forthcoming]

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In addition to SRTC's Transportation Performance Management targets regarding safety, the agency and its public stakeholders have continually identified safety as a top priority for our region. This has been reaffirmed through SRTC's public outreach during the development of our MTP.

SRTC developed the RSAP address safety trends heading in the wrong direction. It analyzed fatal and serious injury crash data from 2018–2022 to identify safety issues and possible solutions to reach zero fatalities on our roadways. Public feedback was also considered and found to align with what the data indicated.

As part of this work, SRTC developed a set of strategies and actions to make progress towards eliminating fatal and serious injury crashes for people in vehicles, on motorcycles, walking, rolling, or cycling. Recommended strategies are informed by the crash analysis, equity analysis, High Injury Network (HIN), stakeholder interviews, public input, agency plans and policies, and best practices from the region and throughout the United States. The full document, including implementation steps, public outreach information, and a detailed overview of the region's high-injury corridors, is available to read on our website at <https://www.srtc.org/rsap>.

SRTC was awarded \$388,000 from the USDOT through the Safe Streets for All grant program in 2025. The grant award will be used to fund an education campaign in the Spokane region to promote safe travel behaviors and improve safety conditions for vulnerable road users, particularly senior citizens, teenagers, and children.

Pavement Condition

► Statewide Performance Measure

Pavement performance measures are related to the percentage of pavement on the state's NHS in good or better condition; these measures apply statewide and are not specific to the Spokane region. In Washington state in 2023, there were approximately 165,370 total lane miles on the NHS.

Roadways in Spokane County that are part of the NHS consist of approximately 1,102 lane miles. Of the total, 58% are part of the state-owned system (which includes 213.9 interstate lane miles) and 42% are locally owned which is approximately 461.9 lane miles. The source of this information is the Highway Performance Monitoring System (HPMS).² Figure D.03 displays 2023 pavement condition on the NHS throughout Spokane County.

The WSDOT Pavement Office conducts pavement ratings for all NHS routes. WSDOT is required to develop both two- and four-year targets; however, only the four-year targets (2025) are included in this report because the two-year target cannot be related to current conditions. WSDOT has selected four-year targets they feel are achievable based on current conditions and current funding levels. Pavement condition in Spokane County is provided for informational purposes only.

RCW 47.05 and the WSDOT's Highway System Plan set the direction for management of infrastructure condition for Washington state highways, which is to preserve pavements at lowest life cycle cost. The lowest life cycle strategy for any pavement is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. As required under 23 CFR 515, the

² Federal Highway Administration, BETA – Highway Performance Monitoring System 2023 (U.S. Department of Transportation), <https://catalog.data.gov/dataset/beta-highway-performance-monitoring-system-2023>.

[Map Forthcoming]

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Figure D.03 **NHS Pavement Condition in the SRTC Planning Area**

Source: HPMS, 2023

Figure D.04 **Pavement Condition Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		2024 Performance	2025 Target	2024 Performance	2025 Target
6	Percent interstate pavement on the NHS in good condition	[Performance/Target Data Forthcoming]		Support State Target	
7	Percent of interstate pavement on the NHS in poor condition	[Performance/Target Data Forthcoming]		Support State Target	
8	Percent of non- interstate pavement on the NHS in good condition	[Performance/Target Data Forthcoming]		Support State Target	
9	Percent of non-interstate pavement on the NHS in poor condition	[Performance/Target Data Forthcoming]		Support State Target	

specific strategies for WSDOT pavement and bridge preservation are documented in WSDOT’s 2022 Transportation Asset Management Plan.

WSDOT is the lead agency tracking progress toward meeting pavement performance targets. WSDOT allocates funding for pavement preservation on the NHS and distributes funding through the National Highway Performance Program (NHPP) grant program. SRTC prioritizes actions to preserve pavement on a cost-effective timeline, before there is a need for more expensive fixes. SRTC also prioritizes funding for projects on the NHS, including highways, freeways, and principal arterial routes. SRTC also has a TIP policy to conduct a biennial pavement preservation call for projects. Local agencies also fund pavement preservation through other statewide grants, transportation benefit districts (TBD), or other local funds.

Statewide and SRTC MPO metropolitan area system conditions for each performance measure are included in **Figure D.04**. System conditions reflect baseline performance. The latest conditions will be updated on a biannual basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

SRTC supports the statewide pavement targets developed by WSDOT. These targets were adopted by the MPO board on April 13th, 2023.

Bridge Condition

► **Statewide Performance Measure**

Bridge performance targets are related to bridge condition for bridges on the NHS; these measures apply statewide. There are 307 bridges in Spokane County on the National Bridge Inventory, of which 141 are on the NHS. Bridge condition in Spokane County is provided for informational purposes only.

RCW 47.05 and the WSDOT Highway System Plan set the direction for management of infrastructure condition for Washington state highways, which is to preserve bridges at lowest life cycle cost. The lowest life cycle strategy for any bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. As required under 23 CFR 515, the specific strategies

Figure D.05 **Bridge Condition Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		2024 Performance	2025 Target	2024 Performance	2025 Target
10	Percent of NHS in good condition weighted by deck area	[Performance/Target Data Forthcoming]		Support State Target	
11	Percent of interstate pavement on the NHS in poor condition	[Performance/Target Data Forthcoming]		Support State Target	

for WSDOT pavement and bridge preservation are documented in WSDOT’s 2022 Transportation Asset Management Plan as certified by FHWA.

WSDOT is the lead agency tracking progress towards meeting bridge performance targets. WSDOT allocates funding for bridge preservation and distributes it through grant programs specifically for bridge projects. Most funding for major bridge repairs and replacements come through competitive grant processes.

SRTC supports the statewide bridge targets developed by WSDOT. These targets were adopted by the MPO board on April 13th, 2023, see [Figure D.05](#).

Highway System & Freight Reliability

► Statewide Performance Measure

The highway system performance measures describe how reliable travel time is through a particular corridor; these measures apply statewide and are not specific to the Spokane region. Corridor segments are ranked as either reliable or not reliable for travel time using person-miles. Person miles is an estimate of the total distance traveled by all persons on a given trip. To be reliable this is calculated by dividing 80th percentile average annual daily travel time over 50th percentile average annual daily travel time. If the ratio is more than 1.5 then roadway travel time is unreliable.

For trucks, truck travel time reliability (TTTR) is calculated by dividing 95th percentile average annual daily travel time by the 50th percentile average annual daily travel time. If the ratio is more than 1.5 then the roadway travel time is not reliable. Spokane County numbers are provided for information purposes only.

Figure D.06 shows travel time reliability for the NHS network within Spokane County.

WSDOT is the lead agency tracking progress toward meeting highway system performance targets. WSDOT and its partners assess performance and target achievement through the Regional Integrated Transportation Information System (RITIS) data tool. The state’s financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

Figure D.06 **Highway System and Freight Reliability Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		2024 Performance	2025 Target	2024 Performance	2025 Target
12	Percent of person-miles traveled on the Interstate System that are reliable	[Performance/Target Data Forthcoming]		94.1%	Support State Target
13	Percent of person-miles traveled on the non-Interstate System NHS that are reliable	[Performance/Target Data Forthcoming]		96.2%	Support State Target
14	Truck travel time reliability index	[Performance/Target Data Forthcoming]		1.30	Support State Target

In Washington state, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, SRTC and its members are developing legislative transportation priorities. Additionally, WSDOT and its partner MPOs and RTPOs are working to make unified project and program recommendations to the legislature by focusing on their shared priorities for enhancing the performance of the transportation system. A major focus of this effort is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2022 Washington State Freight System Plan collaboratively with public and private partners, reflecting feedback gathered throughout the outreach process. The Freight System Plan identifies needs, issues, and potential improvement on the state's multimodal freight network. The full list of potential strategies is included in Appendix F and available on the WSDOT website.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified specific freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Many of those project investments have been implemented or are currently in progress.

SRTC supports the statewide targets developed by WSDOT. These targets were adopted by the MPO board on May 11th, 2023.

[Map Forthcoming]

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Figure D.07 **NHS Travel Time Reliability in the SRTC Planning Area**

Source: National Performance Management Dataset (NPMRDS)

[Map Forthcoming]

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Figure D.08 **NHS Truck Travel Time Reliability in the SRTC Planning Area**

Source: National Performance Management Dataset (NPMRDS)

Congestion Mitigation & Air Quality

► **Statewide Performance Measure**

Until recently, SRTC was an air quality attainment area working under a maintenance plan for past violations to the national ambient air quality standards for particulate matter of 10 microns or less (PM10) and for carbon monoxide (CO). As of August 2024, the region is no longer a maintenance plan area.

SRTC reports on the air quality improvements that come from projects funded by the SRTC Congestion Mitigation Air Quality (CMAQ) funding awards. These emission improvements are rolled up into a statewide baseline and future target. SRTC supports the statewide targets developed by WSDOT. These targets were adopted by the MPO board on May 11, 2023. Spokane County totals are provided for informational purposes and are expressed in terms of reductions in kg/day.

Figure D.09 **Congestion Mitigation and Air Quality Measures and Targets**

# Measure		Statewide		SRTC Planning Area	
		2024 Performance	2025 Target	2024 Performance	2025 Target
15	Carbon Monoxide (kg/day)	[Performance/Target Data Forthcoming]			
16	Particulate Matter of 10 Microns or Less (kg/day)	[Performance/Target Data Forthcoming]			

Transit Asset Management

► Regional Performance Measure

MPO's are required to adopt transit asset management targets based on targets set by public transit agencies within their boundaries. STA is the only public transportation provider required to report these targets to SRTC at this time. SRTC and STA are required to coordinate on these targets and the target-setting process. In accordance with 49 CFR Part 625 and 630, STA reported State of Good Repair Asset Management Targets to SRTC. SRTC agreed to support public transit asset management (TAM) targets as developed by STA as part of its 2025–2028 TIP, adopted through a Board motion on October 10, 2024.

The TAM rule is the first performance rule from the Federal Transit Administration and became effective on October 1, 2016. This rule applies to all agencies receiving Chapter 53 federal funds to develop a TAM Plan to guide investments for their public transportation assets, including revenue vehicles, facilities, equipment, and infrastructure. The TAM Plan includes four required elements:

1. An inventory of capital assets
2. A condition assessment of inventoried assets
3. A description of an analytical process that assists in investment prioritization to estimate capital needs over time
4. A prioritized list of projects to manage the condition of capital assets

Figure D.10 **Transit Asset Management Measures and Targets**

#	Measure	Baseline	STA/Regional Target
17	Percentage of revenue service vehicles (by type) that meets or exceeds the ULB		
	Buses	98%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	99%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	99%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
18	Percentage of non-revenue service vehicles (by type) that meets or exceeds the ULB		
	Non-Revenue Vehicles	94%	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
19	Percentage of facilities (by group) that are rated 3.0 (adequate) or better on the TERM Scale		
	Facilities	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3 (adequate) or better

The TAM Plan also presents performance targets for revenue vehicles, non-revenue vehicles, and facilities, which must be reported to the National Transit Database (NTD) on an annual basis. The performance targets are related to asset Useful Life Benchmark (ULB) and asset condition.

Per federal requirements, anytime a public transit provider adopts new TAM targets, SRTC has 180 days to review and adopt TAM performance targets and bring them into the regional performance management efforts. Staff from both agencies have agreed to keep in regular contact regarding these performance targets so that consistency can be maintained between the two organizations.

Public Transit Safety

► Regional Performance Measure

MPO's are required to adopt public transit safety targets found in the Public Transportation Agency Safety Plan (PTASP) of the public transit agencies within their boundaries, as required by 49 CFR 473. STA is the only public transportation provider required to report these targets to SRTC at this time. SRTC and STA are required to coordinate on these targets and the target-setting process. Per federal requirements, anytime a public transit provider adopts new targets, SRTC has 180 days to review and adopt performance targets and bring them into the regional performance management efforts. SRTC agreed to support safety targets developed by STA as part of its 2025-2028 TIP adopted through a Board motion on October 10, 2024.

Safety Goals, Objectives, and Targets

STA's first step in safety assurance is establishing safety objectives and performance targets to meet the agency's safety goals and are sufficient to control the risks. Key Performance Indicators (KPIs) are established that indicate whether the agency is achieving its safety objectives and performance targets.

Figure D.11 **Public Transit Safety Goals, Objectives, Measures, and Targets**

#	Objective	Measure	Baseline	Target
20	Goal 1: Safety Management Systems to Reduce Casualties and Occurrences Using a safety management systems framework to identify safety hazards, mitigate risk, and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance.			
	Reduce the frequency of preventable vehicle collisions	# of preventable events per 10,000 miles	0.6	0.08 or less
	Reduce the frequency of preventable vehicle collisions	# of preventable events per 10,000 miles	0.13	0.1 or less
	Reduce the frequency of preventable passenger injuries	# of preventable passenger injuries per year	4	0
	Reduce the frequency of preventable passenger injuries	# of preventable passenger injuries per year	4	0
	Reduce the # of events per year	Total # of events per year	316	310
	Reduce the # of safety events per year	# of safety events per year	54	50
	Reduce the frequency of employee injuries	# of employee injuries per 1,000 hours	0.05	0.07
	Reduce employee time loss due to injury or illness	# of days lost per 1,000 hours	0.03	0.04
	Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks	# of facility safety audits and inspections completed quarterly per year	1 per quarter	Meet the baseline
21	Goal 2: Safety Management Systems to Foster a Robust Safety Culture Foster agency-wide support for transit safety by establishing a culture where managers are held accountable for safety and everyone in the organization takes an active role in securing transit safety, cultivate a safety culture in which employees are comfortable, and encouraged to bring safety concerns to the attention of agency leadership.			
	Increase attendance at monthly safety meetings	% of employees who participate in the monthly safety meetings		100%
	Annual advanced training completed by all fixed route, paratransit, and maintenance	% of employees who complete advanced training	100%	100%
22	Goal 3: Safety Management Systems to Ensure Safe and Efficient Systems/Equipment STA will provide safe and efficient transit operations by ensuring all vehicles, equipment, and facilities are regularly inspected, maintained and services as required.			
	Reduce the # of fixed route road calls	# of miles between road calls	6,722 miles	7,500 miles
	Reduce the # of paratransit road calls	# of miles between road calls	67,537 miles	75,000 miles
	Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	90% of all PM services completed on time	80% of all PM services completed on time

E NEEDS ASSESSMENT

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TRANSPORTATION NEEDS ASSESSMENT

Prepared for:



**Spokane Regional
Transportation Council**

DRAFT

Prepared by:



CivTech



**KITTELSON
& ASSOCIATES**

July 2025

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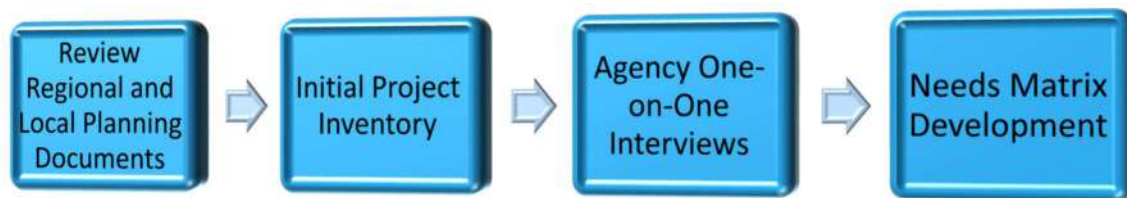
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- AGENCY 1:1 MEETING NOTES
- REGIONAL PROJECT MATRIX
- CORRIDOR SHEETS

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INTRODUCTION

The purpose of this document is to outline the processes used to develop and organize the transportation needs of the region in preparation for the update to the long-range transportation plan, Horizon 2050. The goal of this document is to identify the transportation infrastructure needs to accommodate future growth, multimodal mobility and safety, and preservation of facilities in the planning area of Spokane Regional Transportation Council (SRTC). The infrastructure needs reviewed include new facilities, maintenance and operations of existing facilities, and roadway preservation needs throughout Spokane County. This document summarizes the process while details can be found within the attachments. A flow chart of the process used for the Needs Assessment is below:



REVIEW OF REGIONAL DOCUMENTS

The regional transportation programs, plans, and studies that were reviewed include the following:

- SRTC Horizon 2045
- SRTC Congestion Management Process (CMP)
- SRTC 2025-2028 Transportation Improvement Program (TIP)
- SRTC US 195/I-90 Transportation Study
- SRTC 2025 Unified List of Regional Transportation Priorities and Policy Statements (ULRTP)
- SRTC 2022 Spokane Regional Transportation Study: Final Report
- SRTC Resiliency Plan
- SRTC Smart Mobility Plan
- SRTC Regional Safety Action Plan (RSAP)
- Spokane Regional Truck Freight Profile
- Spokane Valley South Barker Corridor Study
- Spokane Transit Authority (STA) Division Connects
- STA Moving Forward
- SRTMC Spokane Region Intelligent Transportation Systems (ITS) Architecture (2019 Update)
- Washington State Department of Transportation (WSDOT) Corridor Sketch Summaries
- Spokane County Mead – Mount Spokane Transportation Area Plan
- Spokane International Airport (SIA) Master Plan (2014)

LOCAL AND TRIBAL PLANNING DOCUMENTS

Local and tribal Comprehensive Plan's were reviewed with a specific focus on the Transportation Element. In addition, a review of each jurisdiction's Transportation Improvement Program (TIP) and Capital Improvement Program (CIP), if available, occurred. The TIPs provided transportation projects over the coming six (6) years with detailed project descriptions and costs, representing short- and mid-term projects. The CIPs provided additional agency information, when available, related to maintenance and operations needs.

INITIAL PROJECT INVENTORY

An initial project inventory matrix was developed based on the review of regional and local plans and documents. The initial project inventory served as a starting point for identifying the short-, mid-, and long-term transportation needs of the region. This initial project inventory was shared with member agencies and confirmed through one-on-one interviews.

AGENCY ONE-ON-ONE INTERVIEW

Agency one-on-one interviews were conducted in February 2025. Twelve (12) entities were interviewed, including the following:

- Airway Heights
- Cheney
- Deer Park
- Kalispel Tribe
- Liberty Lake
- Millwood
- Spokane
- Spokane County
- Spokane International Airport (SIA)
- Spokane Transit Authority (STA)
- Spokane Valley
- WSDOT

Each interview included the same questionnaire, and a review of relevant regional studies and local studies to confirm the initial project inventory. In addition, a discussion of Operations and Maintenance (O&M) and transportation preservation costs occurred along with consideration of longer-term needs.

Agency touch points also included presentations to the SRTC Transportation Technical Committee (TTC) and the SRTC Board, as well as the SRTC Transportation Advisory Committee (TAC). The SRTC TIP Working Group was also engaged.

NEEDS MATRIX DEVELOPMENT

The initial project inventory was then refined to remove duplicate projects found in multiple plans. For example, the improvements at the Barker/I-90 interchange are captured in the South Barker Corridor Study, in Horizon 2045, and in the City of Spokane Valley's TIP. The most current version was selected to be carried forward. Additional refinements included confirming the project descriptions, locations, and costs.

Each project was categorized into the following program buckets:

- Active Transportation
- Bridge
- Planning
- Road Capital
- Preservation
- Safety & Security
- Transportation Demand Management (TDM)
- Transit
- Transportation System Management and Operations (TSMO)

It should be noted that some agency CIP plans included expenditures for Equipment, Stormwater, Environmental, and Sewer projects or purchases. These projects were noted as such and filtered through the review process.

The local agency TIP and CIP plans included both projects that are localized and ones that serve more regional traffic. As the goal of this project was to understand the transportation needs of the region, further refinement included the identification of 'regional' projects, where the definition of 'regional' is below:

If the project or program was included in the previous MTP, included in the 2025 Unified List of Regional Transportation Priorities, serves a large number of travelers likely coming from 2 or more jurisdictions, is on the National Highway System (NHS) route, or changes capacity, then the project is considered regional.

For example, the Garfield/US-2 roundabout is regional as it is likely to serve Airway Heights residents, the Tribes, Fairchild staff, a small portion of airport travelers, and regional drivers using US-2, which is also an NHS route.

The regional projects were then identified as Regionally Significant, using the definition from SRTC's Horizon 2045:

...a transportation project is defined as Regionally Significant if it:

- Cannot be grouped in the TIP and/or Statewide TIP (STIP), and/or it is not listed as an exempt project type in EPA's regional transportation conformity regulation (40 CR. Part 93); and
- Is on a facility which serves regional transportation needs (federally classified as a principal arterial or higher) and alters the number of through-lanes for motor vehicles for a distance greater than a half mile, or impacts a freeway or freeway interchange (other than maintenance projects); or
- Is a new or extended fixed guideway transit service (dedicated bus lanes, vehicle track or wires) or capital expenditures related to a new fixed route transit service on a facility which serves regional transportation needs (federally classified as principal arterial or higher); or

- Is determined by the SRTC Policy Board or the Interagency Consultation Group to have the potential for adverse emissions impacts.

The regional projects were also reviewed for consistency with regional planning efforts and scored for consistency with the SRTC Guiding Principles:

- Cooperation & Leadership
- Economic Vitality
- Equity
- Operations, Maintenance, and Preservation
- Quality of Life
- Safety & Security
- Stewardship

Projects scored between zero and three (3) points based on the degree they advance the Guiding Principles. The last step identified the total project costs by program bucket and distinguishing regional projects from those that are considered Regionally Significant. The Needs Matrix, as provided in the attachments, contains a summary sheet noting project values and Guiding Principle scores for all projects, and those defined as regional, by program bucket.

GIS DATABASE AND CORRIDOR SHEETS

To accompany the Needs Matrix, a GIS database was created for the list of regional projects. The GIS database locates each project throughout the SRTC region and includes much of the project information from the Needs Matrix.

Corridor sheets were also developed for regional projects throughout the SRTC region. These corridor sheets were developed as some regional transportation corridors include multiple projects for future improvements. In many cases these regional projects span jurisdictional lines. The intent of the corridor sheets, as provided in the attachments, is to look at all the projects along a regional corridor and identify the agency responsible, the individual project amounts, and the overall corridor cost to improve. This information may be helpful in prioritizing regional needs and applying for state and federal grants.

ATTACHMENTS

AGENCY 1:1 MEETING NOTES

REGIONAL PROJECT MATRIX

CORRIDOR SHEETS

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AGENCY 1:1 MEETING NOTES

DRAFT

February 4, 2025

Millwood

- Kyle Schiewe
- Kevin Freeman
- Amanda Tainio

Introduction

- This is a 20-year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans, like the ITS Architecture Plan.

Based on an initial review and discussion, Millwood noted the following:

- Does your agency have programs or policies that you would like to see established as regional programs or policies?
 - Millwood – talking about adding a trail connection policy...consider adding trail connectivity (or maintaining language)
 - Complete Streets ordinance for Millwood
 - Safe Routes to School (SW Millwood)
 - Pedestrian travel and connectivity
- How is your agency accommodating safety into policy or projects?
 - Frontage sidewalks
 - Argonne pedestrian island for widening
 - Multi-use trail on east side of Argonne
 - Complete Streets ordinance for Millwood
 - Reduction of vehicle speeds on collectors and arterials using speed humps, raised intersections, traffic circles, hardscape controls
 - Millwood Deputy on board fulltime now.
- We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?
 - Liberty, Euclid, Empire
 - By level of deterioration, thus far funding is meeting needs and keeping up with preservation needs
 - County chip seals are helping and are being used/coordinated with. Very good relationship with County crews and product.
 - If not, what are the true needs of the agency, in terms of projects and dollars?
- What is your Transportation Operation need on a yearly basis?

- Day to day activities
 - County for signals
 - Streetlighting costs
 - Street Sweeping (AAA Sweeping – 3x/yr)
- What is your Transportation Maintenance need on a yearly basis?
 - In-house signing maintenance
 - County striping
 - Crack seal
 - AAA Sweeping – storm drain maintenance
 - Kyle to provide maintenance numbers (spending)
- Related to the initial project list:
 - Are we missing projects within your agency that need to be added to the list?
 - See below
 - Are the timelines appropriate, or do they need adjusted?
 - See below
 - Are the costs appropriate or are updates available?
 - See below
 - Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - Trails/Parks – prioritized list to meet RCO requirements
 - Transportation – Capital Improvements/Facilities Plan has been deferred in Comp Plan update
 - Matching funds allocation aids in developing transportation priorities
 - Included in TIP
- The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.
 - How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - Argonne – conduit potential to be installed during construction
 - Future fiber install is a potential need
 - Smart mobility corridor
 - Liberty/Argonne stops transitioning to full stops (STA)
 - Climate resiliency coordination with Spokane County
 - Element within Comp Plan
- What does your agency hope to get from this Metropolitan Transportation Plan update?
 - Prioritize Centennial Trail (Argonne Gap) project and connectivity in region
 - Argonne projects for congestion relief
- How does transit fit into future plans? This may include intercity service, long-distance rail, etc.
 - Coordinate with STA and provide opportunities (hard shelters/stop upgrades)
 - Town-center station

- More likely to keep service in Millwood
 - N/S service on Argonne
- What are the highest priorities or focus for your agency over the next decade?
 - STA – transit connections
 - Congestion relief on Argonne
 - Trail connectivity (ped/bike walkability)
 - Find opportunities to add amenities
 - Revitalization of downtown area
 - Reduction of speeds along residential corridors
 - Maintenance of infrastructure

Millwood Projects:

- 1A: Argonne Congestion Relief project
 - Bridgeport to Frederick
 - Advertisement now (2/4)
 - Bid opening on 2/20...5/1 start date
- 1B: Full Depth Reclamation (FDR) on Argonne
 - Frederick to Buckeye
 - TIB award, TIP review...confirm and add...(Argonne South)...
 - Push to 2026 for construction
 - Requires Argonne to be posted at 25 MPH (may impact modeling)
 - **Kyle to provide costs - Sean to confirm STIP/TIP**
- Millwood Inter-Urban Trail
 - Connection from Valley to Spokane (Vista to Fancher)
 - Millwood would like to see this programmed and pushed by Valley - some benefit to Millwood
- Millwood Inter-Urban Trail
 - East connection in Valley
 - Near Pines GSP or connection point to Centennial Trail.
 - Potential to have trail on north side of Trent? Coordination with WSDOT & Valley - possible?
- Argonne/Trent intersection Improvements (possible project)
 - NEC, STA with stop enhancements
 - Change intersection configuration of NB travel lanes
 - Remove the 3rd NB through lane and accommodate STA enhancements
 - Millwood is engaging STA, WSDOT, and Valley on potential project
- General:
 - Millwood would like to see connectivity and better use of trail system - with connection points for City trail

Additional Items

- Bigelow completion has perhaps increased traffic on Argonne.
 - Seeing more queuing and backing on Argonne since completion.
- Congestion on Argonne is of concern.
 - Millwood would like to see congestion relieved (less of it or less traffic).
- Truck traffic might have reduced (over to Sullivan) with the completion of Bigelow.
 - Sean mentioned traffic may further reduce slightly with completion of NSC in the future.

DRAFT

February 5, 2025

Kalispel Development Corporation

- Daniel Clark

Action Items

- Daniel to provide a copy of the most recent TIP and report back if projects in the TIP are prioritized.
- Daniel to report if the TIA for land development has a safety element.
- Daniel to follow up with Megan or Julia regarding Smart Mobility and Resiliency efforts, like EV charging.
- Daniel to provide update on transit service status between the Reservation and Spokane.

Introduction Discussion

- Tribe has a government planning department in Pend Oreille. Most of their work is on the reservation in Pend Oreille.
- The Kalispel Development Company is tasked with developing Trust Land in Airway Heights. They employ three people including a planner. Daniel is focused on economic development. The Trust also does some quasi-governmental services like permitting and inspections. The Trust doesn't always outline projects as formally as a TIP. They tend to plan in response to land development needs.

We are looking for projects regional in nature that benefit the Tribe and general public and include programs and policies.

- The TIP we have is outdated and doesn't reflect Airway Heights. Need to coordinate with Julia on the most recent TIP. Daniel will get us a copy.
- Recently completed a roundabout on HWY 2/Lyons Road.
- For improvements to 10th Avenue (Hayford to Garfield – The Tribe contributed 1/3 of money to support project.

Next Projects

- **Main priority with regional benefits.** South Kalispel Way to 6th – at 80% design. Just submitted a RAISE Grant application.
 - Opens up land for development
 - Provide an alternative north/south route to Hayford Road.
 - Addresses traffic fatalities on Hayford.
 - Improves emergency access.
 - Has letters of support from STA, Airway Heights, and others.
 - Had a TIA done for entire site through 2040
 - Make it a multi-modal, main (complete) street project (like Summit Parkway/Kendall Yards).
- **Next priority:** Multi-use pathway connecting Sprague (near raceway) to Trails Road near the Recreational Center.
 - Northern Quest down to HW 2 – Most of vacant land is owned by Tribe. Most in trust. Also have raceway property. About 500 acres.
 - The 3 large multi-family projects – 672 units, would benefit from the pathway and Kalispel Way improvements.



Local Land Development Projects

- Eventually extend 6th all the way through their property.
- Extend Kalispel Way to prison – not a priority.
- Extend 6th to Hayford, next to Apartments not a high priority.
- Monitor Sprague for future signals, when warranted.
- Other area projects of interest:
 - 10th and 21st – Parallel routes to HWY 2
 - Roundabout on Garfield and HWY 2 by City (City has some funding. Believe it was congressionally directed for ROW acquisition, and they may have some for construction funding, but it may not be enough because construction costs are higher than expected).
 - Kalispel roundabout was about \$6M (may have been a fill issue and overtime costs). It is estimated that the City has budgeted \$3.7 but funding and costs need to be confirmed.

1. Are we missing projects within your agency that need to be added to the list?

- a) Are the timelines appropriate, or do they need adjusted?

- b) Are the costs appropriate or are updates available?
- c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?

Daniel needs to double check but he thinks they are prioritized.

2. How is your agency accommodating safety into policy or projects?

When designing a project, they want it to be multi-modal. No formal policy. Not sure if the TIA has a safety element. Daniel will check.

3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?

Preservation projects are developed from their "Government Office" in Pend Oreille. In the past, the Tribe had arrangements with City of Airway Heights for maintaining infrastructure. That responsibility is now back with the Tribe and they are trying to get a handle on the needs and how to program/manage it better. The Tribe has historically had a robust grants program but also trying to build tax base so less reliant on enterprise funds to address needs.

4. What is your Transportation Operation need on a yearly basis?

Assessing how to best handle this. Again, this responsibility has been transferred from Airway Heights for certain roads. The Maintenance Department for Northern Quest does a fair bit of this work, like landscaping and snow removal. It is either done in-house or via contracts. They are trying to develop a more cohesive plan.

5. What is your Transportation Maintenance need on a yearly basis? See above

6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?

These are wise to consider but our road network is small. Will talk to Megan, their planner, to see what initiatives are in the works. She is also involved with environmental aspects such as EV charging grants.

7. What does your agency hope to get from this Metropolitan Transportation Plan update?

Confidence that projects that are important to Tribe are being considered and ways the Tribe can support other local projects. Pedestrians and safety are important to the Tribe.

8. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

Want to ensure STA service continues for team members and residents. Kalispel Way would be the primary transit corridor.

Had some grants in the past for service from Spokane to the Reservation – Kaltran. Daniel will check with Julia to see if there is plan/need to bring it back. It was Monday- Thursday – it did well

when operational. Believe it started in 2009 and was open to public. It stopped 3 or 4 years ago. Special Mobility Services may have taken over some of the routes.

9. What are the highest priorities or focus for your agency over the next decade

Building out their own network in Airway Heights.

Have infrastructure available to support the development of lands.

Question for Us

We want to support SRTC's regional efforts and continue to strengthen connections with City of Spokane, Airway Heights and County to collaborate on important projects in the West Plains area. We will all thrive together.

DRAFT

February 6, 2025

City of Spokane

- Kevin Picanco
- Inga Note
- Colin Quinn-Hurst

Action Items

- Team to review 6 year CIP and Safe Routes to School for project additions.
- Team to follow up on ITS infrastructure with Gerald.
- Team to look at Comprehensive Plan infrastructure projects.
- City to review table.
- City to coordinate with Street Maintenance for preservation needs.

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects in the matrix are from SRTC TIP and relevant agency plans.
- Red text indicates dollar amounts that need to be verified.
- There are some duplicate projects that will be consolidated.

Based on an initial review and discussion, the City noted the following:

- Preservation projects – Should they be in long-range plan, some are imminent. Are they included because they are federally funded and have to be in TIP. (Correct, not all projects will be carried forward into LRTP.)
- Consultant team needs to look at City-wide 6 year CIP program. It looks like projects from that list are not on the table and some are regionally significant. For example, state grant and SS4A funded projects aren't on list.
- Division Street TOD Study, does it have a place in this? Yes, it is important to city.
 - The TOD study is in the early stages and no policies or projects have been identified yet. Study should be done by end of year.
 - Project that are identified in the TOD should align with the Active Transportation Projects in the Unified List.
- CMP –There is discussion about corridors but not specific projects. These corridors may no longer be needed if NSC stays on track. Will need to be reviewed.
- ITS Infrastructure (Gerald can address these).
 - City has not pursued ITS grants. Generally, include ITS on projects if it makes sense. For example, City adds conduit and fiber during construction projects where it makes sense.

- Transportation Studies – The City won't be able to pursue all of these but would like to try to leverage future BUILD grants.
 - City to update the list to mark projects that are likely beyond 20 years. Initially, these include:
 - Qualchan Drive Extension to Marshall Road (over railroad)
 - Hallet to Marshall
- Unified List 18th to 21st in West Plains should be on list
 - 21st is on list, but mislabeled
- Add 3rd Avenue pathway along south side of the NSC connection that has to be built by City (Liberty Park to Fiber Hub Building – Crestline at western most pedestrian bridge). State will only build pathway from pedestrian bridge to Fred Meyer and from there is to be determined based on design of final NSC connection.
 - Add Land bridge – it is noted on WSDOT section
- Add Ben Burr Trail (Lincoln Heights section)
- Add 37 Avenue/ Ray-Freya pathway (east of school / Hazell creek drainage) and improve intersection at Ray and add a signal at 37th and Freya. City owns land where the ball field is. <https://my.spokanecity.org/projects/ray-freya-alternatives-analysis/>
- Programs and Policies – Traffic calming

1. Are we missing projects within your agency that need to be added to the list? See above

- a) Are the timelines appropriate, or do they need adjusted?
- b) Are the costs appropriate or are updates available?
- c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?

2. How is your agency accommodating safety into policy or projects?

- Adopted Vision Zero goal and there is the Mayor's Executive Order.
- Have Local Roads Safety Plan which is updated every 2 years for HSIP funding eligibility. Last one was in May 2024.
- Traffic calming money is a dedicated fund to safety projects.
- No separate section in CIP, safety is incorporated into all work.
- As part of Comprehensive Plan update, need to identify a transportation safety vision/goal. Safety will likely be part of that message.
- Have Complete Streets ordinance.
- Reframing projects do better a job of reflecting then as bike/pedestrian and safety projects– For example, Riverside was just a general road project, but it was a lane reallocation and bike/ped project.

3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?
 - SRTC focuses on NHS, federal arterials so arterial street preservation is decent.
 - Local streets maintenance/preservation is significantly underfunded. The Street Maintenance budget has been cut due to city budget challenges. Only car tab money for local maintenance.

- Bridges are another bucket for needs – like Latah Bridge but there are smaller ones that need attention.
- Ramping up a pilot study to inventory sidewalk conditions to determine actual need. Estimating it will be close to \$100 million to address failing sidewalks in the City. Hope to have a number by spring 2026. By law, sidewalk frontage is property owner's responsibility, but most people can't afford it. Should it be included as a need in the LRTP, given this? Reality is most property owners can't pay to replace sidewalks.

4. What is your Transportation Operation need on a yearly basis?

Kevin to contact Street Department to get more information on budget versus needs for operations and maintenance.

5. What is your Transportation Maintenance need on a yearly basis? See above

6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - Install bike counters and bike data collection through Supplemental Planning grant.
 - As traffic signals upgraded, try to incorporate new technology.
 - Short staffed so signal timing and other ITS is lagging.

What does your agency hope to get from this Metropolitan Transportation Plan update?

7. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- Wellesley is likely the next BRT corridor along with a TOD study. SRTC's role with Division Connects really set the City up well and they should continue this.
- SRTC should advocate more for passenger rail service.
- Big Sky Corridor line should stop in Spokane, it should be a daytime stop. We need daytime rail service.
- Airport rail service – they don't model well but get high ridership when installed.

8. What are the highest priorities or focus for your agency over the next decade

February 7, 2025

Liberty Lake

- Lisa Key
- Luke Michels
- Ben Turner

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans, like the ITS Architecture Plan.

Based on an initial review and discussion, Liberty Lake noted the following:

- Related to the initial project list:
 - Are we missing projects within your agency that need to be added to the list?
 -
 - Are the timelines appropriate, or do they need adjusted?
 -
 - Are the costs appropriate or are updates available?
 -
 - Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - Get a better program for prioritization
 - Pavement master plan and preservation plan – data driven
 - Ben working on prioritization matrix
 - Capital Facilities Plan → most current
 - Budget & CFP
 - Use REET for preservation,
- How is your agency accommodating safety into policy or projects?
 - Strategic Plan for Health and Safety
 - Annual line item in CFP for pedestrian enhancements
 - Prioritized based on Safety
 - Staff & Police chief → input
 - Intersection & pedestrian counts
 - Policy through Bike and Pedestrian master plan
 - Data scanned (facilities)
 - Bike/Ped committee → staff capacity and public engagement plan

- End of 2025
- We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?
 - Do what we can with what we have funding to do so
 - TIB + grants
 - Tougher and tougher to obtain funding
 - Infrastructure is aging and funding is more challenging
 - No plan for local roadways; collectors & arterials prior. Will be developing.
 - Having a data driven approach is key. Underway.
 - Sweet spot – major road is reaching end of lifespan
 - If not, what are the true needs of the agency, in terms of projects and dollars?
 -
- What is your Transportation Operation need on a yearly basis?
 - Not really looked at that in the future
 - Work with County for signals
 - Snow plowing is well accounting for
- What is your Transportation Maintenance need on a yearly basis?
 - Not sure yet...plan will help (underway)
- The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.
 - How is your agency accommodating smart mobility (e.g. ITS) or resiliency in policy or projects?
 - Upgrading 1 signal for line of sight
 - Next level → 7 signals; contracted with signal
 - Not a lot of benefit
 - Pretty big expense → hire staff to manage. Agency is too small (area and staff) to find benefit (through coordination with County staff)
 - Network analysis may show how it could provide benefit
 - Provide regional support for that technical – would be nice to be regional in nature
- What does your agency hope to get from this Metropolitan Transportation Plan update?
 - 4-step model that includes bike, pedestrian, and transit
- How does transit fit into future plans? This may include intercity service, long-distance rail, etc.
 - Not of the opinion commutation and volume to support light rail
 - Can we break barrier – transit connections between CDA & STA (Citylink)
 - 28/29% pattern
 - At least 30% are ID plates in the Liberty Lake Park-n-Ride
 - Working with STA – excited about HPT and connecting with Citylink

- Climate Chapter of City's Comp Plan (update underway) – greenhouse reduction and transportation...more to promote ridership and partnering with STA
 - Saturday service
- SOV mindset in community – education to shift may be part of Comp Plan and future plans
 - More frequent and daily service to get changes
- What are the highest priorities or focus for your agency over the next decade?
 - Realize build-out in next 20 years
 - Plan for build-out infrastructure
 - Seeing huge changes in how transportation is delivered in future
 - Not over-build and anticipate future

Additional Information:

- TIF: Tax Increment Financing (Economic Development)
 - Private sector development completing the projects
 - Water mains, sewer
- Mission Improvements
 - Ped improvements
 - SRTS
 - Stormwater enhancements
- Country Vista (5-lane roadway) @ Kramer
 - South side = MF proposed
 - North side =
 - Build out over next 5-years
 - Protecting pedestrian
 - Preservation project (city limits to Liberty Lake)
 - Medians + pedestrian crossings
 - Enhanced environment
 - Traffic calming
 - Speeds on corridor
- HPT – STA Park and Ride = Appleway west of Greenacres flyover
- Future middle school and elementary school
- Sprague, Molter to Gage
 - Replacement and stormwater
 - Multi-jurisdictional →
- Pavement conditions report this spring → change of priorities
- Sidewalk and multimodal pathways
- Bike and Pedestrian master plan
- More dense development

- Network analysis – later this year
- Comp Plan update → 20 year horizon
- Land capacity analysis → how is it fed into the process
 - Based on GMA → pretty significant change to transportation demand
 - More dense...but have to deal with greenhouse piece
 - How is it going to feed into the MTP →
- Would be nice to get on the same cycle → SRTC versus GMA cycles
- BTPO – Pocatello, ID...comp plan update with MTP...reduce capital projects by creating changes to neighborhood commercial to reduce trips...scenario planning.
- Break down silos and be more collaborative in planning...breaking across limits

DRAFT

February 7, 2025

Spokane International Airport

- Lisa Cocoran

Action Items

- Lisa to provide operations and landside maintenance costs.

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects we've identified to date are from SRTC TIP and agency plans, including Airport Master Plan.

Discussion

- The Airport is fortunate to have specific federal funding resources, and most projects don't require additional federal, state, or local funds. One exception to this is Spotted Road.
 - **Regional Significant #1 Project:** Spotted Road has been funded through USDOT. SRTC has been helpful as supporting it as an important project. Currently, the Airport has enough funding to construct the interchange.
 - WSDOT has asked for dynamic signage and fiber as a part of the project which would require additional funding.
 - Also providing a separated pathway as part of the interchange project is a priority and requires additional funding.
- The 21st Avenue extension through the Airport is a longer-term future need. This project is on both Airport and City property.
- Hayford Realignment – This project is still in Airport Master Plan and will stay on the list as part of the new Master Plan. It is a much longer-term need associated with a new parallel runway.
 - The number of air operations is declining right now because of larger aircraft that can carry more people. This pushes out the need for the new parallel runway and road realignment.
- Rail/truck transload facility is in Master Plan with a connection from Craig Road to Hayford.
 - There is existing land to expand transload facility. The last section of rail is being installed this spring. Getting ready to sign operating/lease agreements for rail operation.

- It is a certified BNSF site. Rigorous interview that resulted in an interior port site selection. City, County all participated. Big win and it takes truck traffic off I-90 and HWY 2 and an economic boost.
 - Doesn't need to be on LRTP list. Largely ready to go.
- Craig Road / Interchange (County project). Airport dedicated ROW and easements to facilitate the expansion of Craig Road. Continues to be part of the review team.
- On-going Concourse C expansion will continue through 2026. Funding goals have been met. No additional funding is needed.
- **Regional Significant #2 project.** Central Hall is regionally significant. Concourse C had to happen before demo and construction to add single "processing box" for screening and baggage to improve customer service. The two checkpoints now are very inefficient. Construction planned for 2026 to 2029 with some upfront utility work. Landside work will be part of this effort.

1. Are we missing projects within your agency that need to be added to the list?

- a) Are the timelines appropriate, or do they need adjusted?
- b) Are the costs appropriate or are updates available?
- c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
- The CIP is developed for budget purposes, but projects are prioritized by enplanements/growth and pavement management.
- Airport has a need for more parking, more people are driving.
- Airside. The Airport got ahead of new standards 10 to 12 years ago and started implementing required geometric changes. Today's focus is on pavement preservation.
 - Converting asphalt to concrete to accommodate weight of larger aircraft on a hot day – asphalt doesn't hold up.
- Focused on capacity and pavement management.

2. How is your agency accommodating safety into policy or projects?

- Project by project. Parking is a good example, for each change they have to reevaluate wayfinding and crossings.
- Have to work under ADA program, Civil Rights Department under DOT, to meet federal guidelines.

3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?
- Per Part 139, Airports are required to have a pavement management plan. Issuing an RFQ for next round soon to re-evaluate PCIs and needs.
- As part of the Airport CIP, Airport works with FAA to prioritize and get discretionary funding. Sometimes the need is met, sometimes not. Typically, reduced funding results in additional phases to projects.
- Landside preservation needs have been met for the next 5 years with the recent completion of Airport Road in and outbound and Flint Road.
- Next focus area is on redoing parking lots and consolidating parking and new structures.

4. What is your Transportation Operation need on a yearly basis?

- Airport owns and maintain roads.
- For general maintenance like street sweeping and snow removal cost, those are not included in CIP. Airport employees and equipment are used. Lisa to provide.
- Lisa will provide a cost for this but the Airport doesn't need funding for these services. The Airport is self-sustaining.

5. What is your Transportation Maintenance need on a yearly basis? See above.

6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - Airport works with the City on pedestrian/bicycle mobility and STA for transit service at peak times for employees/workforce.
 - Focus on Sustainability and reducing energy consumption.
 - Adding assisted hearing loops and doing more to accommodate immobile passengers within the terminals.
 - For EV charging installation, initial goals have been exceeded and the number of charges outpaced demand. Slowing down program.
 - For TNC circulation, this will be evaluated as part of Central Hall.
 - Likely will eliminate metered stalls in front of airport. They are underutilized.
 - Will re-evaluate area in front of the terminal for safety and efficiency of all users.

What does your agency hope to get from this Metropolitan Transportation Plan update?

- Received \$30M for Spotted Road from USDOT – a result of SRTC support. FAA doesn't typically pay for interchanges.
- Central Hall – Finance plan is not fully in place. Support from SRTC will be important.

7. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- No plans for rail service.
- Will continue on going coordination with STA to serve peak demands.
- Long distance commuter rail is not in plan. Rail is focused on commerce goods.

8. What are the highest priorities or focus for your agency over the next decade

- Spotted Road
- Central Hall
- Landside circulation/parking
- New projects may be included in the new Master Plan/ALP.
 - a. RFQ for Master Plan Fall 2025 – 2 to 3 years
 - b. ALP continuously updated

Question for Us

- Airport projects should not bump another agency's project need. Funding is different for Airports so it doesn't always make sense to come to SRTC.

February 10, 2025

WSDOT

- Char Kay
- Larry Larson
- Glenn Wagemann
- Mike Pea
- Mike Frucci

Action Items

- WSDOT to provide operations and maintenance dollars.
- WSDOT to update project list (what is not applicable and costs that are readily available), with a focus on ITS Architecture Plan.

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans, like the ITS Architecture Plan.

Based on an initial review and discussion, WSDOT noted the following:

- For the RSAP projects, needs are identified but actual projects/mitigation strategies have not yet been identified. They should be moved to regional strategies versus specific projects.
- Some CMP corridors listed as WSDOT but are within City jurisdictions.
 - Notes, some corridors will fall back to local jurisdiction when list is finalized.
- For ITS infrastructure, WSDOT is focused on maintaining existing devices, not expanding devices.
 - The exception is the ramp metering project which is currently paused due to federal funding freeze.
- WSDOT 17 Project– This project was carried forward from the previous CMP list. The description notes “road expansion.” This does not align with WSDOT values – WSDOT does not advocate for road expansion until TSMO and other demand management strategies have been exhausted. Expansion, in general, is not the first choice by WSDOT to address issues.
 - This description needs to be updated to clarify minor road expansions likely applies to local side streets. In this case, it would not apply to WSDOT.
- Team will need to refresh language for CMP projects, given the date of the previous document.
- ITS Architecture projects all need to be reviewed. Team and Glen to coordinate on this.

- State routes in urban areas. Are there any plans to transfer ownership?
 - The Transportation Commission has been tasked with doing a study of this topic. They may be giving presentations on the report now. Team to follow up.
 - No agencies have recently asked to have a roadway turned back to them.
- WSDOT has interests in supporting networks that serve I-90. Resiliency of I-90 is based on the surrounding system.
 - West Plains – 18th and 21st. They are on the City of Spokane and Airway Heights list.
 - Inland Empire Way along 195 – On City of Spokane list
 - Country Vista (Liberty Lake) – City of Liberty Lake is doing a transportation study this year as part of Comprehensive Plan update. There is a discussion about signals versus roundabouts
 - WSDOT reports modeling demonstrates roundabouts would work in lieu of signalization.
 - School District and Big Box Retail TIAs also show roundabouts work.
 - Ramp terminal would be roundabout per WSDOT.
 - Corridor was built as a reliever for I-90. Every signal along the corridor removes capacity from I-90.
 - Documented in many studies through collaboration with local jurisdictions that these are important corridors for I-90 functionality.
 - 18th and 21st (unfunded in previous in MTP but should be carried forward)
 - Spotted Road Interchange
 - 195
 - Latah Bridge Preservation. Story has changed on this bridge since last MTP update. 1800 housing units coming online and Latah Bridge may need to be a more near term project to address safety and mobility. Not a deficiency need, but a regional mobility/safety need.
 - The City's Sunset Highway Bridge project would have to come before WSDOT I-90 Latah Bridge project.
 - I-90 competes in its own category for money.
 - Trent Ave – it's parallel to I-90 and plays an important role in the region. Continuing to maintain it and preserve it is vital for resiliency.

1. Are we missing projects within your agency that need to be added to the list? [See above](#)

- a) Are the timelines appropriate, or do they need adjusted?
- b) Are the costs appropriate or are updates available?
- c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - For preservation, WSDOT has a regional allocation to work with.
 - P2 (Structures) and P3 (Other major assets – signalization, drainage, rest areas, etc.) is prioritized out of Headquarters. Based on a statewide need.

2. How is your agency accommodating safety into policy or projects?

- Using Safe Systems Approach on all projects.

- In the past, reviewed intersection FSI crashes every two years and ranked intersections for improvements. This came out of the improvement side of the house. But this doesn't exist anymore.
 - Other discretionary funds are available for minor improvements like striping, safe signs, adding signal heads. (Low cost dollar items).
 - All paving projects are required to address ADA deficiencies – comes out of preservation funds. (Past ADA projects were funded out of Safety program.)
- 3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?**
- If not, what are the true needs of the agency, in terms of projects and dollars?
 - Funding does not meet needs. The 10 year plan shows a \$1.2 billion unfunded preservation need in the Eastern Region. The unfunded preservation need in Spokane County is \$528M.
- 4. What is your Transportation Operation need on a yearly basis?**
- Operations generally include street sweeping, plowing, signals, and SRTMC. Maintenance generally includes sidewalks, signage/striping, etc.
 - Funded through multiple sources of money and it isn't broken down by County. WSDOT needs time to pull this together for Spokane County.
- 5. What is your Transportation Maintenance need on a yearly basis? See above**
- 6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.**
- How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - NSC – Ramp metering will be needed in 2045 base do project growth. Adding conduit as it is constructed to meet future needs. It is a minor cost to add conduit. Trying to do this on preservation projects as well.
 - WSDOT has a Dig Once policy
 - SRTMC and ITD coordination. Cross state connections are limited. We each have a (Variable Message Sign (VMS) sign in each other's backyard. They work to coordinate messaging but all of ITD's information goes through Boise, which can add challenges. No discussion of fiber crossing borders.
 - ITD has plans to widen I-90 but WSDOT has not seen the numbers to support widening need and plans to look at TSMO strategies first.
- 7. What does your agency hope to get from this Metropolitan Transportation Plan update?**
- Better linkage between land use/new development as it relates to impacts on the transportation network, especially in light of the Senate Bill which promotes increased housing. MTP should go beyond historic lists and address land use development projections. The MTP should reflect an agreement that when pursuing land use development, transportation demand/needs to the network be better addressed.
 - From the operation side, travel demand, managing existing capacity to its fullest before expansion, is a priority. Technology can help manage/increase capacity, but funding isn't there for technology. Ramp metering is a success story by reducing crashes and travel time.

- Regardless of source of funds, there is an obligation to make the right decisions. Make sure we are using all existing capacity before we add lanes – Be fiscally responsible.
 - Improve level service using TSMO strategies - focus on managing peak hour volumes. Add lane assignment during peak hours, VMS signs, etc. to stretch capacity.
 - Paint a picture of reliability, not level of service. How can a traveler plan a trip?
 - Assets should be in a state of good repair. Lowest life cycle cost goal.
 - Solve problems with more TSMO tools/technology but also recognize that they have a short life span (5 years) and currently there isn't a program to replace these assets.
 - Software is also unfunded.
 - Strive to have MTP illustrate a system where all assets are in a state of good repair.
 - Significantly underfunded for all preservation. Taking maintenance funds which impacts that work. Parts of the system are being closed in the state.
 - System failure is a potential reality. Worried MTP projects will focus on expansion, when the focus should be preservation. How do we make that message compelling?
 - Each agency pays \$15K for SRTMC. Large benefit to the region.
- 8. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.**
- Transit can be used to manage mobility and WSDOT continues to work with STA.
 - Supporting Fly Stops at Argonne and Appleway (west of Barker). WSDOT is providing excess land at Argonne.
 - Rail services – no current conversations.
- 9. What are the highest priorities or focus for your agency over the next decade**
- WSDOT wants to get back to state of good repair (operations, maintenance and safe system approach) but the reality is the State Legislature dictates priorities and WSDOT doesn't always get to control their own mission.
 - Coordinating land use development with impacts to transportation network (195 as an example)

Question for Us

- WSDOT supports more frequent presentation to the SRTC Committees and Board on:
 - Value of SRTMC
 - TSMO

February 10, 2025

Spokane County

- Barry Greene
- Jami Hayes
- Brandi Colyar
- Matt Zarecor

Action Items

- Team will update matrix and then County can review.

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans, like Mead, Mt. Spokane Study.
- Matrix does not have latest 2025-2030 County TIP, still pulling those in.
- County map will be updated so it doesn't show other agency projects.

Based on an initial review and discussion, the County noted the following:

- There are a lot of new projects in the most recent TIP that are not in SRTC TIP.
 - Jamie will review table to note which projects are going into construction this year and what might be missing.
- Unified Projects to add: Shown as individual projects not as corridors (SRTC has shape file of these projects and will provide to Sean):
 - Glen Rose
 - 32nd
 - Barker
 - Elk Chattaroy
 - Craig was also submitted to SRTC – The list shows the interchange description but not the corridor. The \$24M budgeted is just for the interchange.
- Harvard Road BNSF Grade Separation at Trent – Submitted grant application.
- Mead Mt. Spokane Study- Projects identified in plan are largely tied to new development. One developer is coming in for a large project and would be responsible for projects identified in the study to support their development plans.
- Comprehensive Plan Update
 - Planning Department leading update. Likely to have some changes but the impacts on the transportation system are not yet known.
 - Would like to update road standards and tie into Comprehensive Plan effort.

- For mapping, keep WSDOT and STA projects on the map if they impact County roads/decisions.
- Government Way Trail is a Kalispel Tribe (KTI) project

1. Are we missing projects within your agency that need to be added to the list? See above

- a) Are the timelines appropriate, or do they need adjusted?
 - b) Are the costs appropriate or are updates available?
 - c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
- The County does not prioritize projects in their TIP. Prioritization is based on available funding.

2. How is your agency accommodating safety into policy or projects?

- Have Local Roads Safety Plan to facilitate safety grants.
- Working on County Road Safety Plan. HSIP applications are due in March.
- All projects are reviewed for safety enhancements. Taking a systemic approach.
- It is expected the Comprehensive Plan will address safety but not sure if targets will be set.
 - The Transportation element is behind schedule. County is planning to hire a consultant management team to keep the project moving forward.

3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?
- Funding does not match needs.
 - Limited resources - \$66M, ½ from property tax, \$22M is from grants, \$8M from the gas tax.
 - Budget:
 - Capital projects \$27M, Maintenance \$19M, whatever is left is a slush fund for preservation.
 - Preservation is self-performed by County. Have a budget of \$8M a year for chip seal and overlay. With inflation, it is costing about \$11M.
 - Funded at \$4M in 2024 – just local spending. Much less than their goals for 2024.
 - It would take another \$20 to \$40M to maintain system at current level, which does not include any improvements.
 - Would like to have another \$7M to \$8M in near term for preservation.
 - For capital projects, would like another \$10M a year but the need is larger than that.
 - Transportation Improvement Board (TIB) funds small preservation projects in the small communities. Takes County crews off books to do that work so can get more out of County dollars.
 - Arterial system is in very good shape. A lot of capital projects and preservation funding goes to this system.
 - Local roads are woefully inadequate and there isn't a sustainable funding source.
 - CRAB is pushing an agenda to get a local access road funds for maintenance.

4. What is your Transportation Operation need on a yearly basis?

- Currently use safety money for sign replacement. The sign and signal budget is \$2M which seems to meet need but if there is a shortfall, money has to come from preservations.

- Fixed costs have to be taken care of so preservation is the only place to “take money” from.
- 5. What is your Transportation Maintenance need on a yearly basis? See above**
- 6. The SRTC Board approved the region’s first Smart Mobility and Resiliency Plans in December 2024.**
- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - ITS infrastructure is on perimeter of the County. The County is the farthest away from backbone of system.
 - There isn’t an overall plan that is specific enough to help the County place conduit where it is needed. Need a specific ITS plan to help County make informed decisions with limited dollars.
 - Added fiber on Gieger, which was completed using the BUILD grant received and through multi-agency coordination with WSDOT and Spokane.
 - Looked at adding it along Bigelow but funding was limited.
 - Funding not available for resiliency and ITS.
 - WSDOT looks to local jurisdictions to fund the SRTMC. Today, the SRTMC benefits I-90 and urban areas the most (which makes sense). The direct benefit to County roads is limited at this time.
 - In general, the large urban projects get most of the funding. Again, understandable and makes sense but makes it harder to keep up with County needs.
- 7. What does your agency hope to get from this Metropolitan Transportation Plan update?**
- Get Regionally Significant projects on MTP.
 - Craig Road
 - Rural areas should get rural areas of service but money doesn’t go far.
 - Rural projects don’t always score competitively against urban projects using a percentage of allocation to priorities. They are equally scored and that may not be the right approach.
- 8. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.**
- Inner City Rail. It is aspirational and should be talked about, probably not realistic in the foreseeable future.
 - There needs to be a balance of our car-centric culture with the reality of non-motorized and transit use. Need to continue to understand what is the actual and forecasted transit ridership and number of people walking and biking? Where should money be spent.
 - Active participant in Division Connects BRT.
 - Always coordinate at the project level regarding stops/transit needs, for example, scoping a project on Government Way with STA.
- 9. What are the highest priorities or focus for your agency over the next decade**
- Preservation
 - Safety.
 - Really trying to understand and address crashes. For example:
 - Leaving the road the crashes – hard to address.
 - Intersection safety improvements have a big impact, like roundabouts.

- Argonne/Upriver is next significant safety project.

DRAFT

February 11, 2025

STA

- Mike Tresidder
- Tara Limon
- Brian Conley
- Madeline Arrendondo
- Karl Otterstrom
- Emily Poole
- Daniel Wells

Action Items

- STA (Dan and Mike) and will SRTC TIP list and clarify status and what has been transferred to other jurisdictions.
- STA (Mike) to review ITS Architecture list and provide updates.
- Team to review:
 - [I-90 Corridor Development Plan](#)
 - [2025-2030 Transit Development Plan](#) (this contains our 6-year CIP, and is updated annually in July)
 - [Near Term Investments](#) (adopted by the STA Board in 2021)
 - [Transit Asset Management Plan](#) (this is updated annually and will be updated in the next month or 2)

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans.

Based on an initial review and discussion, STA noted the following:

- **SRTC TIP:** Many of the Division Connects street projects are being led by the City of Spokane. Dan and Mike will review list and clarify what has been transferred.
 - For example, bike projects are getting rolled into 27 by 27 program.
 - Projects are too granular and should be more programmatic. Division Corridor Projects, as an example of capturing the systemic improvements to the corridor.
 - STA awarded \$2M to \$4K local match for complimentary active transportation projects on the Division Street corridor. The money isn't tagged for specific projects and can go to both planning and design. The decision as to who will lead the projects also hasn't been determined. See more here: [Spokane Transit awarded \\$2 million Federal grant for Urban Mobility and Division Street BRT - Spokane Transit Authority](#)

- STA does these projects in partnership with others. The projects tend to be regional in nature and require collaboration with WSDOT and local jurisdictions like the City of Spokane.
 - NSC: Projects still relevant but will be considered well after the NSC constructed, but before 2050.
 - ITS Architecture: A lot of the projects have happened. Mike will provide updates.
 - From the Mead Mt. Spokane Study. Farwell Park and Ride is still a project. Currently pursuing site acquisition.
 - Unified List:
 - Electrification is still a need to finish charging infrastructure.
 - STA 53 I-90 Valley Project is still on the list. \$39M does not include Appleway station.
 - See [Connect-2035-Approved-Version-12192024.pdf](#) to add projects.
 - Sprague Appleway Corridor should be on list.
 - Clean energy campus should be on the list.
 - Make sure West Plains transit projects are captured.
 - Have money for Park and Ride on 195 corridor (From 195 Plan).
 - Planning to purchase property for a Park and Ride in 9 mile area to meet future need.
 - I-90 Corridor Plan shows a Park and Ride at the State Line.
1. **Are we missing projects within your agency that need to be added to the list?** [See above](#)
 - a) Are the timelines appropriate, or do they need adjusted?
 - b) Are the costs appropriate or are updates available?
 - c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - Uses planning processes (Comprehensive Plan, Corridors, etc.) and 10 Year Strategic Plan to identify projects.
 - Capital project request process.
 - New CIPS are reviewed by Board each year (2026 to 2031)
 - Projects are categorized by type.
 - Many fall into state of good repair projects and/or are informed by Connect 2035 (have to fund plans).
 2. **How is your agency accommodating safety into policy or projects?**
 - Have a Safety Management Plan and internal Safety Committee that meets monthly to identify procedures, workplace improvements and some lead to capital projects.
 - To reduce crashes, the goal is to bring people to safer modes, like transit. (Cited New York's Congestion Management program results as a success story.)
 3. **We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?**
 - If not, what are the true needs of the agency, in terms of projects and dollars?
 - STA is focused more on asset management per FTA guidelines.
 4. **What is your Transportation Operation need on a yearly basis?**
 - Operations handles routing, scheduling, and issuing of assets.
 - Maintenance handles preventative and reactionary maintenance. Assets are scored to be eligible for capital replacement funding per FTA guidelines.

- STA is required to develop Replacement Plans for rolling stock which includes fixed route coaches, cutaway vans, and rideshare vehicles and non-revenue vehicles which are classified as “equipment.”
- Shelters are maintained on an as needed basis. BRT stations are graded like equipment so they can systematically monitor the degradation of the asset.
- Fleet funding from FTA is dependent on a 20 year financial plan to maintain assets. That translates into projected funding needs using a 6 year transit development plan. The 6 year plan is fully funded based on reasonable assumptions. STA does not have capital programs beyond 6 years.
- Under FTA guidelines for funding, facilities are considered to have a 30 year useful life. Interim upgrades can be done with FTA money. Somewhat underfunded as needs can vary from year to year.
- Financials are in TAM Plan. Latest version will be ready in about 2 weeks. STA will share.

What is your Transportation Maintenance need on a yearly basis? [See above](#)

5. The SRTC Board approved the region’s first Smart Mobility and Resiliency Plans in December 2024.

- How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
- STA does not have a clear ITS policy goal. STA will add this in.
- Resiliency – Working on a Continuity of Operations plan.
- The City of Spokane has some TSPs outside of downtown but not in downtown. The downtown signal system is very old and newer technologies require significant upgrades.
- TSPs should be emphasized as a need in the MTP.

6. What does your agency hope to get from this Metropolitan Transportation Plan update?

- A focus on mode shift. Takes bold action.
- Plan should be tied to tangible outcomes and what are the most effective ways to get there.

7. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- The MTP needs to capture 2050 needs that are above and beyond current scope of operations. For example:
 - Rural service mobility needs – smaller communities like Rockford.
 - East of State Line rail service. There is grade separated rail and exclusive ROW that passes two transit centers and extends across the state line (Union Pacific- not transcontinental so less traffic), which extends into rural areas.
- Inner city transit/rail service. Fish Lake Trailhead to Sandpoint into Athol.
 - Latah/Spokane River– Old Trails Road and Sunset area are growing and there are very few ways cross the valley. It will be a choke point and rail/transit can serve this area.
- High performance transit corridors is current focus with pedestrian oriented places.
 - 2nd largest transit in the State for ridership (King county Metro is 1st)

- Transit can serve new housing needs too.

8. What are the highest priorities or focus for your agency over the next decade

- Funding
- Sustainability.

Question for Us

- Did we ask other agencies about the role of transit? Yes, same questionnaire for everyone.

DRAFT

February 12, 2025

City of Spokane Valley

- Jeremy Clark
- Robert Blegen
- Adam Jackson

Action Items

- SRTC to provide Pavement Preservation Cost previously provided by City and send to Adam to verify it is still correct.
- City

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects in the matrix are from SRTC TIP and relevant agency plans. Does not include 6 year TIP yet.

Based on an initial review and discussion, the City noted the following:

- **Federal Agenda**
 - Sullivan/Trent Interchange
 - South Barker Corridor (Mission to 8th needs to be captured)
 - Barker I-90 Interchange (Was a WSDOT project but the City is moving forward with it as priority. Congressional funding has been appropriated).
 - Argonne I-90 Bridge
- Updating 6 year TIP getting update in next few months. Don't anticipate adding any new projects.
- **Arterial preservation.**
 - Valley has a pavement preservation cost but it is dated. And without additional funding, City won't be able to move the needle on preservation projects. It is likely the same cost previously provided to SRTC.
 - City is scanning streets this year to update the needs.
- **CMP**
 - SRTC added corridors but didn't specify strategies with new CMP update which is scheduled to be done in May.
 - Pines Road. Verify it is on the WSDOT CMP list.
 - Barker has been added as Tier 2, and it was extended to Trent.
 - The Sprague/Appleway corridor is not congested but needs to be addressed from a capacity versus accessibility lens - Complete Street treatment.

- Fiber/ITS
 - North Sullivan is complete but more work is needed moving south.
 - Fiber is pulled along Mullen to the north.
 - Have a piece of 32nd done.
 - Extending conduit down Sullivan to 24th as part of sidewalk project.
 - Other Studies to review
 - NIA PAO Study – Trent/Sullivan, and Trent and Flora, Mirabeau, Sprague and Pines.
 - Regional Safety Action Plan and Local Road Safety Plans
 - Arterial non-motorized user safety priority is a priority.
 - Map Additions
 - Carnahan and 8th intersection
 - Appleway Trail to Thierman and eventually to NCS bridge
 - Appleway and Thierman intersection
 - 2 intersections at 8th and 16th on Dishman Micha –traffic signal replacements and ITS
 - Pines south of 32nd
 - Pines SR 27 and 16
 - Pines and Sprague
 - WSDOT crossing, Pines north of Sprague
 - PHB at 24th and SR 27 (will be constructed soon)
 - Sprague to Barker ITS improvements
 - Mirabeau and Mansfield (Shown in Mirabeau Subarea Study)
 - Barker interchange
 - Flora Road Reconstruction and bike/pedestrian facilities from Sprague to Centennial Trail. Complex as it includes I-90 crossing and connections to trail at north end.
 - Discussed long term project that includes connecting trail from Mirabeau Point Park across to Kaiser (bridge) onto Plants Ferry Park. The River Loop Trail identified in a previous plan. Will not include in MTP update even as long term (illustrative) since there is currently not support from City for this right now given other priorities.
 - Getting ready to do an Active Transportation Plan over the next 12 months (WSDOT funded \$100K).
 - Pedestrian and bike facilities on Trent are desired by City (Trent is a “rural highway in urban area”). This is a WSDOT facility, and it hasn’t not been a priority for them.
- 1. Missing projects within your agency that need to be added to the list? See above**
- a) Are the timelines appropriate, or do they need adjusted?
 - b) Are the costs appropriate or are updates available?
 - c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 City prioritizes by federal and state agenda projects that also show up on regional list.
 Context of need of network and how they compete for funds. Deliver 1 project a year as a locally paid grind and inlay project. Focus on arterial/land use intensive corridors.
- 2. How is your agency accommodating safety into policy or projects?**
- Have Local Roads Safety Plan for funding HSIP. Not adopted.

- Mobility and safety for all modes on arterials is a main focus and improvements are designed into projects.
- Pursue safety grants.
- Using Regional Action Plan for reference.
- Adopted Complete Streets Policy
 - Any preservation project incorporates complete streets/safety elements to the extent possible
 - Policy is used by design teams.

3. We understand you have Transportation Preservation projects programmed and funded.

Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?
- In 2017/2018, updated unit costs for preservation. The result was \$8M was budgeted for blacktop but the program need was \$16M given increased costs of doing business.
- In 2021- Used the same costs. The \$8M gap continues to increase.
- Budget probably covers 50% of actual need for the 1,100 lane miles.
- Local streets make up 2/3rds of the system but they no longer fund preservation. Funds have had to be reallocated to more pressing issues (took \$1.5 million for public safety).

4. What is your Transportation Operation need on a yearly basis?

Operations. The Budget Book is online, look at Fund 101. It shows \$7.4M but not sure if that meets current needs. The Traffic side funding is adequate but other areas may not be covered, like pavement using local staff.

- Signal, markings and signs maintenance/operations is generally covered by the budget.
- Full replacements are not covered by the budget (poles, signals).
- Have a maintenance plan for signals but no replacement plan (except for cabinets)
- City does not have an asset management plan for guard rail, poles, etc. Know the infrastructure is getting older.
- They do have a Bridge Plan – Condition of the 15 bridges is known based on a 2 year inspection cycle.

5. What is your Transportation Maintenance need on a yearly basis? See above

6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- b. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
- Pushing ITS network to get more things online.
- Would like to have devices on Trent for travel times.

7. What does your agency hope to get from this Metropolitan Transportation Plan update?

- Money and get out of the way.
- Regional traffic flows from model.
- Representation in plan.
- Advocacy for regional issues and needs. (Thanks to SRTC, projects have received funding, like Barker Road).
- Without dollars from SRTC (\$1.5M to \$2M) and TIB (\$2M) can't meet their needs.

8. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- Coordinate, support, and accommodate STA projects. City doesn't drive STA projects.
- Would like more HOV lanes and transit but in reality we aren't quite there.

9. What are the highest priorities or focus for your agency over the next decade

- Support: funding and advocacy
- Concerned about losing funds to I-90 and the growing area west of Spokane (HWY 2).
- Regional connections previously discussed Barker, Trent and Sullivan, 8th and Carnahan. Causing congestion for other roads and creating choke points. The City's is going to have to step up to address choke points, state can't get to them. Funding deficit will just get bigger and bigger.
- ITD is expanding I-90 from 6 to 8 lanes on Idaho side. How will that impact the Washington side?
 - I-90 Study may be planned. City would like to be involved if it moves forward.
 - TMC takes \$3M, STRC is taking more money off the top for their work, this further limits amount of money that is available . Should there be a cap on contributions?
- Would like to see WSDOT present more on the benefits of TSMO/TMC.

DRAFT

February 13, 2025

Deer Park

- Daniel Pratt
- Spencer Montgomery (JUB)
- Jay Hassell (JUB)

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects are from SRTC TIP and agency plans, like the ITS Architecture Plan.

Based on an initial review and discussion, Deer Park noted the following:

- Related to the initial project list:
 - Are we missing projects within your agency that need to be added to the list?
 - City is updating their 2025 TIP currently, which includes some preservation and reconstruction projects
 - TIP projects mentioned
 - Crawford & Main – Intersection capacity improvements
 - H & Colville – Intersection Improvements
 - C & Colville – Intersection Improvements
 - D & Weber – Intersection Improvements
 - Pedestrian safety along Colville
 - Discussed the use of Impact Fees to aid in facilitating improvements
 - Mentioned actual growth is happening slightly faster than projected growth in SRTC model
 - Are the timelines appropriate, or do they need adjusted?
 - The SRTC TIP has the first segment of Colville Road labeled. Need to be updated to reflect current version.
 - Are the costs appropriate or are updates available?
 - Need to update the costs as well to match the current version.
 - Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - Safety and current road conditions
 - No local road safety plan
 - Accident history and trends
 - Nothing really on the citywide

- How is your agency accommodating safety into policy or projects?
 - Review on a case-by-case basis
 - Review of historic safety
 - 89 crashes, 3 serious injuries, 1 fatality (high speed pursuit)
 - More walking – safety for pedestrians
 - Sidewalk and items of that nature
 - Discussed Local Road Safety Plan and Safety Action Plan
 - City inquired about benefit of doing such
 - City inquired about funding of safety items and if such would be beneficial to the City
- We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?
 - Yes, the arterial and local road system is being preserved as needed with available funds.
 - About \$300k per year of local funds are used for preservation
 - This year has TIB funding assistance as well, in addition to \$300k
 - If not, what are the true needs of the agency, in terms of projects and dollars?
 -
- What is your Transportation Operation need on a yearly basis?
 - Dan to send over information about actuals. In general their operations and maintenance needs match dollars allocated.
 - Mentioned always needing help/funding with reconstruction projects.
 - City inquired about operations/maintenance vehicle replacement funding
 - Grader motor went out – needing a more immediate replacement
 - Discussed none were known at this time
- What is your Transportation Maintenance need on a yearly basis?
 - See above.
- The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.
 - How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - No signals in Deer Valley, so not really accounting for smart mobility.
 - No real issues with resiliency nor really accommodating such.
 - Talked a little about Deer Park Milan road connection
 - Talked a little about state of repair for roadways
 - Mentioned no real flooding or natural hazards of concern
- What does your agency hope to get from this Metropolitan Transportation Plan update?
 - City passed 5,000 in population in 2024, what does that mean for Deer Park as it relates to competing for grant funding?
 - May fall within “urban small” category – similar category as Cheney

- City was concerned about competing with urban projects in Spokane and Spokane Valley
 - It was mentioned that Deer Park is outside urban growth boundary and would likely be in the urban-small category
 - Deer Park desired to continue receiving SRTC funding – they utilize it for a project every ‘couple of years’.
 - Discussed the potential for better signage from the highway for travelers getting to Deer Park – avoiding a congested area near Crawford/Main.
 - Potential for SRTC to assist in coordinating a meeting between WSDOT and Deer Park, if needed
- How does transit fit into future plans? This may include intercity service, long-distance rail, etc.
 - It is believed that some minor carpooling occurs organically.
 - Small bus, Gold Line, travels from Spokane to Colville and stops in Deer Park
 - Sean confirmed: Gold Line travels from Kettle Falls to Spokane, with a stop in Deer Park
 - Special Mobility Services (SMS) has a service to Deer Park as well
- What are the highest priorities or focus for your agency over the next decade?
 - Trying to stay ahead of growth
 - Accommodate facilities to match land use
 - Preservation and reconstruction – addressing the needs
 - Funding to accomplish the above.

February 14, 2025

City of Airway Heights

- Heather Trautman
- Steven Flude
- Albert Tripp
- Dennis Fuller
- Zachary Becker

Action Items

- Team to review Comprehensive Plan

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects in the matrix are from SRTC TIP and relevant agency plans.
- There are some duplicate projects that will be consolidated.

Based on an initial review and discussion, the City noted the following:

- SRTC opened call for projects today so may not be prepared to answer all of our questions. There is a lot going on!
- SRTC TIP projects
 - SR 2 Pedestrian Project is complete.
- Hayford Road preservation is in design, scheduled for construction in 2025.
- Garfield/US 2 – Scheduled for construction in 2027. Federal appropriation is in hand for demo, also awarded so the project is fully funded. Will start ROW acquisition this year.

Unified List

- HWY 2 Multimodal: Received funding from Sandy Williams grant, have \$2M budgeted for this year and \$850K for construction. Also, applied for a Build Grant (\$18.2 M). If funding comes in, construction will occur in 2027.
- US 2 Phase 2. No funding request.
- 6th and 12th avenue projects are correct.
- Craig Road should remain on list.
- Scoping additional projects including preservations projects.
 - **Will be put forward as priority projects.** Submitted for segments of 18th and 21st. Submitted 3 times to SRTC. From City Limits-Hazelwood to Hayford and from Hayford to Garfield.

- City has completed 30% design of 21st and 100% design from City limits to Hayford. Have cost estimates.
 - Private development is building connecting sections at Deer Heights. Helps provide another route for freight.
 - Longer term project will be to extend 21st to Craig.
 - City of Spokane, Airway Heights, and County collaborating on 6th and 12 and 18th to 21st, parallel routes to US 2. Pulls from Deer Heights roundabout. US 2/Craig roundabout built by Tribe.
 - Gap path project. – Shared use path along US 2 from west of the Hayford/US 2 intersection and continue to Garfield.
 - Improve Craig Road, north of city limits to 6th Avenue. Long term goal.
 - Will be Major Urban collector – per WSDOT. Supports new elementary school at 1st and Craig (east side). It will be a walking school.
 - Phase 2 of the West Plains plan is still underway.
 - Reclassify Russell to Craig as collector (look at 2023 Comprehensive plan. Transportation Chapter). Volume 2 under resources. Volume 1 shows maps.
 - Redesignate 1st Avenue.
 - Review Kalispel Master Plan – Lyons Roundabout at US 2 – build north south access to Sprague.
- 1. Are we missing projects within your agency that need to be added to the list? See above**
- a) Are the timelines appropriate, or do they need adjusted?
 - b) Are the costs appropriate or are updates available?
 - c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - As part of 6 year TIP, adopted annually.
 - Through the SRTC nomination process for priority projects. And then through legislative support request letter.
 - And by available grants/funding.
- 2. How is your agency accommodating safety into policy or projects?**
- As projects are designed. For example:
 - Completed design 6th and 12th projects, construction finished this year from Craig to Garfield, designed as traffic calming project. Added shared use path on south side, separated sidewalk on north side, 11 foot travel lanes, and median. Added 2 traffic circles/roundabouts.
 - Similar strategies on section of US 2 (3 roundabouts, enhanced pedestrian crossings, and coordination with transit). Shared use path on both sides.
 - Use SRTC Safety Plan as guide. They do not have a Local Road Safety Plan.
 - There are also safety strategies in the Transportation Section of the Comprehensive Plan for pedestrian and bike facilities. In general, the goal is to extend the active transportation network to facilitate more walking and biking.
- 3. We understand you have Transportation Preservation projects programmed and funded. Do those projects meet the needs of the agency?**
- a. If not, what are the true needs of the agency, in terms of projects and dollars?
 - Do not have a full understanding of the needs yet.

- Planning for a pavement scan so they can get a better handle on the needs. Will categorize pavements based on a scale from ranging from needs crack sealing to full depth reclamation. Have about 14 to 15 miles on the federal system and 40 miles off the system.
- Currently have less than \$100K for existing preservation. Woefully inadequate.
- Will documenting preservation culminate in new revenue stream for cities? How will information be used?
 - State of Washington has asset management plan. WSDOT has asked SRTC for information from the local level since it isn't included in their state plan.

4. What is your Transportation Operation need on a yearly basis?

- The County operates all the signals.
- City has a crack seal machine and adequate equipment for snow plowing.
- Once pavement needs are identified, will need to come up with labor and equipment needs.

5. What is your Transportation Maintenance need on a yearly basis? See above

6. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
 - Resiliency and Smart Mobility will be addressed as part of Comprehensive Plan update which won't be complete until 2026.
 - Parallel routes to US 2 are critical to provide redundancy for freight, commerce and local access. (6th 10th, 12th to connect to Deer Heights).
 - Looking at grants for smart mobility and have asked WSDOT to co-apply. They weren't ready at the time but it may make sense to include reader board technology on US 2 to direct drivers to the parallel routes.

What does your agency hope to get from this Metropolitan Transportation Plan update?

- 18th to 21st.
 - Acknowledgement by jurisdictions to cooperatively develop redundant systems for congestion management, safety, other specific purposes. They don't score well because the routes are fully developed yet so they don't have congestion or safety issues but they play a critical role in relieving pressures off the main corridors.
- Repurpose networks so they are more efficient, rather than expand.
- Adjacent networks evaluated on an equal footing as main networks. For example, from Hayford to Deer Heights, not much else can be done. Need to develop parallel routes.
- Balance between improving systems but so many roads are lagging on preservation. Some roads are so far gone, they will need to be reconstructed (6th Avenue) but not federally designated so there isn't funding. Tax bases can't handle the need.

7. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- Engaged with STA and 2025 plan. It will change Airway Heights. In next 10 years, HWY 2 will be a high performance transit route.

- Route expansion of 3 routes that all touch 6th Avenue will occur in 2025 and early 2026 with service on 6th Avenue (5 buses an hour, faster than 15 minutes between the 3 routes)
- Patterns of growth north of US 2, north of Northern Quest. Will need transit service but the area is outside transit service boundary. Working with STA to try to expand boundary.

8. What are the highest priorities or focus for your agency over the next decade

- First and last mile connections to key destinations.
- How to address Hayford Road safety.
- Capacity improvements on Hayford to Medical Lake interchange.
- Deno Road capacity improvement, high use east west by Air Force.
- Craig Road.

DRAFT

February 20, 2025

City of Cheney

- Brett Lucas
- Todd Ableman

Action Items

- Cheney to provide TIP spreadsheet

Introduction

- This is a 20 year plan. The intent is to identify what can be done with funding now, what is the vision for the future, and what are the needs. Trying to report on what is the delta between funds available and the actual needs.
- The project list will be prioritized – timelines and readiness will factor into this process.
- Projects in the matrix are from SRTC TIP and relevant agency plans.
- There are some duplicate projects that will be consolidated.

Based on an initial review and discussion, the City noted the following:

- No regional projects in Cheney have been identified in plans.
- Focus is primarily on preservation and maintenance.
- Main concern: Restricted access into Cheney from I-90.
- Future land development will likely impact Cheney as it expands around the Four Lakes Interchange and south of West Plains. As land becomes scarce, Cheney becomes more attractive. Completion of the Four Lakes interchange will also drive the need for 904 improvements. No funding to address these concerns.
 - ADT along 904 is over 20,000 and it is still a 2-lane highway. Working with WSDOT to address this. It needs additional capacity – 4 lanes.
 - Needed for mobility and resiliency (as demonstrated by recent wildfire evacuations).
 - Economic benefits of mobility from I-90 to Cheney. Lower-cost industrial land is available but need efficient truck routes in and out of Cheney.
 - Apartments have a 1% to 3% vacancy rate which is low. May be a lower rent housing option for people working in Spokane.
 - Number of people leaving town and coming into town is a balance. Becoming a bedroom town.
 - Previous WSDOT Study on 904:
 - Crossing 904 on College Hill is a safety issue
 - Didn't qualify for 4 lanes at the time of the study but looking at passing lanes
 - Prior to 2004, there were a lot of crashes - dark and passing. 5 fatalities spurred a safety grant to add lighting at intersections, turnout lanes and a no passing zone from Four lakes to Cheney. (5 miles)

- Train Traffic: BNSF and Union Pacific creates a squeeze point at Cheney Spokane Road.
 - Crossing is less than a block from SR 904. Trains back up on both sides and sometimes traffic stopped at the BNSF crossing backs up into the Union Pacific crossing.
- Downtown – trying to get planning dollars for revitalization - a Main Street program.
- EWU keeps them “alive.”
 - Not sure about EWUs long-term impact. They are struggling with enrollment, and many classes are going online.
- Freight Opportunities
 - Approached by trucking company to use Cheney as a distribution center. But will need SR 904 to have maximum mobility – now an 8 minute drive.
 - Also, Texas development expressed interest in industrial lands associated with rail.
 - Maintaining truck routes in a state of good repair is important to attract this type of development (right now West Cheney to Spangle has deteriorating asphalt).
- Cheney Spangle Road trail. Will be able to ride to Spokane when complete.
 - Bike lanes planned out.

1. Are we missing projects within your agency that need to be added to the list? See above

- a) Are the timelines appropriate, or do they need adjusted?
- b) Are the costs appropriate or are updates available?
- c) Are you prioritizing your agency projects? If so, may we obtain that prioritized list, please?
 - Most projects are related to preservation. They are ranked based on street ratings. Try to protect streets going into a fail situation.
 - All roads leading into Cheney improved to 44 to 46 foot ROW with sidewalks via an aggressive campaign in 2000s.
 - Current TIP is a simple spreadsheet
 - Funded projects
 - Planning projects

2. How is your agency accommodating safety into policy or projects?

- In application process always consider safety
 - As part of preservation project for Elm to Washington to 6th, widened sidewalks, added raised, crosswalks, removed parking on north side for 6 or 7 blocks, and improved transit experience. 20 MPH
 - Adding roundabout at North 6th and Betts (failed intersection) next to Cheney Middle School
- Comprehensive Plan has discussion on Complete Streets

3. We understand you have Transportation Preservation projects programmed and funded.

Do those projects meet the needs of the agency?

- a. If not, what are the true needs of the agency, in terms of projects and dollars?
1. Preservation – For 28 years, have had a dedicated electric and natural gas tax for preservation of residential streets. Able to overlay and use money as a match for additional preservation dollars. Very successful. Have touched all streets and they are in good shape.
2. Projecting at today’s cost, it would take \$72 M to overlay all streets.
 - \$22 M for the 14 miles of arterials

- Need \$2M annually to keep up with maintenance but not able to do that now. At \$500K now plus any preservation money the City can get from SRTC and TIB.
 - Today, with \$500K you can only do about 600 to 800 LF of roadway.
- With limited staff capabilities, the City may not be capturing grants and funding opportunities.
- Received \$4.3 for preservation and a roundabout at North 6th and Betts.

3. What is your Transportation Operation need on a yearly basis?

- Street Department is understaffed with only 1.66 FTE including a supervisor and they have to maintain 45 miles of streets.
 - Use equipment operators in other departments share resources.
 - \$480K operations budget.

4. What is your Transportation Maintenance need on a yearly basis? See above

5. The SRTC Board approved the region's first Smart Mobility and Resiliency Plans in December 2024.

- a. How is your agency accommodating smart mobility (e.g. ITS) or resiliency into policy or projects?
- Smart Mobility:
 - No city signals in Cheney
 - Signals on SR 904 are WSDOT's
 - They have signal and RR gate connections.
 - SR 904 – Would be nice to know average speed and flow (there is a RR crossing there too – 5 mile backup and cases where it was beyond Four Lakes interchange). Get better understanding for mitigation.
- Resiliency
 - Gray Fire and truck crash- Both closed I-90 and routed traffic through Cheney which did not have the capacity to handle the traffic. This impacted emergency management response times.
 - Took vehicles 3 to 4 hours on Spokane Cheney Road during evacuations.
 - Comprehensive Plan update (will finish 2026) including the transportation element will address resiliency. Working with Spokane County on the climate element.
 - Also working with Fire Department/Emergency Management.
 - Goal is better communication during an event.

What does your agency hope to get from this Metropolitan Transportation Plan update?

- Support to improve SR 904 and mitigate traffic flow.
- Include Cheney in discussion related to the Four Lakes Interchange. It will impact Cheney since Cheney has land for development and the evacuation routes.
- Preservation money.
- Safety projects, at intersections along SR 904 and at rail crossings
- The railroad dissects the city and may impact response times during an emergency. Would like ITS solution to notify when trains are coming into City to help reroute traffic.

6. How does transit fit into future plans? This may include intercity service, long-distance rail, etc.

- STA helps fund bus stop improvements.
- Haven't defined high performance routes but the Comprehensive Plan is looking at it.
- Large ridership with 2 bus routes. Good headways.
- Rail: 3 rails (UP, BNSF, and service into airport/grain elevator).
 - If there are more rail trips across SR 904, it will be detrimental to traffic flow.
 - Alternative would be to route rail under 904 near rodeo grounds.
 - Railyard on east side of Cheney (BNSF)
 - Rail summit hosted last summer. Rail between Spokane and Seattle was discussed with a short haul service with multiple stops at smaller towns.

7. What are the highest priorities or focus for your agency over the next decade

- See above.

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REGIONAL PROJECT MATRIX

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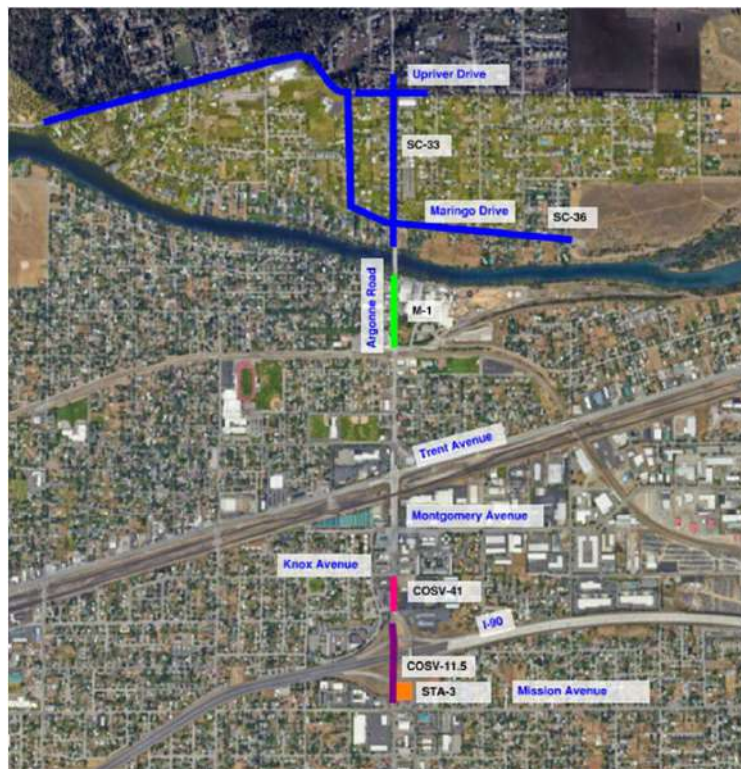
CORRIDOR SHEETS

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Argonne Road Corridor

Upriver Drive to Interstate 90

Spokane County, Millwood, Spokane Valley, STA, WSDOT



Recent/Ongoing Studies

Argonne/Upriver Intersection Improvement Study

Agencies

Spokane County
Millwood
Spokane Valley
Spokane Transit Authority
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

6

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
M-1	Argonne Road, Empire to Liberty Congestion Relief	Millwood	Roadway widening to include center turn lane, signal modifications, and ADA improvements at intersections.	\$3,942,301
SC-33	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$28,700,000
SC-36	Centennial Trail / Argonne Gap Project	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8,500,000
STA-3	Argonne Station Park and Ride	STA	Build a transit station adjacent to I-90 with connectivity to new bus service on Argonne and up to 60 car parks. Includes bus platforms and geometric changes to accommodate bus operations. Includes property acquisition.	\$13,700,000
COSV-11.5	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28,200,000
COSV-41	Argonne Rd. Concrete Pavement - Indiana to Knox	Spokane Valley	Reconstruct with concrete and improve stormwater and signal operations.	\$4,428,000
Corridor Total				\$87,470,301

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21st Avenue Corridor

US2 to Spotted Road

Airway Heights, SIA, Spokane County, Spokane, WSDOT



Spokane
Regional
Transportation
Council

Recent/Ongoing Studies

West Plains Transportation Network Plan



Agencies

Airway Heights
Spokane International Airport
Spokane County
City of Spokane
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

5

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
SIA-1	21st Avenue East Extension	SIA	WSDOT has studied a three-lane extension of 21st Avenue to provide congestion relief to U.S. Highway 2 through City of Airway Heights.	---
AH-13	21st Ave, U.S. 2 Congestion relief (60%)	Airway Heights	New Construction between Hayford and Deer Heights	\$5,180,000
AH-19	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Garfield and Hayford	\$4,910,000
AH-21	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Craig and Lawson	\$7,000,000
AH-22	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Lawson and Garfield	\$4,490,000
			Corridor Total	\$21,580,000*

**Not all cost estimates provided*



Division Street Corridor

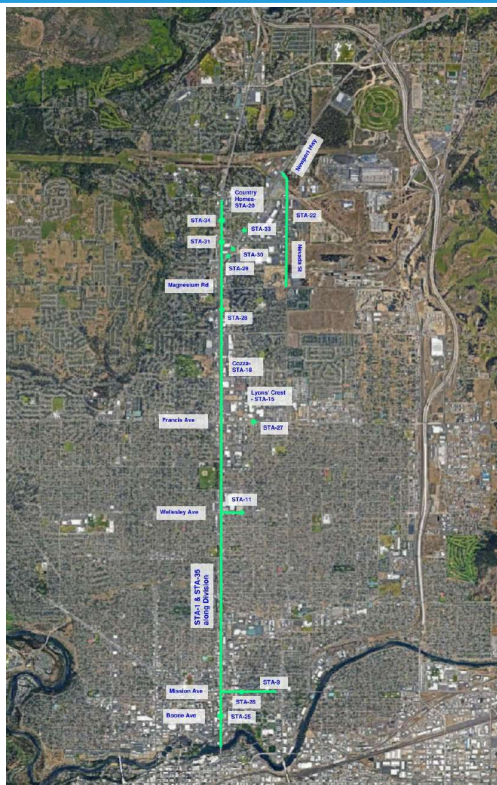
Newport Highway to Spokane River

Spokane, Spokane County, WSDOT, STA



Spokane
Regional
Transportation
Council

Recent/Ongoing Studies
Division Connects



Agencies
Spokane Transit Authority
Spokane
Spokane County
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

**Number
of Projects**

17

Timeframe

Mid-Long

Project ID	Project Name	Agency	Description	Amount
STA-1	Division Bus Rapid Transit	STA	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202,000,000
STA-9	E Mission Ave - Bike	Spokane/STA	Roadway reconfiguration - installing buffered bike lanes between Division to Cincinnati	\$2,994,359
STA-11	E Wellesley Ave - Bike	Spokane/STA	Roadway reconfiguration - installing buffered/protected cycle track and improvements between Division and Lidgerwood	\$510,796
STA-15	N Division St (1) - Ped	Spokane/STA	Addition of sidewalks to fill gaps near Lyons	\$299,144
STA-18	N Division St (2) - Ped	Spokane/STA	Add sidewalks to fill gaps north of Cozza	\$182,072
STA-20	N Division St (3) - Ped	Spokane/STA	Add sidewalks to fill gaps near Country Homes	\$546,217
STA-22	N Nevada St - Bike	Spokane/STA	Roadway reconfiguration and install buffered bike lanes between Magnesium and Newport Highway	\$1,828,840
STA-25	N Division St/Boone Ave - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$492,661
STA-26	E Mission Ave /N Lidgerwood St	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, and signs	\$769,063
STA-27	E Francis Ave/N Lidgerwood St - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$323,492



Division Street Corridor Cont.

Newport Highway to Spokane River

Spokane, Spokane County, WSDOT, STA



Spokane
Regional
Transportation
Council

Project ID	Project Name	Agency	Description	Amount
STA-28	N Division St/Stonewall Ave - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$296,218
STA-29	N Newport Hwy/N Country Homes Blvd - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$440,850
STA-30	N Newport Hwy/E Hoerner St - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$336,356
STA-31	N Division St/Holland Ave - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$301,951
STA-33	E Newport Hwy/E Westview Ave - Crossing	Spokane/STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	\$413,290
STA-34	N Division St/Graves Rd - Crossing	Spokane/STA	Intersection improvements to install traffic signal and ADA enhancements	\$ 523,718
STA-35	Division St Active Transportation Access Improvements	Spokane/STA	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25,800,000
			Corridor Total	\$289,170,301

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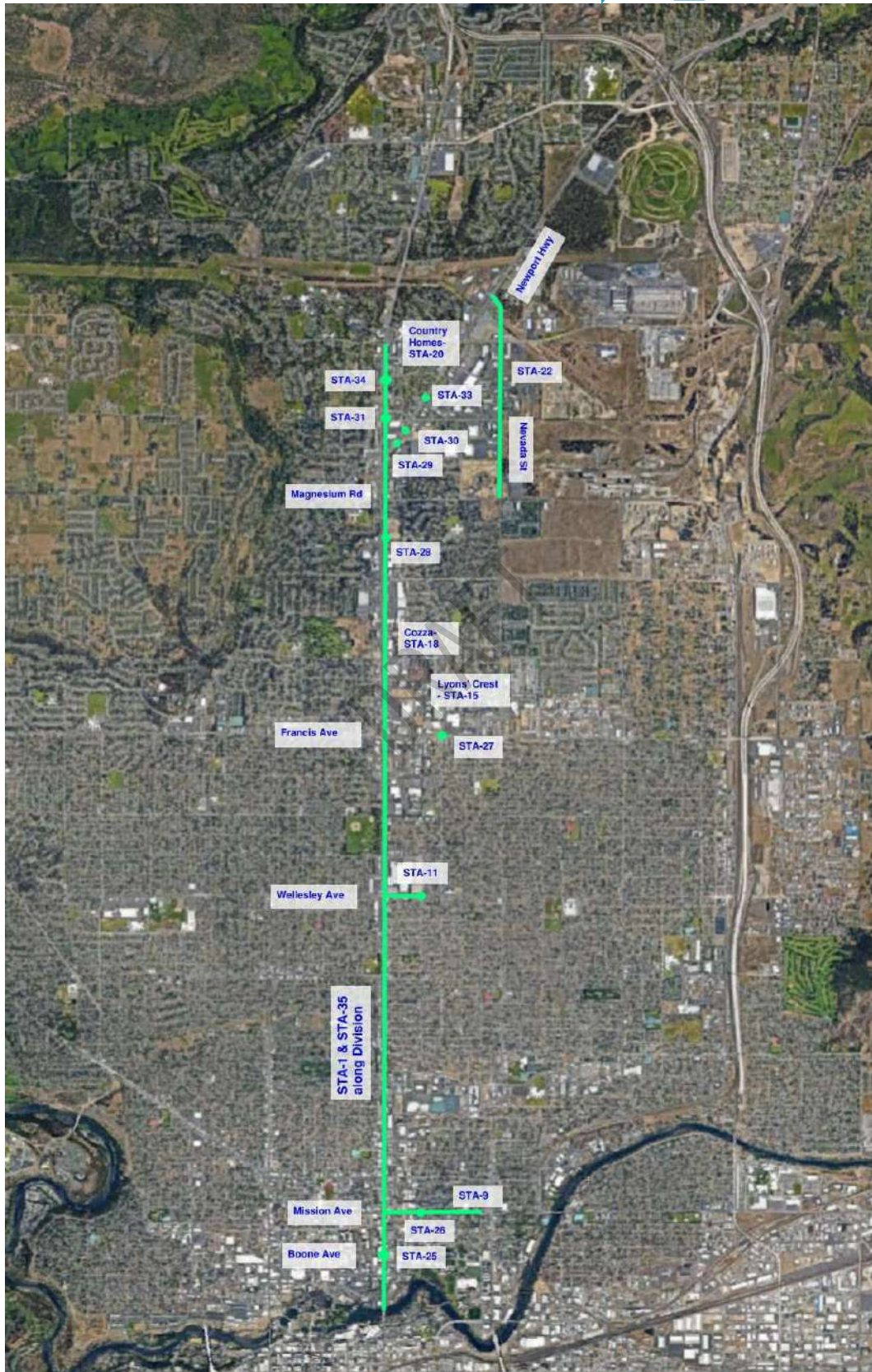
Division Street Corridor Cont.

Newport Highway to Spokane River

Spokane, Spokane County, WSDOT, STA



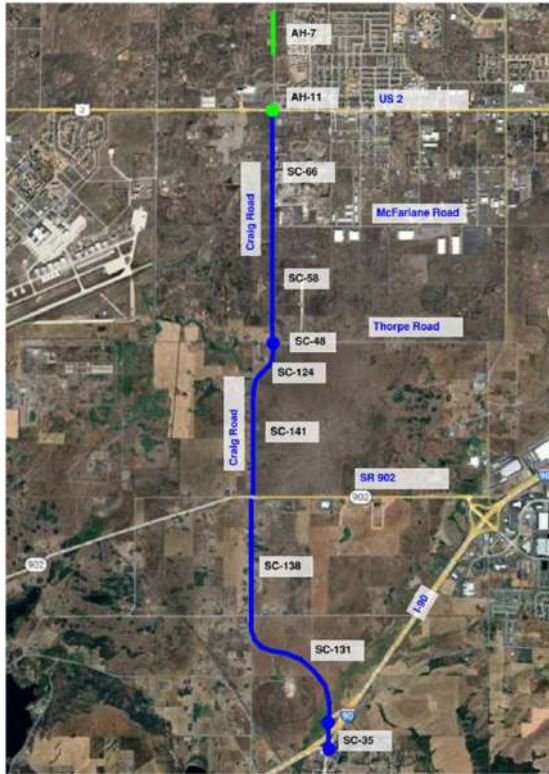
Spokane
Regional
Transportation
Council



Craig Road Corridor

US2 to I-90

Spokane County, Airway Heights, WSDOT



Recent/Ongoing Studies

Craig Road Non-Access Feasibility Study
West Plains Transportation Network Plan

Agencies

Spokane County
Airway Heights
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

10

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
AH-7	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	\$11,200,000
AH-11	Craig Road/U.S. 2 Roundabout	Airway Heights	Intersection Improvements	\$3,940,000
SC-35	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Road by modifying existing interchange, to provide northerly access and complete a link to Craig Road and reconstructing the corridor.	\$24,000,000
SC-48	Craig / Thorpe Roundabout	Spokane County	Construct new roundabout	\$2,000,000
SC-58	Craig Road Reconstruction - Thorpe to McFarlane	Spokane County	2 - lanes, 6' shoulders both sides, 36' pavement width	\$2,560,000
SC-66	Craig Road Reconstruction - McFarlane to US 2	Spokane County	2-lanes, 6' shoulder west side, bike lane & sidewalk east side, 33.5 pavement width	\$2,560,000
SC-124	Craig / Thorpe Realignment	Spokane County	Realign Craig Road to improve offset T intersection. 6.5-inch HMA pavement section	\$1,900,000
SC-131	Craig Road New Alignment - I-90 / Four Lakes Interchange to MP 0.54	Spokane County	Construct new alignment from I-90 / Four Lakes interchange to Craig Road	\$4,560,000

Craig Road Corridor Cont.

US2 to I-90

Spokane County, Airway Heights, WSDOT



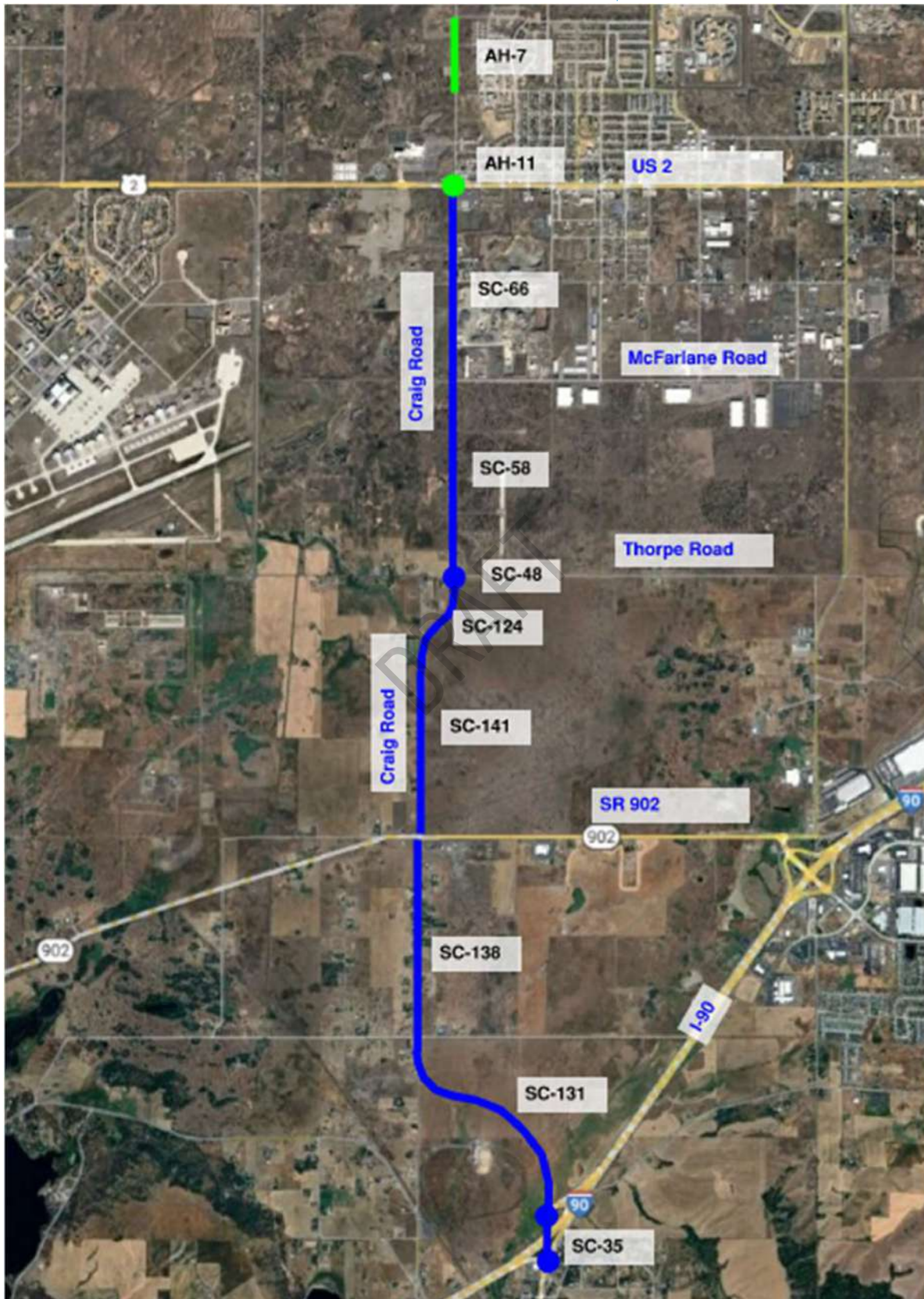
Project ID	Project Name	Agency	Description	Amount
SC-138	Craig Road Reconstruction - MP 0.54 to SR 902	Spokane County	Reconstruct and widen to 36'	\$4,700,000
SC-141	Craig Road Reconstruction - SR 902 to MP 2.82	Spokane County	Reconstruct and widen to 36'	\$2,348,000
			Corridor Total	\$59,768,000

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Craig Road Corridor Cont.

US2 to I-90

Spokane County, Airway Heights, WSDOT



Barker Road Corridor

Mission Avenue to Rodeo Drive

Spokane Valley, WSDOT, Spokane County



Recent/Ongoing Studies

Spokane Valley South Barker Road Corridor Study
Barker Road IJR
Harvard Road IJR

Agencies

Spokane Valley
Spokane County
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

11

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
COSV-12	Barker Rd Reconstruction	Spokane Valley	Project widens Barker Rd from an existing 3-lane rural section to a 5-lane urban section from Appleyway to I-90.	\$18,800,000
COSV-19	Barker Road, Mission to Boone Avenue Improvements	Spokane Valley	Widen Barker Road to 5-lane arterial with bike lanes and sidewalks	\$6,000,000
COSV-19c	Barker Road, Appleyway Boulevard to South City limits	Spokane Valley	Widen Barker Road to 3-lane arterial with bike lanes and sidewalks	\$7,400,000
COSV-19d	Barker Road / 4th Avenue Intersection Improvement Project	Spokane Valley	Construct a single lane roundabout at Barker/4th Avenue	\$3,600,000
COSV-19e	Barker Road / 8th Avenue Intersection Improvement Project	Spokane Valley	Construct a single lane roundabout at Barker/8th Avenue	\$3,200,000
COSV-23.5	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000
COSV-36	Barker Road Reconstruction (Sprague to Appleyway)	Spokane Valley	Reconstruction to urban 3-lane section.	\$5,228,000
COSV-46	Barker Road Corridor (Mission Ave. to South City Limit)	Spokane Valley	Phased improvements: Mission to I-90 & I-90 to Appleyway (5-lanes), Appleyway to Sprague to 4th to 8th (3-lanes). Roundabouts at Sprague, 4th & 8th Ave. Bikes lanes, sidewalks, ITS, and stormwater as needed.	\$100,000



Barker Road Corridor Cont.

Mission Avenue to Rodeo Drive

Spokane Valley, WSDOT, Spokane County



Spokane
Regional
Transportation
Council

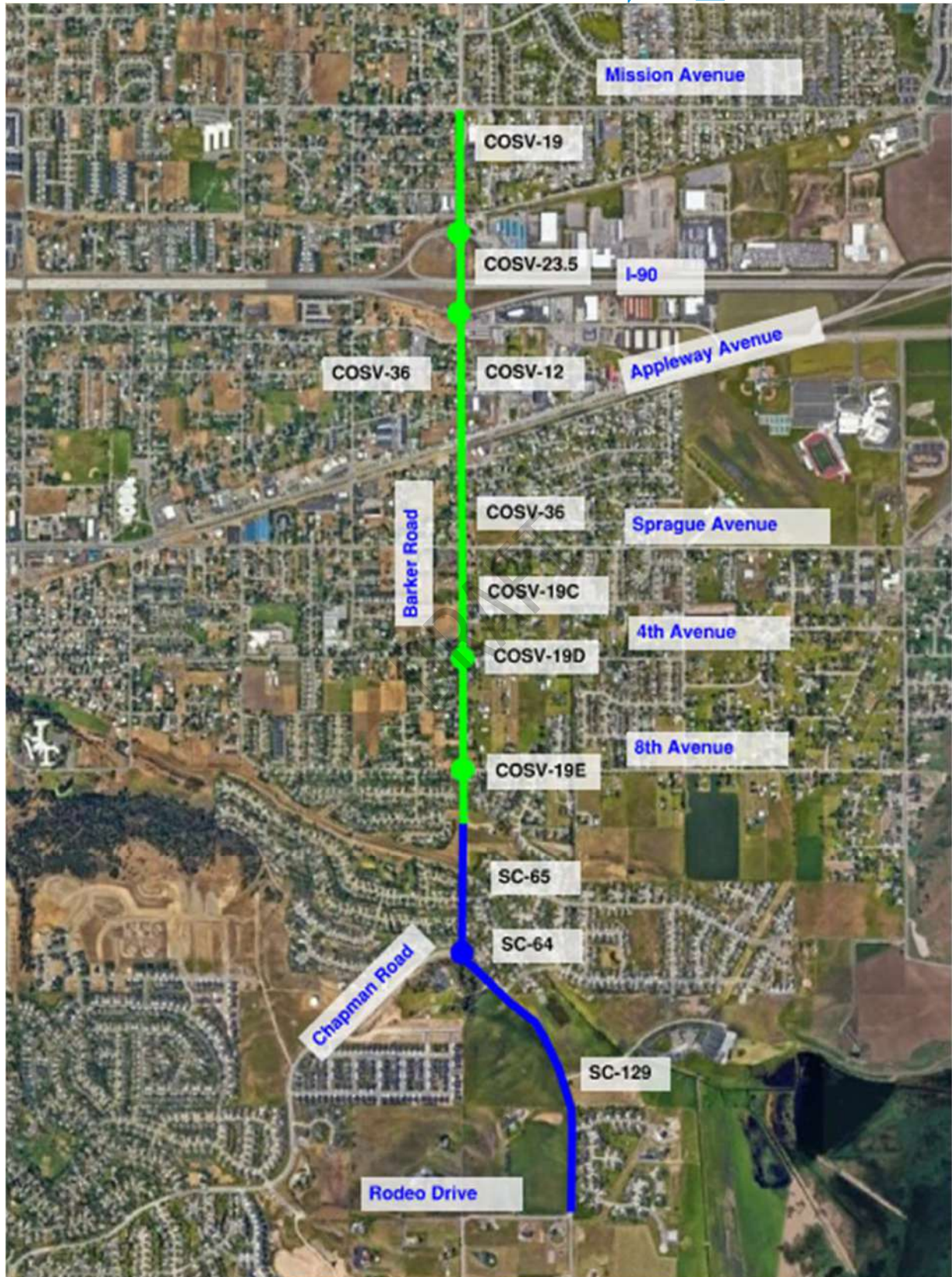
Project ID	Project Name	Agency	Description	Amount
SC-64	Barker & Chapman Intersection	Spokane County	Intersection improvement	\$1,731,000
SC-65	Barker Road Reconstruction - UAB to City Limits	Spokane County	Reconstruct to urban section, enhance ADA and Stormwater	\$1,695,000
SC-129	Barker Road Reconstruction - Rodeo to 15th.	Spokane County	Reconstruct from existing 22' wide to 30' wide paved (two 11' lanes and 4' shoulders)	\$3,500,000
			Corridor Total	\$91,254,000

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Barker Road Corridor Cont.

Mission Avenue to Rodeo Drive

Spokane Valley, WSDOT, Spokane County



Elk-Chattaroy Corridor

US2 to Antler Road

Spokane County



Recent/Ongoing Studies

Agencies
Spokane County

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

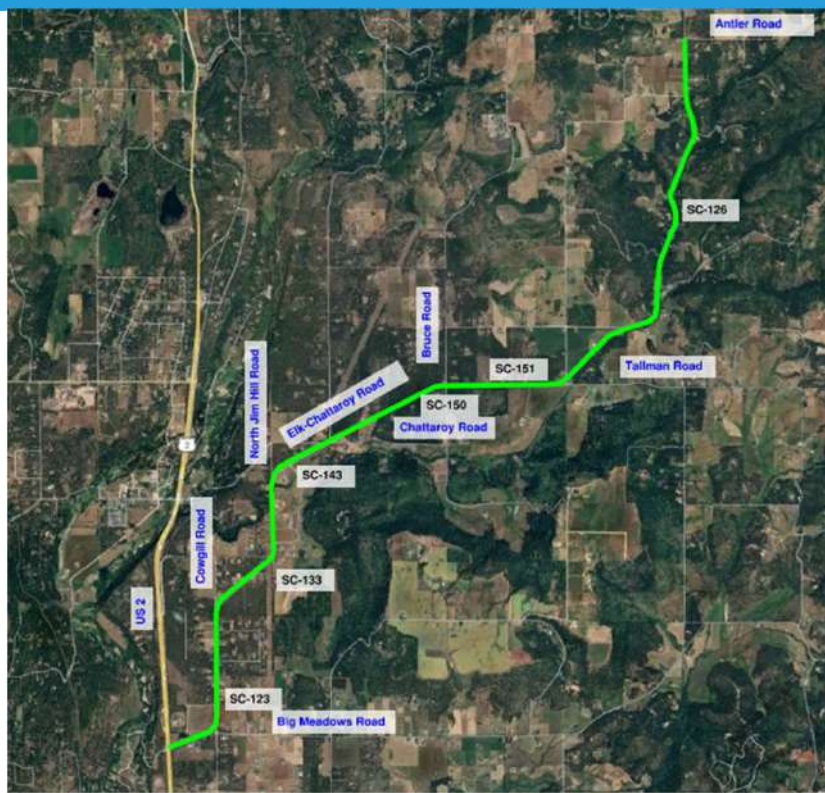
Regionally Significant

**Number
of Projects**

8

Timeframe

Short-
Mid



Project ID	Project Name	Agency	Description	Amount
SC-123	Elk-Chattaroy Reconstruction - Big Meadows to Cowgill	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	\$2,967,000
SC-123	Chattaroy Road Bridge # 3801	Spokane County	Bridge replacement	\$3,647,000
SC-126	Elk-Chattaroy Preservation - MP 7.91 to Antler	Spokane County	2-inch overlay over 1 inch pre-level of existing 20 ft. pavement width	\$1,323,000
SC-126	Gordon Road Bridge # 1506	Spokane County	Bridge replacement	\$3,057,000
SC-133	Elk-Chattaroy Reconstruction - Cowgill to North Jim Hill	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	\$4,000,000
SC-143	Elk-Chattaroy Reconstruction - North Jim Hill to Chattaroy	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	\$2,000,000
SC-150	Elk-Chattaroy Reconstruction - Chattaroy to Bruce	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	\$3,600,000
SC-151	Elk-Chattaroy Reconstruction - Bruce to Tallman	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	\$3,400,000
Corridor Total				\$23,994,000



Glenrose Corridor

16th Avenue to 57th Avenue

Spokane, Spokane County, Spokane Valley



Recent/Ongoing Studies



Agencies
Spokane County
Spokane
Spokane Valley

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

**Number
of Projects**

9

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
SC-60	Glenrose Reconstruction - 57th to Sumac	Spokane County	Widen and realign to urban section from 57th to Sumac	\$4,900,000
SC-71	Glenrose Reconstruction - Sumac to 37th	Spokane County	Widen and realign to urban section from Sumac to 37th	\$4,500,000
SC-78	Glenrose / 37th Intersection	Spokane County	Construct roundabout	\$2,700,000
SC-79	Glenrose Reconstruction- 37th to 29th	Spokane County	Widen and realign to urban section from 37th to 29th	\$5,000,000
SC-84	Glenrose Reconstruction - 29th to Carnahan	Spokane County	Widen and realign to urban section from 29th to Carnahan	\$3,300,000
	Glenrose and 29 th Intersection	Spokane County	Construct roundabout	\$2,700,000
	Glenrose and Havana Intersection	Spokane County	Construct roundabout	\$2,700,000
	Glenrose to 16th	Spokane County	Widen and realign to urban section from	\$5,000,000
	Carnahan to 17th	Spokane County	Widen and realign to urban section from	\$4,600,000
Corridor Total				\$35,400,000

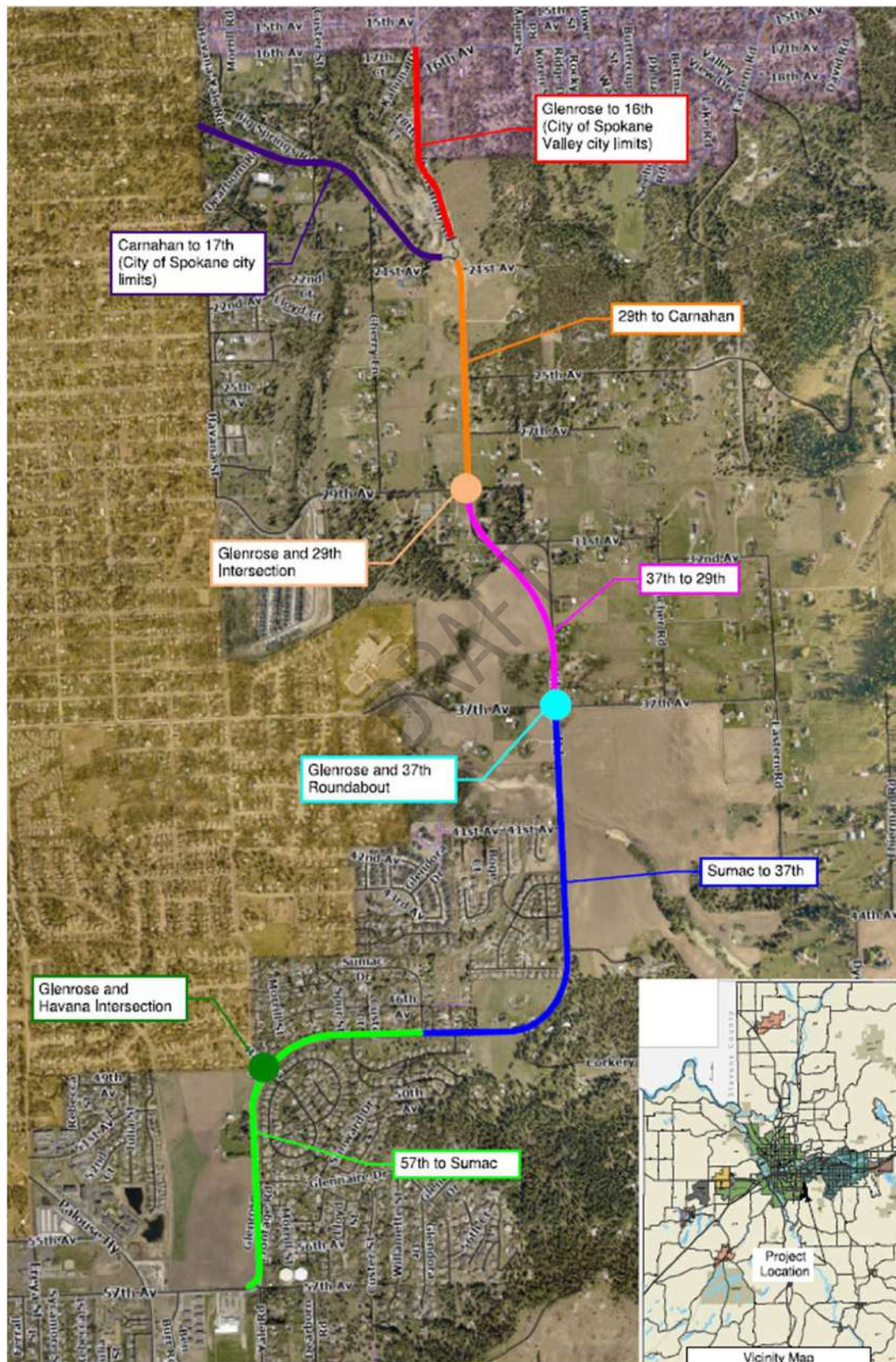
Glenrose Corridor Cont.

16th Avenue to 57th Avenue

Spokane, Spokane County, Spokane Valley



Spokane
Regional
Transportation
Council



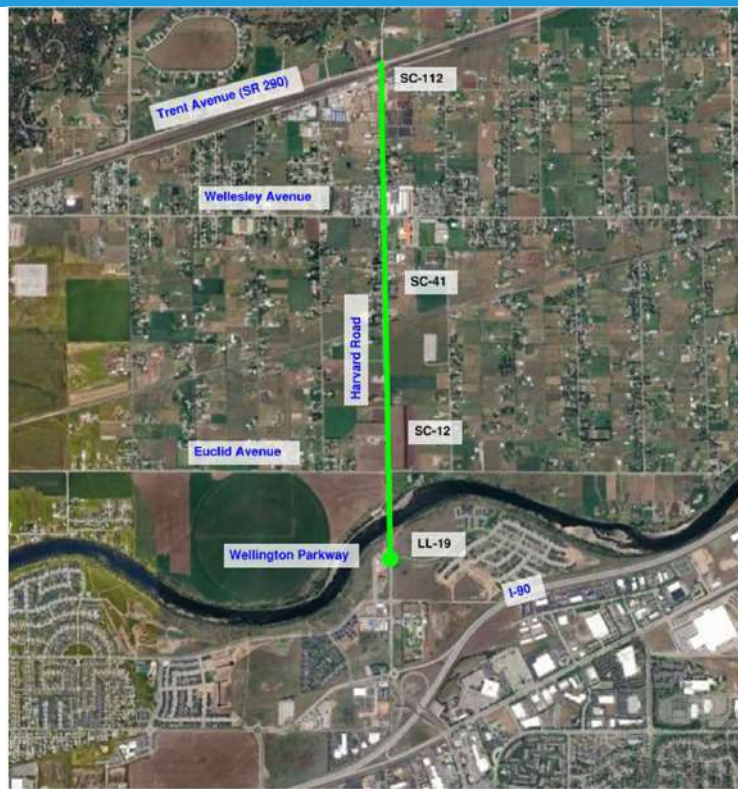
Harvard Road Corridor

Trent Avenue to Wellington Parkway

Liberty Lake, Spokane County, WSDOT



Recent/Ongoing Studies



Agencies

Spokane County
City of Liberty Lake
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

4

Timeframe

Short-
Mid

Project ID	Project Name	Agency	Description	Amount
LL-19	Harvard Road & Wellington Roundabout - Harvard Rd & Wellington Intersection	City of Liberty Lake	Project to be constructed by Greenstone as the NOLL District in River Crossing East builds out, tentatively scheduled for construction in 2027.	\$957,967
SC-12	Harvard Road Reconstruction Phase 2	Spokane County	This project will widen Harvard road from south of Euclid Avenue to the BNSF railroad crossing near Trent Avenue. Portions of the roadway will be realigned, and pedestrian and bicycle facilities will be added to at least one side of the road for the entire project length through a combination of sidewalks, shared-use path, on-street bike lanes and paved shoulders. Intersection improvements at Euclid and Wellesley will be constructed.	\$5,971,234
SC-41	Harvard Rd Reconstruction Phase 1	Spokane County	Reconstruct roadway to existing width	\$1,900,000
SC-112	Harvard Road / BNSF Railroad Crossing Elimination	Spokane County	Highway-Rail grade crossing improvement project. Proposed grade separation by constructing roadway bridge over railroad.	\$32,800,000
Corridor Total				\$41,629,201

US2

E Green Bluff Road to E Farwell Road

WSDOT, Spokane County



Recent/Ongoing Studies

Mead/Mt. Spokane Transportation Area Plan

Agencies

Spokane County
WSDOT

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

8

Timeframe

Mid-Long



Project ID	Project Name	Agency	Description	Amount
SC-28	US 2/Lane Park Road Intersection Full Access Improvements & Pedestrian Crossing	Spokane County	The US 2/Lane Park Road intersection will be improved to provide full access for all vehicle movements as well as marked pedestrian crossings.	\$1,770,000
SC-29	Enhanced Safety & LOS Improvements at US 2/Farwell Road Intersection	Spokane County	Implement safety improvements at the US 2/Farwell Road intersection to counter injury crash history, notably to reduce the likelihood of rear-end and failure-to-yield crashes.	\$2,000,000
SC-31	US 2 Signalized Pedestrian Crossings Spaced About a Quarter Mile from Lane Park Road	Spokane County	A pedestrian crossing analysis will be required for all new developments along US 2. As the land around US 2 between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206) builds out and pedestrian demand increases, additional enhanced pedestrian crossings will be constructed on US 2 north and south of the Lane Park Road intersection as a condition of future development.	\$160,000
WSDOT-49	US 2 Median South of SR 206 (Barrier to Prevent Left Turns)	WSDOT	Extend the median and barrier along US 2 south from Mt. Spokane Park Drive (SR 206) intersection to the existing barrier north of the US 395 intersection to prevent all left-turn movements along this stretch of US 2.	NA*
WSDOT-50	Additional US 2 Left Turn Restrictions from SR 206 to Day Mt Spokane Road	WSDOT	In order to improve safety and future level of service, continue improvements initiated by WSDOT in 2017 along US 2 to restrict additional left-turn movements at uncontrolled intersections and driveways, particularly at locations with a high injury crash rate, between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206).	NA*
WSDOT-51	Enhanced Safety & LOS Improvements at US 2/SR 206 Intersection	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes at the US 2/Mt. Spokane Park Drive (SR 206) intersection.	\$2,000,000

*Not all cost estimates provided



US2 Cont.

E Green Bluff Road to E Farwell Road

WSDOT, Spokane County



Spokane
Regional
Transportation
Council

Project ID	Project Name	Agency	Description	Amount
WSDOT-52	Enhanced Safety Improvements at US 2/Day Mt Spokane Road Intersection	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes and failure to yield crashes at the US 2/Day Mt Spokane Road Intersection.	\$4,070,000
WSDOT-53	Enhanced Safety Improvements at US 2/Greenbluff Road Intersection	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of failure to yield crashes at the US 2/Greenbluff Road Intersection.	\$1,580,000
			Corridor Total	\$11,580,000*

**Not all cost estimates
provided*

DRAFT

6th/10th/12th + 21st Avenue + US2

Craig Road to Flint Road

Airway Heights, Spokane County, Spokane, WSDOT, SIA



Spokane
Regional
Transportation
Council

Recent/Ongoing Studies

West Plains Transportation Network Plan

Agencies

Spokane County
Spokane
Airway Heights
WSDOT
SIA

Number of Projects

16

Timeframe

Short-
Mid

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant



Project ID	Project Name	Agency	Description	Amount
SIA-1	21st Avenue East Extension	SIA	WSDOT has studied a three-lane extension of 21st Avenue to provide congestion relief to U.S. Highway 2 through City of Airway Heights.	NA*
SIA-2	U.S. Highway 2 and Flint Road Traffic Signal	SIA	Traffic associated with the development along U.S. Highway 2 causes delays and automobile accidents at the intersection with Flint Road. It is expected that delays and the risk of accidents will increase as development continues. The installation of a traffic signal has been identified as the appropriate mitigation technique at this location.	NA*
AH-6	6th/10th/12th Ave Multimodal Improvements Phase III – Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4,800,000
AH-8	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Garfield and Hayford	\$4,300,000
AH-10	U.S. Route 2 Boulevard Safety Project (partial)	Airway Heights	Safety/Corridor Revitalization between Hayford and Deer Heights	\$250,000
AH-13	21st Ave, U.S. 2 Congestion relief (60%)	Airway Heights	New Construction between Hayford and Deer Heights	\$5,180,000
AH-15	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	Corridor Revitalization between Russell and Garfield	\$2,080,000

*Not all cost estimates
provided

6th/10th/12th + 21st Avenue + US2 Cont.

Craig Road to Flint Road

Airway Heights, Spokane County, Spokane, WSDOT, SIA



Project ID	Project Name	Agency	Description	Amount
AH-16	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	Corridor Revitalization between Hayford and Deer Heights	\$240,000
AH-17	U.S. Route 2 Boulevard Safety Project	Airway Heights	Safety/corridor revitalization between Craig and Hayford	\$1,750,000
AH-19	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Garfield and Hayford	\$4,910,000
AH-21	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Craig and Lawson	\$7,000,000
AH-22	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Lawson and Garfield	\$4,490,000
AH-23	US-2 Multimodal Enhancements (Design Phase I)	Airway Heights	Ped/Bike/Intersection Design between Lawson and Lundstrom	\$1,013,000
AH-31	US-2 Multimodal Enhancements (Design Phase II)	Airway Heights	Ped/Bike/Intersection Design between Craig and Garfield	\$2,338,110
AH-39	US-2 Multimodal Enhancements	Airway Heights	Bike/Ped/Intersection Imps between Lundstrom and Lawson	\$10,990,000
COS-143	12 th Avenue – Deer Heights to Flint	Spokane	Construct new arterial roadway from Deer Heights Road to Flint Road, connecting to existing 12th Avenue within Airway Heights at Deer Heights Road.	\$4,000,000
Corridor Total				\$53,341,110*

**Not all cost estimates provided*



6th/10th/12th + 21st Avenue + US2 Cont.

Craig Road to Flint Road

Airway Heights, Spokane County, Spokane, WSDOT, SIA



US 195

I-90 to S Hatch Road

Spokane, WSDOT, STA



Recent/Ongoing Studies
US-195/I-90 Study



Agencies

Spokane
WSDOT
STA

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

12

Timeframe

Mid-Long

Project ID	Project Name	Agency	Description	Amount
COS-15	US 195 / Meadow lane	Spokane	Intersection improvements at the US-195/Meadow lane intersection including a J-turn at the north end and relocate the west leg of the Meadow lane intersection to be in line with Eagle Ridge Boulevard. Add a southbound right turn lane and a southbound acceleration lane at the new Eagle Ridge intersection.	\$2,180,000
COS-54	Inland Empire Way Connection	Spokane	This project would implement an initial phase of the Inland Empire Way connection by building a new northbound only connection between Cheney-Spokane Road and Inland Empire Way. This connection would partially replace the US 195 and Inland Empire Way connection that was removed in 2014 when the Cheney-Spokane Road Interchange was constructed. As part of this project, the existing northbound onramp to US 195 from Cheney-Spokane Road would be shifted to the north and a ramp meter would be installed and operated during the AM and PM peak periods, or whenever there is congestion on eastbound I-90.	\$9,200,000
COS-59	US 195 Corridor Projects	Spokane	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,400,000
COS - 102	Meadow Lane Rd. / US 195 Intersection	Spokane	Intersection improvements to address safety and capacity.	\$2,180,000
COS -117	US 195 / Inland Empire Way	Spokane	Study of reconnecting Inland Empire Way to US 195 expanding on the work from the US 195 Corridor Study to include planning for a two-way Inland Empire Way connection from US 195 to Sunset Hwy to define any additional needed improvements to Inland Empire Way. Project will advance preliminary design of the two-way reconnection.	\$75,000

US 195 Cont.

I-90 to S Hatch Road

Spokane, WSDOT, STA



Project ID	Project Name	Agency	Description	Amount
STA-60	US 195 Land Acquisition/Park and Ride	STA	Conduct property due diligence for the acquisition of land to support implementing a park and ride in the 7 Mile area	\$11,300,000
WSDOT-23	I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Replace I-90 Latah Creek Bridges, widen I-90 and bridges for US 195 ramp auxiliary lanes, reconstruct BNSF bridge.	\$442,637,000
WSDOT-42	Northbound US 195 Travel Time Signs	WSDOT	Installing travel time signs on northbound US 195 south of Hatch Road and/or south of the Cheney- Spokane Road Interchange can alert drivers of alternative routes and travel times to downtown Spokane.	NA*
WSDOT-43	US 195 & 16th Avenue Intersection Modifications	WSDOT	Reconfigure the west leg of 16th Avenue to allow right-in/right-out turns only while maintaining left-turn access from northbound US 195.	NA*
WSDOT-44	US 195 Acceleration/Deceleration Lanes at 16th Avenue	WSDOT	Construct a deceleration lane south of 16th Avenue and acceleration lane north of 16th Avenue to provide space for vehicles using the east leg at 16th Avenue to safely slow down before turning or accelerate before merging with traffic high-speed traffic on northbound US 195. This would improve safety for this leg of 16th Avenue, which is expected to remain open in the long-term.	NA*
WSDOT-45	US 195 & Meadow Lane Road J-Turns	WSDOT	This project would construct J-Turns at the US 195 intersection with Meadow Lane Road to eliminate left-turns across US 195.	\$1,600,000
WSDOT-47	US 195 & Hatch Road J-Turns	WSDOT	This project would construct J-Turns north and south of Hatch Road to eliminate left-turns across US 195. This project would address existing safety and operational deficiencies at the intersection while maintaining access for drivers using Hatch Road to connect from Eagle Ridge to destinations in the South Hill area.	\$1,600,000
Corridor Total				\$489,172,000*

**Not all cost estimates provided*



US395/NSC/I-90

N Mill Road to I-90

Spokane, Spokane Valley, Spokane County, WSDOT, STA



Recent/Ongoing Studies
NSC IJR Update



Agencies

Spokane County
Spokane
Spokane Valley
WSDOT
STA

Number of Projects

8

Timeframe

Short-
Long

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Project ID	Project Name	Agency	Description	Amount
WSDOT-5	US 395/NSC Sprague Ave to Spokane River - Stage 2	WSDOT	Construct I-90 Interchange to NSC Spur. This project will construct the southern portion of the NSC/I90 Interchange from I-90 to Second Ave. The work includes the construction of one new bridge, and completion of the four partial bridges that were constructed on the I-90 Interchange Stage 1 project. In addition to the structures, the work includes grading, drainage, paving, traffic control, and other work.	\$253,539,973
WSDOT-6	I-90/Liberty Park Land Bridge	WSDOT	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	\$4,000,000
WSDOT-7	US 395/NSC I-90 Improvements - Hamilton to Thor	WSDOT	This project provides for the improvement on and along I-90 that will include local street connections on/off ramp revisions, which will include a new bridge for Second Ave., modifying/widening the Altamont bridge, adding roundabouts at the intersections of Altamont with 2nd and 3rd Ave., and realigning 2nd Ave to make room for the new I-90/NSC ramp connections. In addition to the structures, this work includes grading, drainage, paving, traffic control and other work.	\$67,980,000
WSDOT-8	US 395/NSC I-90 Interchange - Stage 1	WSDOT	Construct I-90 Interchange to NSC Spur. This project will construct the northern portion of the NSC/I90 Interchange from 2nd Ave to Sprague Ave. The work includes the construction of one new bridge, and four partial bridges, along with grading, drainage, paving, traffic control, and other work.	\$81,892,800
WSDOT-9	US 395/NSC I-90 Improvements - Freya to Apple way	WSDOT	This project provides for the improvement on and along I-90 that will include local street connections on/off ramp revisions, which will include a new bridge for the eastbound off ramp over Havana, replace the Havana bridge, realign 3rd Ave, and reconstruction of the intersection of Havana and 3rd Avenue. In addition to the structures, this work includes grading, drainage, paving, traffic control and other work.	\$58,583,200

US395/NSC/I-90 Cont.

N Mill Road to I-90

Spokane, Spokane Valley, Spokane County, WSDOT, STA



Project ID	Project Name	Agency	Description	Amount
WSDOT-10	US 395/NSC I-90 Interchange - Stage 2	WSDOT	Construct I-90 Interchange to NSC Spur. This project will construct the southern portion of the NSC/I90 Interchange from I-90 to Second Ave. The work includes the construction of one new bridge, and completion of the four partial bridges that were constructed on the I-90 Interchange Stage 1 project. In addition to the structures, the work includes grading, drainage, paving, traffic control, and other work.	\$77,352,800
WSDOT-11	US 395/NSC Sprague Ave to Spokane River - Stage 3	WSDOT	This project provides for the improvement of the North Spokane Corridor from Sprague Avenue to Milepost 158.03 by constructing two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.	\$103,315,153
STA-36	US 395/North Spokane Corridor Transit	STA	Capital investment to implement transit service on the US 395/North Spokane Corridor.	\$6,100,000
			Corridor Total	\$652,763,926

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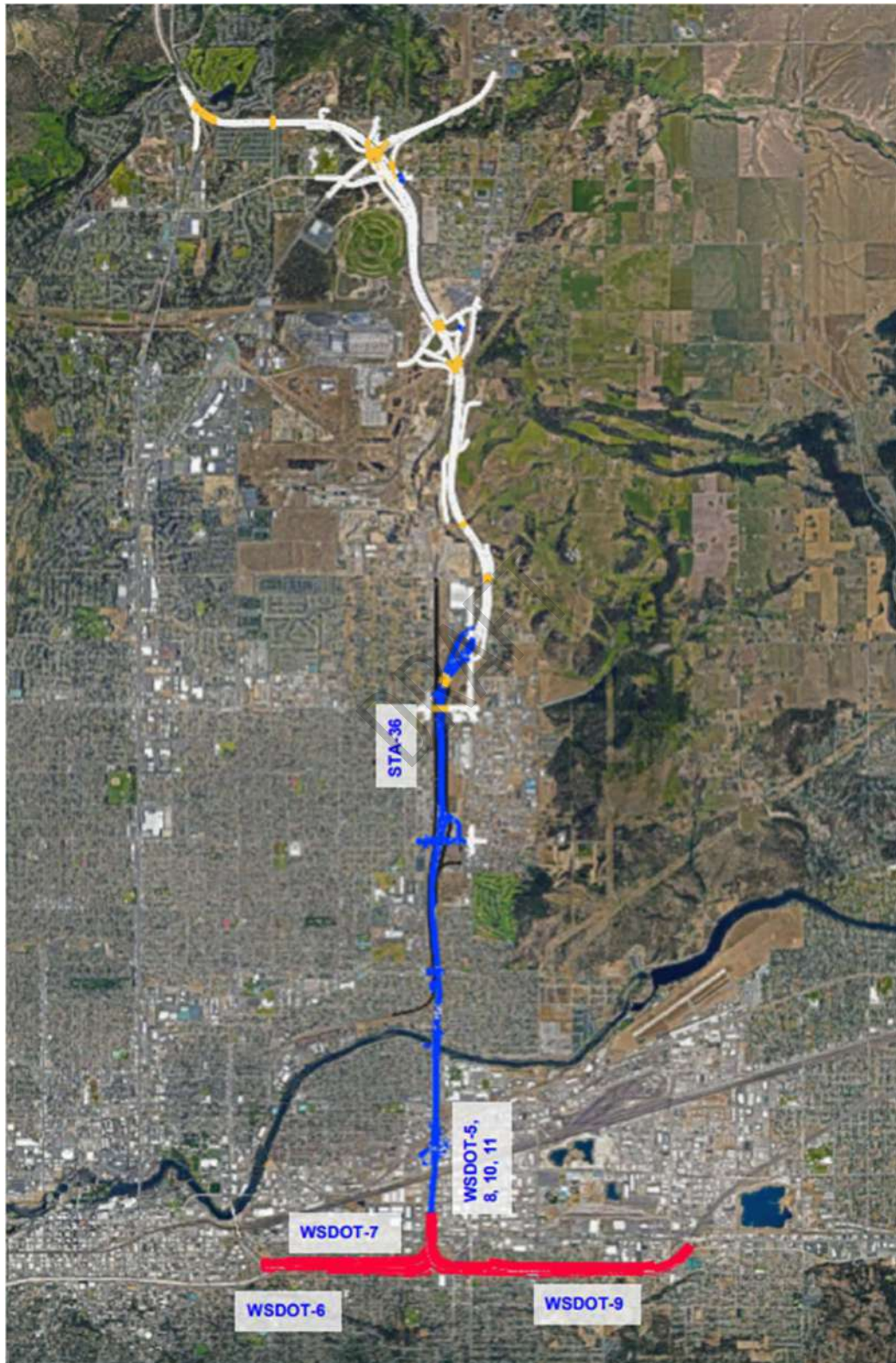
US395/NSC/I-90 Cont.

N Mill Road to I-90

Spokane, Spokane Valley, Spokane County, WSDOT, STA



Spokane
Regional
Transportation
Council



Regional Bridges

Spokane, Spokane County, WSDOT, Spokane Valley, City of Liberty Lake



**Spokane
Regional
Transportation
Council**

Recent/Ongoing Studies



Agencies

Spokane
Spokane County
WSDOT
Spokane Valley
City of Liberty Lake

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

6

Timeframe

Short-
Long

Project ID	Project Name	Agency	Description	Amount
COS-64	Bridge Rehabilitation Program - Bridge Deck Repair Bundle - Greene-Freya- Havana, 2023123	Spokane	(Funded) Bridge Deck Repair Bundle - Greene-Freya- Havana, 2023123 - Bundled bridge deck preventative maintenance project including four bridges: Greene St., Freya at SIRR, Freya at BNRR and Havana St.	\$4,937,000
WSDOT-6	I-90/Liberty Park Land Bridge	WSDOT	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	\$4,000,000*
COSV-11.5	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28,200,000
LL-2	Harvard Rd Bridge /Kramer Overpass & Rd Ext - Between Country Vista & Mission	City of Liberty Lake	Combines Harvard & Henry Roads, as state funding is intertwined, and depends on credits for ROW, etc. For the Harvard Road bridge widening and ramp improvements, construction has been completed. Kramer Parkway Overpass and Roadway extension construction is complete and fully functional, though project closeout is not anticipated until 2025.	~*
COS - 88	Fish Lake Trail - Phase 3b (Railroad Bridges)	Spokane	Finish the remaining paving to reach Fish Lake as well as bridge construction over the railroads.	\$75,000*
COS - 150	Latah Bridge Rehabilitation	Spokane	Replacement of the bridge deck, barriers, railing, sidewalks. Rehabilitation of select structural elements.	\$66,750,000
			Bridge Total	\$103,053,000*

**Not all cost estimates provided*



All Bridges

Spokane, Spokane County, WSDOT, Spokane Valley, City of Liberty Lake



Recent/Ongoing Studies



Agencies

Spokane
Spokane County
WSDOT
Spokane Valley
City of Liberty Lake

Key Characteristics

Congestion
Management Corridor

Safety

Freight Network

Commute Trip
Reduction

Smart Mobility

Resiliency

Regionally Significant

Number of Projects

28

Timeframe

Short-
Long

Project ID	Project Name	Agency	Description	Amount
COS-60	Bridge Rehabilitation Program	Spokane	Entire program	\$74,752,000
COS-61	Bridge Rehabilitation Program - Post Street Replacement Bridge, 2017105	Spokane	(Funded) Post Street Replacement Bridge, 2017105 - Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunkline and water transmission main, as well as conduit and cable for electrical, lighting, and communication needs. (completed 2025)	_*
COS-62	Bridge Rehabilitation Program - Washington Street and Stevens Street Bridges Deck Repair, 2021088	Spokane	(Funded) Washington Street and Stevens Street Bridges Deck Repair, 2021088 - Repair the bridge decks and bridge joints on the three Washington/Stevens bridges over the Spokane River.	\$336,000*
COS-64	Bridge Rehabilitation Program - Bridge Deck Repair Bundle - Greene-Freya- Havana, 2023123	Spokane	(Funded) Bridge Deck Repair Bundle - Greene-Freya- Havana, 2023123 - Bundled bridge deck preventative maintenance project including four bridges: Greene St., Freya at SIRR, Freya at BNRR and Havana St.	\$4,937,000
COS-65	Bridge Rehabilitation Program - Chestnut Bridge Scour Damage Repair	Spokane	(Funded) Chestnut Bridge Scour Damage Repair, 2022093 - Repair scour damage at bridge pier footings and abutments. Construct soldier pile wall. Stream bed and stream bank restoration.	\$1,679,000

*Not all cost estimates provided



All Bridges Cont.

Spokane, Spokane County, WSDOT, Spokane Valley, City of Liberty Lake



Project ID	Project Name	Agency	Description	Amount
COS-63	Bridge Rehabilitation Program - Monroe St. Bridge Prevention	Spokane	(Funded) Monroe St. Bridge Prevention - Complete a two-phase study. Phase 1 would include public engagement and identification of 3 barrier options; all options would take into consideration the historic character of the bridge and the need to perform inspection and maintenance on the bridge for public safety. Phase 2 would involve a review of the barrier options to determine cost estimates and ensure compatibility with the bridge structure. Study results would be used to seek funding for construction.	\$300,000
COS - 88	Fish Lake Trail - Phase 3b (Railroad Bridges)	Spokane	Finish the remaining paving to reach Fish Lake as well as bridge construction over the railroads.	\$6,100,000
COS - 150	Latah Bridge Rehabilitation	Spokane	Replacement of the bridge deck, barriers, railing, sidewalks. Rehabilitation of select structural elements.	\$66,750,000
COSV-11.5	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28,200,000
COSV-19a	Interstate 90 Interchange Bridge	Spokane Valley	Widen Barker Road to 5-lane arterial with bike lanes and sidewalks	\$23,000,000
LL-2	Harvard Rd Bridge /Kramer Overpass & Rd Ext - Between Country Vista & Mission	City of Liberty Lake	Combines Harvard & Henry Roads, as state funding is intertwined, and depends on credits for ROW, etc. For the Harvard Road bridge widening and ramp improvements, construction has been completed. Kramer Parkway Overpass and Roadway extension construction is complete and fully functional, though project closeout is not anticipated until 2025.	~*
SC-7	Gordon Road Bridge No.1506	Spokane County	Remove the existing 111'-0" single span prestressed concrete bridge and replace with a single span bridge, 112.33 feet long, 26.0 feet wide, composed of WF series deck girders supported on steel piling. This replacement bridge will be in the footprint of the existing bridge.	\$2,740,179
SC-21	Yale Road Bicycle/Pedestrian Bridge Connection	Spokane County	Construct a pedestrian and bicycle-only bridge over the BNSF railroad tracks to connect the two sides of Yale Road.	\$760,000
SC-94	Yale Road Ped/Bike Bridge Study	Spokane County	Study - Feasibility study to construct ped/bike bridge over BNSF railroad	\$150,000

**Not all cost estimates provided*



All Bridges Cont.

Spokane, Spokane County, WSDOT, Spokane Valley, City of Liberty Lake



Project ID	Project Name	Agency	Description	Amount
SC-116	Little Spokane Drive Bridge # 3704	Spokane County	Bridge replacement	\$78,000*
SC-118	Antler Road Culvert Replacement with Bridge # 2821	Spokane County	Culvert replacement with bridge	\$565,000
SC-119	Parker Road Culvert Replacement with Bridge # 2816	Spokane County	Culvert replacement with bridge	\$615,000
SC-120	Colbert Road Bridge # 3703	Spokane County	Bridge replacement	\$5,123,000
SC-122	Babb Road Bridge #3102	Spokane County	Bridge replacement	\$570,000
SC-123	Chattaroy Road Bridge # 3801	Spokane County	Bridge replacement	\$3,647,000
SC-125	Deer Park Milan Road Bridge # 3915	Spokane County	Culvert replacement	\$983,000
SC-126	Gordon Road Bridge # 1506	Spokane County	Bridge replacement	\$2,957,000
SC-127	Jay Road Bridge # 3620 & Holland Road Bridge # 3919	Spokane County	Flood study, permitting, bridge design, and replacement	\$2,600,000
SC-128	Deer Park Milan Road Bridge # 3902	Spokane County	Bridge replacement	\$4,787,000
SC-129	Old 195 Bridge # 3112	Spokane County	Bridge replacement/removal/realignment	\$3,000,000
SC-130	Culvert & Bridge Improvements	Spokane County	Culvert or Bridge improvements at various locations	\$300,000

*Not all cost estimates provided



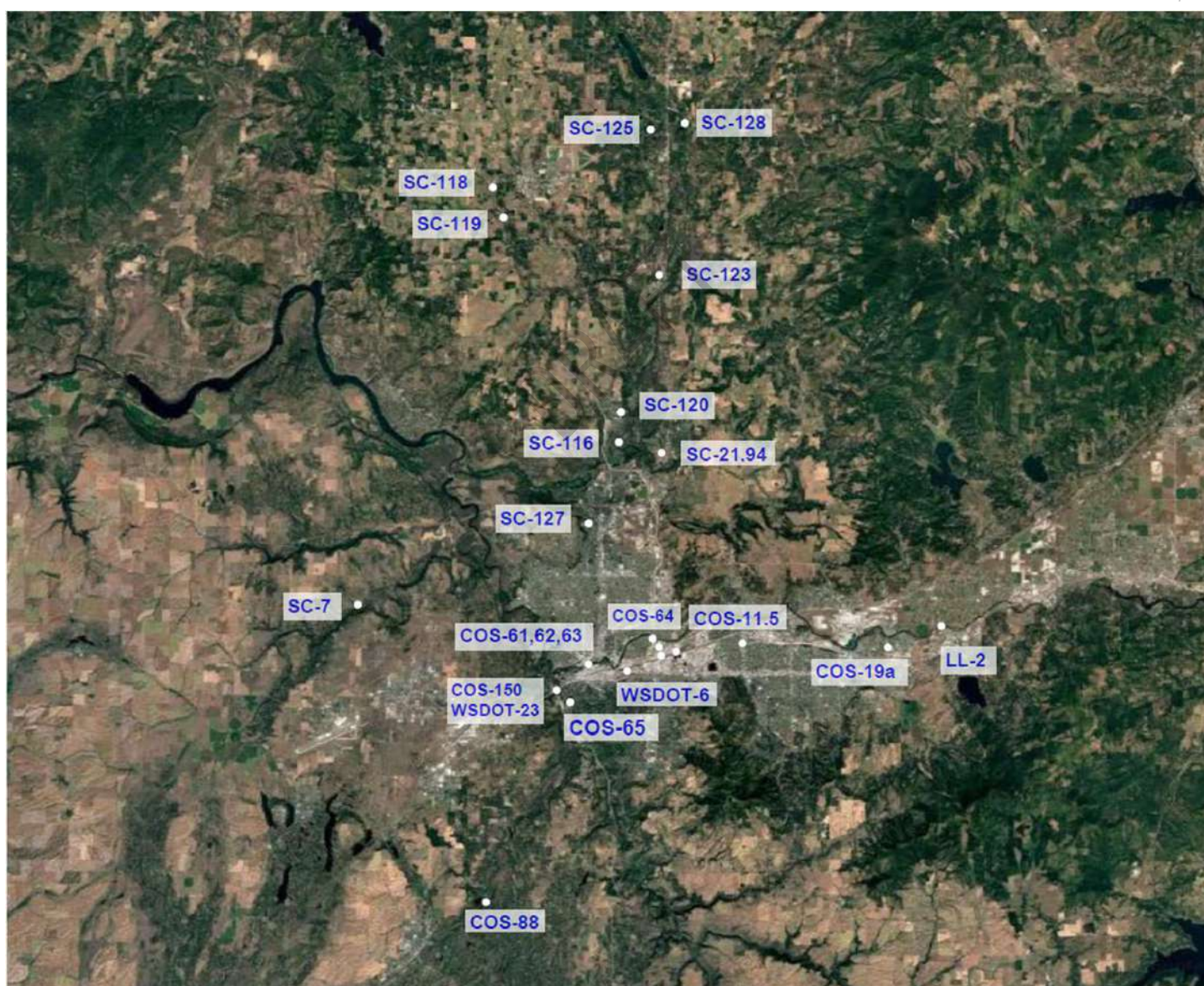
All Bridges Cont.

Spokane, Spokane County, WSDOT, Spokane Valley, City of Liberty Lake



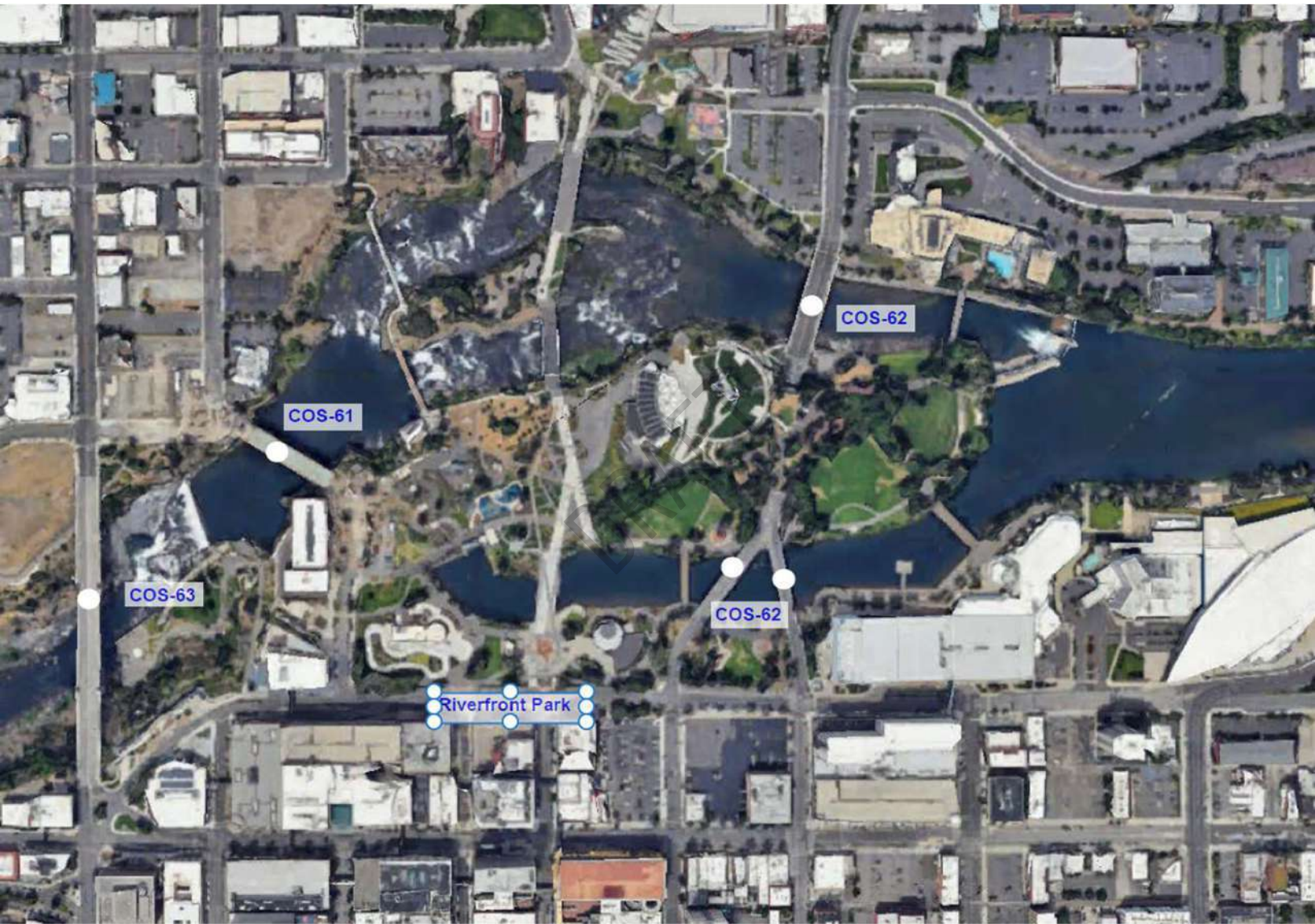
Project ID	Project Name	Agency	Description	Amount
WSDOT-6	I-90/Liberty Park Land Bridge	WSDOT	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	\$4,000,000*
WSDOT-23	I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Replace I-90 Latah Creek Bridges, widen I-90 and bridges for US 195 ramp auxiliary lanes, reconstruct BNSF bridge.	\$442,637,000

**Not all cost estimates provided*



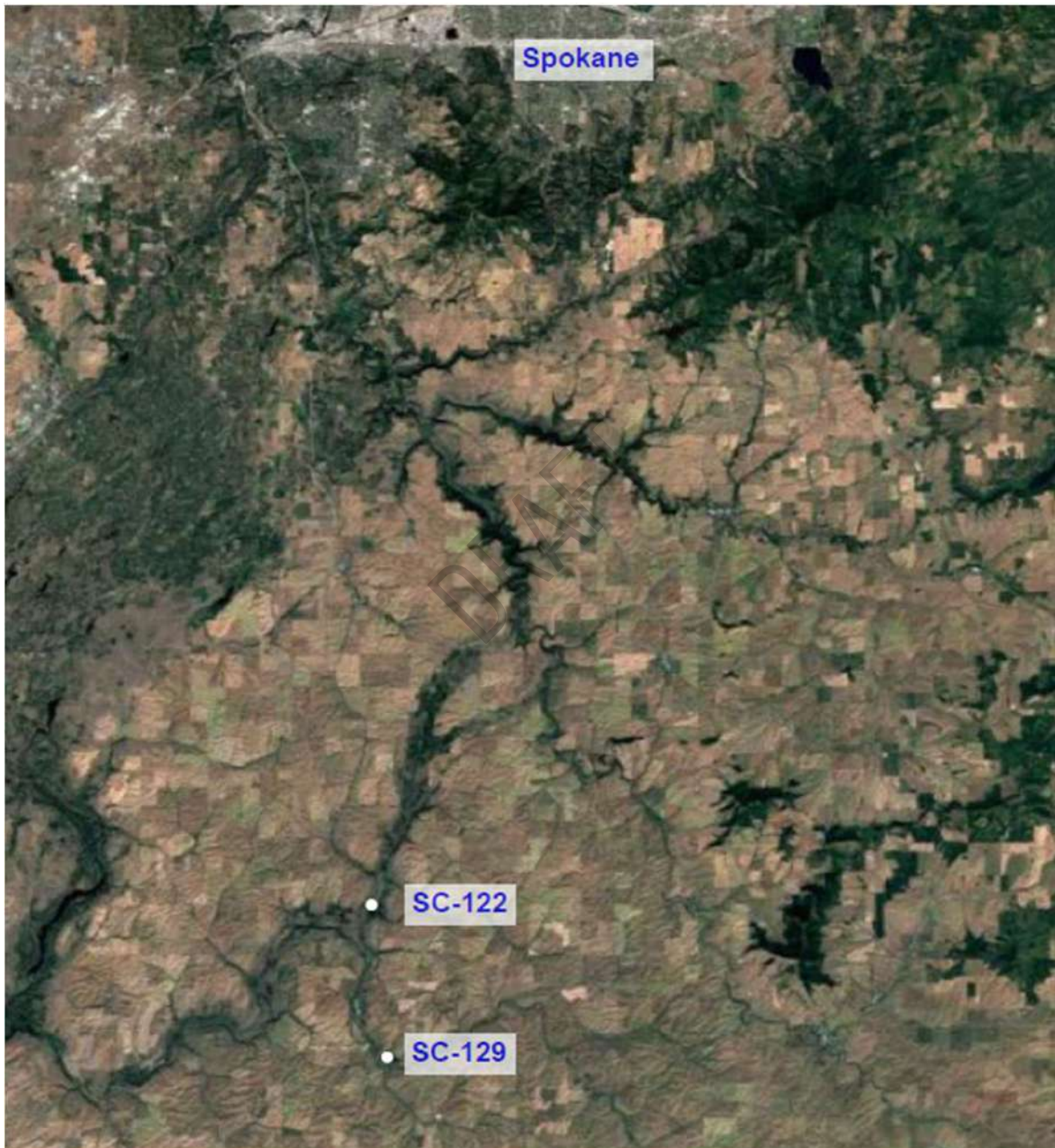
All Bridges Cont.

Spokane



All Bridges Cont.

Spokane County, WSDOT



F SEPA CHECKLIST

DRAFT

SRTC 2025 SEPA Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

Horizon 2050 Metropolitan Transportation Plan (MTP) Update

2. Name of applicant:

Spokane Regional Transportation Council (SRTC)

3. Address and phone number of applicant and contact person:

421 W. Riverside Ave., Suite 500

Spokane, WA 99201

(509) 343-6370

Jason Lien, Principal Transportation Planner

4. Date checklist prepared:

07/02/2025

5. Agency requesting checklist:

None

6. Proposed timing of schedule (including phasing, if applicable):

The proposed approval of the 2021 Update to the Metropolitan Transportation Plan by the SRTC Policy Board is scheduled for no later than December 9, 2025.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes, according to Federal regulations, the Metropolitan Transportation Plan (MTP) must be updated every four years for attainment areas with a maintenance plan

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

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

On May 12, 2016, the EPA approved the Second 10-year LMP for PM-10. The Second 10-year LMP for CO was approved August 15, 2016. These LMPs demonstrate the minimal risk that PM-10 and CO from motor vehicles would contribute to a PM10 or CO violation. For this reason, no motor vehicle emission budget (MVEB) or paved road dust budget is established. While an area with an LMP does not need to do a regional emissions analysis, it still retains other conformity requirements as detailed in 40 CFR 93.109, such as

consultation (40 CFR 93.112), timely implementation of transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

LMPs do not establish a MVEB because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards. As published in the PM-10 LMP Qualification Assessment, VMT was projected to grow by 36% over the ten-year period of 2000 to 2010, or 3.1% annually. Since the actual VMT growth rate is less than the 3.1% rate assumed in the PM-10 LMP, Horizon 2050 conforms to the PM-10 LMP.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Not applicable.

10. List any government approvals or permits that will be needed for your proposal, if known.

None. However, the MTP is reviewed by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Washington State Department of Transportation (WSDOT) for completeness and consistency with Federal and state regulations as part of SRTC's transportation planning certification review.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

"Horizon 2050 is a non-project action. SRTC is the federally designated Metropolitan Planning Organization (MPO), Transportation Management Association (TMA) and state designated Regional Transportation Planning Organization (RTPO) for the Spokane Metropolitan Planning Area (SMPA), which encompasses the entirety of Spokane County. Horizon 2050 is the long-range transportation plan for the SMPA. Under Federal requirements Horizon 2050 is the Metropolitan Transportation Plan (MTP) for the SMPA. Horizon 2050 also meets state requirements as the Regional Transportation Plan (RTP) for the SMPA. Horizon 2050 is the long-term, multimodal "blueprint" for transportation aimed at meeting the mobility needs of the area through the year 2050. It is based on projections for growth in population, housing and jobs and takes into consideration every mode of transportation, such as private vehicles, public transit, bicycling, walking, freight movement, rail and air travel. Horizon 2050 focuses on the relationship of transportation and land use planning to the quality of life and economic health of our region. Horizon 2050 includes a financially constrained list of transportation projects and programs from the jurisdictions within Spokane County to construct or complete over the next 23 years." (Answer to question 11 on 2022 SEPA Checklist)

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the

range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

“Horizon 2050 is the long-range transportation plan for the Spokane Metropolitan Planning Area (SMPA), which encompasses the entirety of Spokane County. Please see attached map of the SMPA (Attachment 1). However, Horizon 2050 is not site specific and does not affect a precise location”

B. Environmental Elements

1. Earth

a. General description of the site: Circle or highlight one:

☐ Flat

☐ Rolling

☐ Hilly

☐ Steep Slopes

☐ Mountainous

☒ **Other:** Not applicable. non-project action. Varies throughout Spokane County. Horizon 2050 is not site specific and the affected geographic area is the SMPA.

b. What is the steepest slope on the site (approximate percent slope)?

Does not apply, non-project action. Steep slopes vary throughout Spokane County. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects in Horizon 2050 steep slopes will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Soil types for projects in Horizon 2050 will be detailed, if

necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Unstable soils for projects in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Does not apply, non-project action. Some of the projects listed in Horizon 2050 may involve grading or the use of fill but that will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Does not apply, non-project action. Some of the projects listed in Horizon 2050 may result in erosion but that will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- g. About what percentage of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. The percent of impervious surfaces for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

Does not apply, non-project action. Measures to reduce or control erosion for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Does not apply, non-project action. Potential emissions as a result of projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Potential off-site sources of emissions or odors as a result of projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

Does not apply, non-project action. The biennial inspection and maintenance program is the primary CO control measure for Spokane County. PM-10 control measures include programs to reduce residential wood smoke, paving unpaved (dirt, gravel) roads, street sweeping programs and the use of liquid de-icers instead of sand. Other measures used to control or reduce vehicular emissions include transportation demand management programs (e.g., Spokane County Commute Trip Reduction Program) and intelligent transportation systems

3. Water

a. Surface:

- 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Identification of surface water bodies in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- 2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Identification of waters in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. The amount of fill and dredge material in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the

responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.

Does not apply, non-project action. Water withdrawals or diversions in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. If a project listed in Horizon 2050 lies within a 100-year floodplain it will be detailed by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Does not apply, non-project action. Waste discharges to surface waters in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

b. Ground:

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Water withdrawals or discharges in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Waste material discharges in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Water runoff in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

2. **Could waste materials enter the ground or surface waters? If so, generally describe.**

Does not apply, non-project action. Waste material and runoff potential in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

Does not apply, non-project action. Waste material and runoff potential in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- d. **Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

Does not apply, non-project action. Measures to control runoff in relation to projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

4. Plants

- a. **Check the types of vegetation found on the site:**

- ☐ **deciduous tree: alder, maple, aspen, other**
- ☐ **evergreen tree: fir, cedar, pine, other**
- ☐ **shrubs**
- ☐ **grass**
- ☐ **pasture**
- ☐ **crop or grain**
- ☐ **orchards, vineyards, or other permanent crops.**

- ☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- ☐ **water plants: water lily, eelgrass, milfoil, other**
- ☐ **other types of vegetation**

Does not apply, non-project action. Types of vegetation vary across the county. However, Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Types of vegetation for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

b. What kind and amount of vegetation will be removed or altered?

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Vegetation removal or alteration from projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

c. List threatened and endangered species known to be on or near the site.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, threatened or endangered species will be identified by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Landscaping for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

e. List all noxious weeds and invasive species known to be on or near the site.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Landscaping for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

5. Animals

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:**

- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, any birds or other animals will be identified by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist)

b. List any threatened and endangered species known to be on or near the site.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, threatened or endangered species will be identified, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

c. Is the site part of a migration route? If so, explain.

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects listed in Horizon 2050, migration routes will be identified, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

d. Proposed measures to preserve or enhance wildlife, if any.

Does not apply, non-project action. Measures to preserve or enhance wildlife for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

e. List any invasive animal species known to be on or near the site.

Does not apply, non-project action. Measures to preserve or enhance wildlife for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Does not apply, non-project action. Energy needs for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist)

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects listed in Horizon 2050 the impact to adjacent properties will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

Does not apply, non-project action. Energy conservation features for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist). However, Horizon 2050 programs such as transportation demand management and transportation systems management and operations are strategies that target energy conservation and help to reduce or control energy impacts, specifically motor vehicle fuel usage.

7. Environmental Health

- a. Toxic Chemicals: Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

Does not apply, non-project action. Environmental health hazards for projects listed in Horizon 2050 will be detailed, if applicable, by the responsible jurisdiction at the project level (project-specific SEPA checklist). However, Horizon 2050 describes regional strategies that are employed to monitor, limit and, in some cases, reduce motor vehicle emissions.

- 1. Describe any known or possible contamination at the site from present or past uses.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. Special emergency services for projects listed in Horizon 2050 will be detailed, if necessary, by the responsible jurisdiction during project level review (project-specific SEPA checklist).

- 2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Does not apply, non-project action. Environmental health hazards for projects listed in Horizon 2050 will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- 3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

N/A

- 4. Describe special emergency services that might be required.**

N/A

5. Proposed measures to reduce or control environmental health hazards, if any.

Does not apply, non-project action. Environmental health hazards for projects listed in Horizon 2050 will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, existing noise will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects listed in Horizon 2050, noise levels will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

3. Proposed measures to reduce or control noise impacts, if any:

Does not apply, non-project action. For projects listed in Horizon 2050, measures to reduce or control noise will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, current uses will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, agricultural uses will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- c. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

N/A

- d. Describe any structures on the site.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, site structures will be detailed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- e. Will any structures be demolished? If so, what?**

Does not apply, non-project action. For projects listed in Horizon 2050, demolishing of structures will be detailed, if applicable, by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist)

- f. What is the current zoning classification of the site?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, the current zoning will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- g. What is the current comprehensive plan designation of the site?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, the comprehensive plan designation will be listed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- h. If applicable, what is the current shoreline master program designation of the site?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, the current shoreline master program designation will be listed, if applicable, by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- i. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, environmentally sensitive areas will be listed, if applicable, by the responsible jurisdiction in the design and permitting phases of the project (project-specific SEPA checklist).

- j. Approximately how many people would reside or work in the completed project?**

Does not apply, non-project action. For projects listed in Horizon 2050, the number of people residing or working in the completed project will be listed, if applicable, by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

k. Approximately how many people would the completed project displace?

Does not apply, non-project action. For projects listed in Horizon 2050, the number of people displaced by the completed project will be listed, if applicable, by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

l. Proposed measures to avoid or reduce displacement impacts, if any.

Does not apply, non-project action. However, Horizon 2050 complies with requirements under the Growth Management Act to ensure consistency of local land use and transportation plans with the regional long range transportation plan. The Horizon 2050 Guiding Principles, Policies and Strategies provide guidance for local jurisdictions in the update of their comprehensive plans and for future updates to the Countywide Planning Policies.

m. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

Does not apply, non-project action. However, Horizon 2050 complies with requirements under the Growth Management Act to ensure consistency of local land use and transportation plans with the regional long range transportation plan. The Horizon 2050 Guiding Principles, Policies and Strategies provide guidance for local jurisdictions in the update of their comprehensive plans and for future updates to the Countywide Planning Policies.

n. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Does not apply, non-project action. For projects listed in Horizon 2050, the number of housing units to be provided, if any, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Does not apply, non-project action. For projects listed in Horizon 2050, the number of housing units and type to be removed, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

c. Proposed measures to reduce or control housing impacts, if any:

Does not apply, non-project action. For projects listed in Horizon 2050, the number of housing units and type to be removed, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Does not apply, non-project action. For projects listed in Horizon 2050, structure height and exterior building materials, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- b. What views in the immediate vicinity would be altered or obstructed?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, the alteration or obstruction of views, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

Does not apply, non-project action. For projects listed in Horizon 2050, measures to control or reduce aesthetic impacts, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Does not apply, non-project action. For projects listed in Horizon 2050, the light or glare produced and time of day, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

Does not apply, non-project action. For projects listed in Horizon 2050, the light or glare produced being a potential safety hazard or interfering with views, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- c. What existing off-site sources of light or glare may affect your proposal?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. For projects listed in Horizon 2050, existing off-site sources of light, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- d. Proposed measures to reduce or control light and glare impacts, if any:**

Does not apply, non-project action. For projects listed in Horizon 2050, measures to reduce or control light, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Does not apply, non-project action. Horizon 2050 is not site specific and does not have an immediate vicinity. However, since Horizon 2050 is the long range transportation plan for the SMPA, numerous designated and informal recreational opportunities are available throughout the county. These opportunities include walking, hiking, road cycling, mountain biking, skiing, snowshoeing, sledding, equestrian, rock climbing, swimming, canoeing, kayaking, rafting, boating, and other motorized (on- and off-road) recreational opportunities. For projects listed in Horizon 2050, designated and informal recreation opportunities, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

b. Would the proposed project displace any existing recreational uses? If so, describe.

Does not apply, non-project action. For projects listed in Horizon 2050, the displacement of existing recreation opportunities, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Does not apply, non-project action. For projects listed in Horizon 2050, measures to reduce or control the impact to recreation opportunities, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects listed in Horizon 2050, places or objects listed or proposed for national, state and local preservation registers, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Does not apply, non-project action. Horizon 2050 is not site specific and the affected geographic area is the SMPA. For projects listed in Horizon 2050, the impact to any landmarks or evidence of historic, archaeological, scientific or cultural importance, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Does not apply, non-project action. For projects listed in Horizon 2050, measures to control or reduce the impact to any landmarks or evidence of historic, archaeological, scientific or cultural importance, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Does not apply, non-project action. For projects listed in Horizon 2050, measures to control or reduce the impact to any landmarks or evidence of historic, archaeological, scientific or cultural importance, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Does not apply, non-project action. Horizon 2050 is not site specific, does not have a specific site plan, and the affected geographic area is the SMPA. Horizon 2050 generally describes the public streets and highways throughout the SMPA. For projects listed in Horizon 2050, the identification of public streets and highways serving the project site will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Does not apply, non-project action. Horizon 2050 is not site specific, and the affected geographic area is the SMPA. However, since Horizon 2050 is the long-range transportation plan for the SMPA, it details the availability of public transit throughout the county. For projects listed in Horizon 2050, the identification of public transit serving the project site and approximate distance to the nearest transit stop will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- c. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

While Horizon 2050 is a non-project action, the plan does describe new transportation facilities and improvements to existing infrastructure. Proposed transportation investments are listed in the plan for the years 2025-2050. These improvements include some new roads and highways as well as pedestrian and bicycling infrastructure. Horizon 2050 also details potential public transit improvements including additional services and facilities including transit centers, maintenance facilities and park & rides. The plan details maintenance and preservation needs for existing transportation facilities as well. All improvements are the responsibility of the specific jurisdiction or agency and will be public infrastructure, facilities or services. For projects listed in Horizon 2050, any new roads or streets, or improvements to existing roads or streets required by the project, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

While Horizon 2050 is a non-project action, some of the projects and programs listed in the plan will occur in the vicinity of rail and air transportation. This includes roads that cross at-grade, pass under or bridge over railroad tracks; public transportation in the vicinity of or sometimes crossing rail lines; and, transportation improvements in the vicinity of Spokane International Airport. For projects listed in Horizon 2050, project use or occurrence in the immediate vicinity of water, rail or air transportation, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

While Horizon 2050 is a non-project action, the plan contains land use forecasts through the year 2050. Using these population and employment forecasts, SRTC conducts analysis using a travel demand model to predict future travel behavior. The analysis for Horizon 2050 estimates an increase of more than 412,000 vehicle trips per day by the year 2050 for the entire county. Peak volumes for vehicular traffic are expected to occur in the PM peak period, approximately 3pm to 6pm. For projects listed in Horizon 2050, the number of vehicular trips per day that would be generated by the project, if applicable, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

N/A

g. Proposed measures to reduce or control transportation impacts, if any:

Horizon 2050 lists strategies to improve the regional transportation network in a balanced multi-modal approach within the financial constraints of the plan. The strategies were developed to facilitate the movement of people, goods and services while reducing or controlling negative impacts to the environment and quality of life of the region. Increased public transportation services and additional pedestrian and bicycling facilities are some of the projects and programs included in Horizon 2050. Reducing or controlling air quality impacts from mobile source emissions is also a crucial component of Horizon 2050. The biennial inspection and maintenance program is the primary CO control measure for Spokane County. PM-10 control measures include programs to reduce residential wood smoke, paving unpaved (dirt, gravel) roads, street sweeping programs and the use of liquid de-icers instead of sand. Other measures used to control or reduce transportation impacts include transportation demand management programs (e.g., Spokane County Commute Trip Reduction Program) and transportation systems management and operations strategies (e.g., intelligent transportation systems). For projects listed in Horizon 2050, measures to reduce or control transportation impacts, if any, will be detailed by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Does not apply, non-project action. For projects listed in Horizon 2050, the increased need for public services as a result of the project will be identified, if applicable, by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

b. Proposed measures to reduce or control direct impacts on public services, if any.

Does not apply, non-project action. For projects listed in Horizon 2050, proposed measures to reduce or control direct impacts on public services will be identified, if applicable, by the responsible jurisdiction in the project-level review phase (project specific SEPA checklist).

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

Does not apply, non-project action. For projects listed in Horizon 2050, utilities currently available on the project site, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Does not apply, non-project action. For projects listed in Horizon 2050, proposed utilities and construction activities, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X

Type name of signee:

Position and agency/organization:

Date submitted:

D. Supplemental sheet for non-project actions

Do not use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The approval of the Horizon 2050 plan would not, by itself, increase discharges to water, emissions to air, produce, store or release toxic or hazardous substances, or produce noise. However, some of the projects and programs listed in Horizon 2050 have the potential to have these impacts. For projects listed in Horizon 2050, the above impacts, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist)

- **Proposed measures to avoid or reduce such increases are:**

Horizon 2050 lists strategies to improve the regional transportation network in a balanced multi-modal approach within the financial constraints of the plan. The strategies were developed to facilitate the movement of people, goods and services while reducing or controlling negative impacts to the environment and quality of life of the region. Increased public transportation services and additional pedestrian and bicycling facilities are some of the projects and programs included in Horizon 2050. Other measures used to control or reduce transportation impacts include transportation demand management programs (e.g., Spokane County Commute Trip Reduction Program) and transportation systems management and operations strategies (e.g., intelligent transportation systems). Reducing or controlling air quality impacts from mobile source emissions is a crucial component of Horizon 2050. As individual projects move from planning to programming and design, further evaluation clarifies the impact of each project on the regional transportation system and on air quality. SRTC assists with analyzing project-level emissions. The biennial inspection and maintenance program is the primary CO control measure for Spokane County. PM-10 control measures include programs to reduce residential wood smoke, paving unpaved (dirt, gravel) roads, street sweeping programs and the use of liquid de-icers instead of sand. For projects listed in Horizon 2050, proposed measures to avoid or reduce increases, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The approval of the Horizon 2050 plan would not, by itself, affect plants, animals, fish or marine life. For projects listed in Horizon 2050, the likelihood of the project to affect plants, animals, fish or marine life, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

The approval of the Horizon 2050 plan would not, by itself, affect plants, animals, fish or marine life. Therefore, no measures are proposed or required. For projects listed in Horizon 2050, measures to protect or conserve plants, animals, fish or marine life, if applicable, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist)

3. How would the proposal be likely to deplete energy or natural resources?

The approval of the Horizon 2050 plan would not, by itself, deplete energy or natural resources. For projects listed in Horizon 2050, the likelihood of the project to deplete energy or natural resources, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist)

- **Proposed measures to protect or conserve energy and natural resources are:**

The approval of the Horizon 2050 plan would not, by itself, deplete energy or natural resources. However, Horizon 2050 recognizes the increase in vehicular trips as a result of the forecasted growth in population and employment through the years 2025-2050. Horizon 2050 includes strategies to protect and conserve energy and

natural resources by reducing the demand for single occupant vehicle (SOV) use. These strategies include increased public transportation services and additional pedestrian and bicycling facilities. Other measures intended to reduce SOV use, thereby protecting and conserving energy and natural resources, include transportation demand management programs (e.g., Spokane County Commute Trip Reduction Program) and transportation systems management and operations strategies (e.g., intelligent transportation systems). For projects listed in Horizon 2050, measures to protect or conserve energy and natural resources, if applicable, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The approval of the Horizon 2050 plan would not, by itself, use or affect environmentally sensitive areas or areas designated or eligible or under study for governmental protection. For projects listed in Horizon 2050, the likelihood of the project to use or affect environmentally sensitive areas or areas designated or eligible or under study for governmental protection, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

The approval of the Horizon 2050 plan would not, by itself, use or affect environmentally sensitive areas or areas designated or eligible or under study for governmental protection. Therefore, no measures to protect, avoid or reduce impacts to these resources are proposed or required. For projects listed in Horizon 2050, the measures to protect, avoid or reduce impacts to these resources, if applicable, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The approval of the Horizon 2050 plan would not, by itself, affect land and shoreline use, or allow or encourage land or shoreline uses incompatible with existing plans. However, Horizon 2050 stresses the importance of coordination between regional transportation and land use planning. The role of SRTC is reviewing local and regional comprehensive, land use and transportation plans for consistency with Horizon 2050 are detailed in the plan. For projects listed in Horizon 2050, the likelihood of the project to affect land and shoreline use or allow or encourage land or shoreline uses incompatible with existing plans, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

The approval of the Horizon 2050 plan would not, by itself, impact shoreline and land use. Therefore, no measures to avoid or reduce shoreline and land use impacts are proposed or required. However, the plan details the requirements, particularly under the Growth Management Act, for local and regional comprehensive, land use and transportation plans to be consistent with Horizon 2050. SRTC's role and responsibilities for ensuring consistency are stated in Chapter 1 of Horizon 2050. For projects listed in Horizon 2050, measures to avoid or reduce shoreline and land use impacts, if applicable, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

While Horizon 2050 is a non-project action, the plan recognizes increased demand on regional transportation infrastructure, services, and facilities as the region grows. The plan contains land use forecasts through the year 2050. Using these population and employment forecasts, SRTC conducts analysis using a travel demand model to predict future travel behavior. The demand on the regional transportation system is forecasted for the vehicular network as well as for public transportation, biking and walking. The analysis for Horizon 2050 estimates an increase of more than 412,000 vehicle trips per day by the year 2050 for the entire county. This increase in vehicular traffic is predicted to result in a 23% increase in vehicle miles traveled and a 26% increase in vehicle hours traveled on an average day in the year 2050. An additional 18,860 daily transit passenger trips is forecasted based on the land use projections and future improvements to the public transportation system. Also, nearly 260,000 walking or biking trips are forecasted to occur daily in Spokane County by the year 2050. The approval of the Horizon 2050 plan would not, by itself, directly increase demand on public services and utilities. For projects listed in Horizon 2050, increased demands on transportation or public services and utilities, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

- **Proposed measures to reduce or respond to such demand(s) are:**

Horizon 2050 lists strategies to reduce or respond to future demand on the regional transportation network in a balanced multi-modal approach within the financial constraints of the plan. The strategies were developed to facilitate the movement of people, goods and services while reducing or controlling negative impacts to the existing transportation network, the environment and the quality of life of the region. Increased public transportation services and additional pedestrian and bicycling facilities are some of the projects and programs included in Horizon 2050. Reducing or controlling air quality impacts from mobile source emissions is also a crucial component of Horizon 2050. The biennial inspection and maintenance program is the primary CO control measure for Spokane County. PM-10 control measures include programs to reduce residential wood smoke, paving unpaved (dirt, gravel) roads, street sweeping programs and the use of liquid de-icers instead of sand. Other measures used to control or reduce transportation demands include transportation demand management (TDM) programs and transportation systems management and operations (TSMO) strategies. TSMO measures include intelligent

transportation systems (ITS) such as traffic control, signal coordination, incident management, traveler information and weather operations. One example of a successful TDM measure in the region is the Spokane County Commute Trip Reduction (CTR) Program, which encourages the use of alternatives to the single occupancy vehicle (SOV) such as carpooling, vanpools, public transit, biking and walking. Other CTR strategies include alternative work schedules (e.g., compressed work week, flex time, telecommuting), parking management, education, information provision, ride matching, employer programs and other incentives. For projects listed in Horizon 2050, measures to reduce or respond to demands on transportation or public services and utilities, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Horizon 2050 does not conflict with local, state or federal laws or requirements for the protection of the environment. Horizon 2050 conforms to federal laws (40 CFR § 93.126), specifically the regulations governed by the Environmental Protection Agency (EPA) including 70 FR 37269 and 70 FR 38029. Horizon 2050 is consistent with federal regulations. The MTP must include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. For Horizon 2050, SRTC has undertaken consultation with the Spokane Regional Clean Air Agency, the Washington State Department of Ecology and the U.S. Environmental Protection Agency. Federal and state land management agencies and the Tribes in the Inland Northwest were also contacted for input on the plan. Also, this SEPA checklist was completed as part of Horizon 2050 and distributed to relevant agencies and provided to the public for review and comment. Horizon 2050 considers potential regional impacts to the natural and human environment through the Guiding Principles and Policies. The Horizon 2050 Strategies directly relate to the Policies and are intended to avoid, minimize and mitigate potential impacts to the environment. Specifically, **Guiding Principle 3: Stewardship** emphasizes that transportation decisions should have positive impacts to the human environment while minimizing negative impacts to the natural environment. Policy 3a reinforces this: “Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.” No adverse impacts to the human or natural environment are foreseen as a result of the Policies and Strategies in Horizon 2050.

In addition, SRTC ensures the Congestion Management Air Quality (CMAQ) projects funded through SRTC are improving air quality. The Horizon 2050 Strategies are regional in scope and may not address impacts at the local or project-level where they are the responsibility of the sponsor agency. Therefore, potential conflicts with local, state, or federal laws or requirements for the protection of the environment for specific projects listed in Horizon

2050, if any, will be identified by the responsible jurisdiction in the project-level review phase (project-specific SEPA checklist).

DRAFT