

HORIZON
2050 

Spokane Metropolitan
Transportation Plan

Requested Action

Agenda Item 4 | Pg. 9

Jason Lien

November 19, 2025



Requested Action

Recommend Board approval of the MTP /
RTP update: Horizon 2050

Updated Elements

- Guiding Principles
- Regional Activity Centers
- Financial Forecast
- Transportation Programs
- Regionally Significant list
- Chapter text and data
- Appendices – D. System Performance Report



Process Update

- 30-Day comment period complete
- Open House complete
- Draft updates complete



Comments Received

- Minor updates and suggestions
 - WSDOT
 - Commute Smart NW
 - STA
 - State Parks
- Three project-specific comments



Timeline

NOVEMBER 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DECEMBER 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Requested Action

Recommend Board approval of the MTP /
RTP update: Horizon 2050

Thank You

Jason Lien
jlien@srtc.org
509.343.6370



HORIZON
2050
Spokane Metropolitan
Transportation Plan

The logo for Horizon 2050 Spokane Metropolitan Transportation Plan features the word "HORIZON" in blue, "2050" in green, and "Spokane Metropolitan Transportation Plan" in a smaller green font. To the right of "2050" are three diagonal lines in green and purple.

Draft 2026 Transportation Improvement Program Guidebook

SRTC TTC
Agenda Item 5
Page 10

November 19, 2025



Requested Action

Recommend Board approval of the 2026 TIP Guidebook

TIP Guidebook

- Establishes goals and objectives for the TIP
- Outlines specific programming policies
- Provides critical TIP timelines

TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED 10/09/2025



2026 TIP Guidebook - Revisions

- Definition of Regionally Significant projects to remove transportation air quality conformity requirements
- Project Selection section to reflect the 2025 call for projects
- 2027-2030 TIP development schedule
- Congestion Management Process section to reflect the CMP approved by the SRTC Board earlier this year
- Amendment and Administrative Modification schedules

2026 TIP Guidebook - Revisions

Policy 4.4 One-Time 2-Year Extension

- Challenge – impact to meeting annual obligation target
 - Other projects must be advanced to meet \$12-13M annual delivery target.
 - As project phases increase in funding, it becomes increasingly difficult to support automatic extensions and continue to deliver \$12-13M per year.
 - Late extension requests limit the ability to rebalance the program effectively.
 - Trying to capitalize on opportunities for redistributed obligation authority

2026 TIP Guidebook - Revisions

Policy 4.4 Proposed Change

- One-time 1-year extension (for RW and CN phases only)
- Request must be submitted by March 1st
- Extensions are requested by phase
- No extension recorded if project sponsor obligates another project of equal or greater value in its place

2026 TIP Guidebook - Revisions

Policy 4.4 Proposed Change

If a **right-of-way or construction** project phase will not meet its targeted obligation date, the project sponsor must submit a written request to SRTC for a one-time extension **for one (1) year by March 1 of the current year, this is also known as an administrative grace period.** ~~of up to two (2) years~~ The request must include an explanation for the request and identify proposed impacts, such as schedule or budget. Project extension requests will be shared with the SRTC Board by SRTC staff. Project extension will be reflected through an approved amendment of the TIP. **If the project sponsor successfully obligates another project of equal or greater value in its place, the one-time extension request will not be recorded.**

2026 TIP Guidebook - Revisions

Policy 4.5 Clarification

If a project sponsor is unable to meet a targeted obligation date after the one-time grace period, the project sponsor may request an **additional** extension from the SRTC Board of Directors. The Board may grant the extension or may act to remove the project from the TIP. If the agency is permitted an extension, it must submit a revised schedule to SRTC within 30 calendar days of the Board action. If the Board acts to remove the project from the TIP, any regional federal funds awarded to the project shall be returned to SRTC for reallocation. If the project is eligible to receive regionally selected federal funds, it may be placed on the contingency list of projects for that fund source at the discretion of the Board.

Next Steps

November

- Committees - discussion

December

- TIP Working Group- discussion
- Board - update
- Committees - recommendation

January

- Board - approval

SECTION 1 - REGIONAL TRANSPORTATION PROGRAMMING

TRANSPORTATION PLANNING AND PROGRAMMING

At least once every five years, SRTC prepares a **Metropolitan Transportation Plan (MTP)** which establishes long-range goals for the region and identifies projects and strategies that will be necessary to implement them.

The newest MTP, Horizon 2050, is scheduled to be approved by the SRTC Board on 12/11/2025. For more information on *Horizon 2050*, please refer to SRTC's website, www.srtc.org, or click [here](#). The next update of the MTP is scheduled for 2030.

With a long-range plan in place, the **Transportation Improvement Program (TIP)** serves as a short-range programming document for projects that are planned over the next four years. The purpose of the TIP is to ensure that projects planned for implementation in the near future are consistent with the projects and strategies identified in the MTP.

The 2026-2029 TIP was approved by the SRTC Board 10/09/2025 and will go into effect at the beginning of the 2026 program year (approximately 01/01/2026). For more information about the 2026-2029 TIP, go to: <https://www.srtc.org/transportation-improvement-program/>.

For the purposes of SRTC's TIP, years one through four of the TIP constitute an agreed to list as defined by CFR 45.330. This means that once a project has been programmed into the first four years of the approved TIP, the project's sponsor(s) can begin implementation of the project by accessing funds to start preliminary engineering, right-of-way acquisition, or construction. Projects that are programmed in years five and six of the TIP are not part of the agreed to list and are not eligible for obligation without prior approval by the SRTC Board.

Metropolitan Transportation Plan (MTP)

- Long-range (20 yr+)
- Goals, objectives, performance measures
- Projects, strategies

Transportation Improvement Program (TIP)

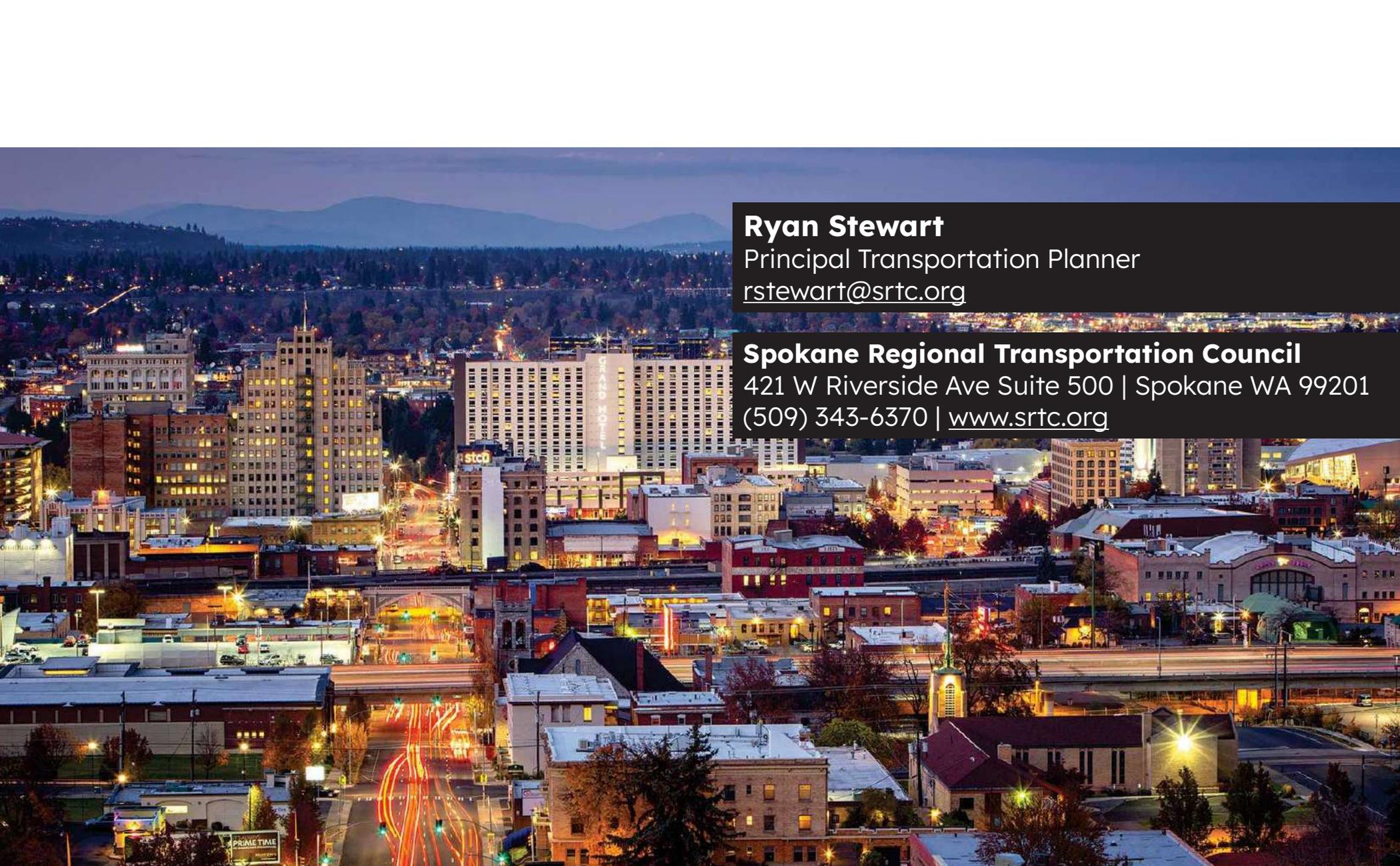
- Short-range (4 yrs)
- Regionally significant and/or federally funded projects

Implementation

- Projects built or implemented

Requested Action

Recommend Board approval of the 2026 TIP Guidebook



Ryan Stewart

Principal Transportation Planner
rstewart@srtc.org

Spokane Regional Transportation Council

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

Transportation Performance Management: PM1 - Safety

Transportation Technical Committee

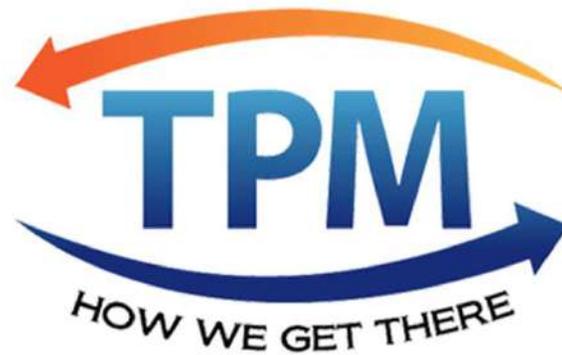
Agenda Item 6

Page 11

November 19, 2025



Transportation Performance Management



Safety



PM 1: Measures

1. Fatalities
2. Fatalities per 100M vehicle miles traveled
3. Serious injuries
4. Serious injuries per 100M vehicle miles traveled
5. Non-motorist fatalities and serious injuries

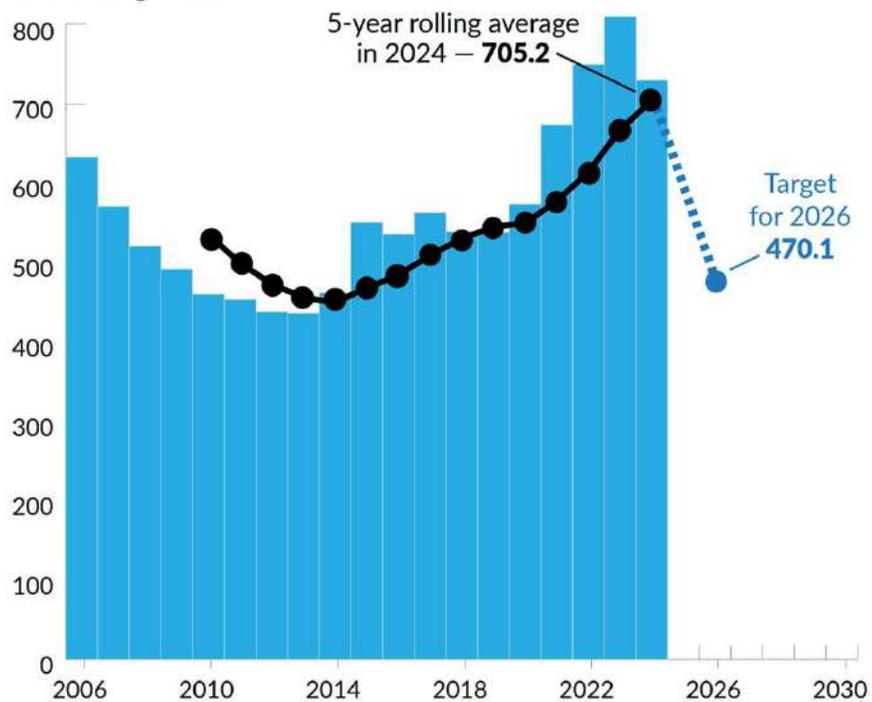
MPO Action

1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target
2. Commit to a quantifiable target for the metropolitan planning area

Statewide Targets and Trends

Measure No. 1 - Fatalities

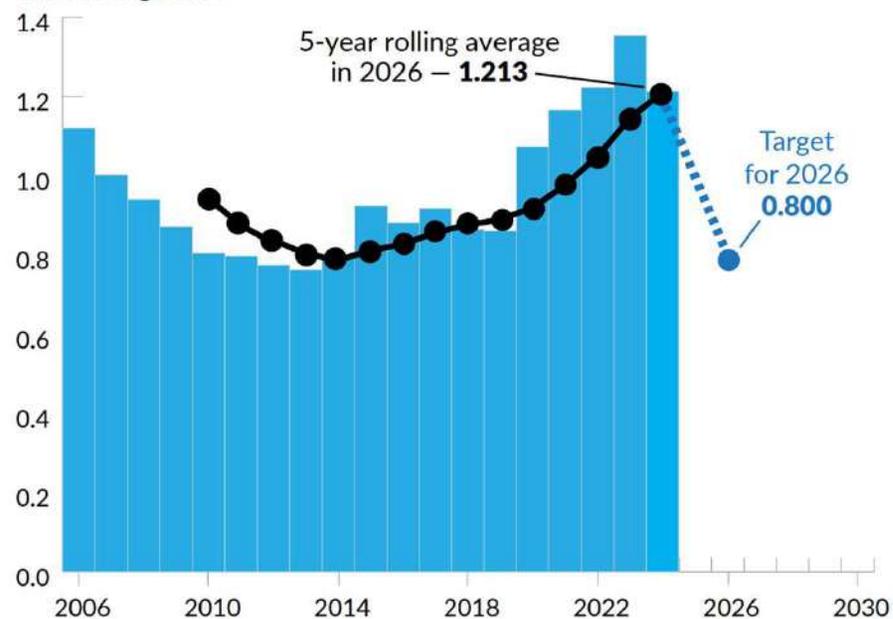
2006 through 2030



Data source: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary).

Measure No. 2 - Fatality rate per 100 million VMT

2006 through 2030

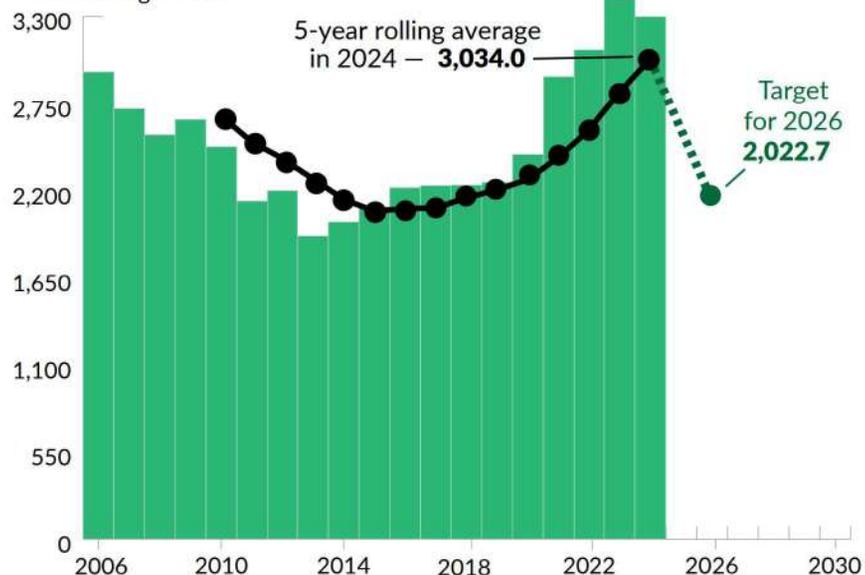


Data sources: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary); Washington State Department of Transportation - Highway Performance Monitoring System.

Statewide Targets and Trends

Measure No. 3 - Serious injuries

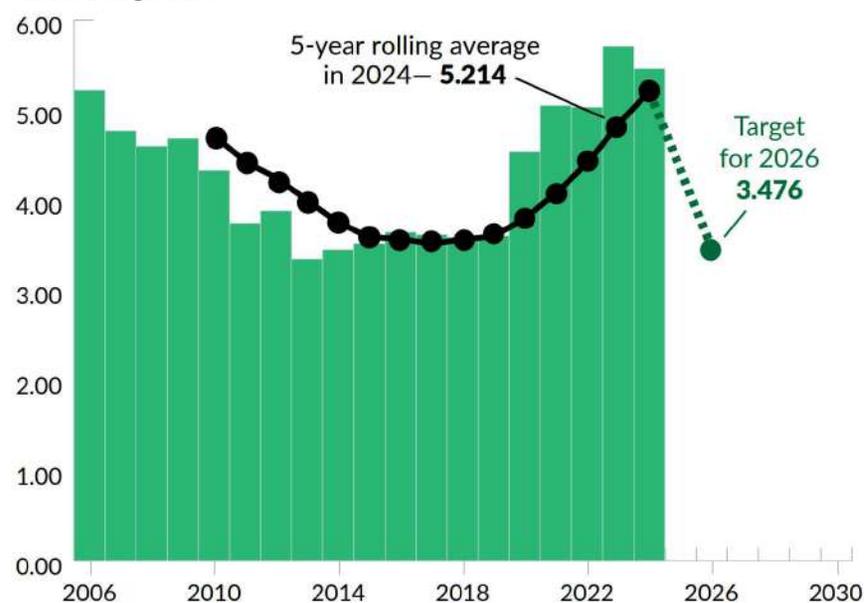
2006 through 2030



Data source: Washington State Department of Transportation - Crash Database.

Measure No. 4 - Serious injury rate per 100 million VMT

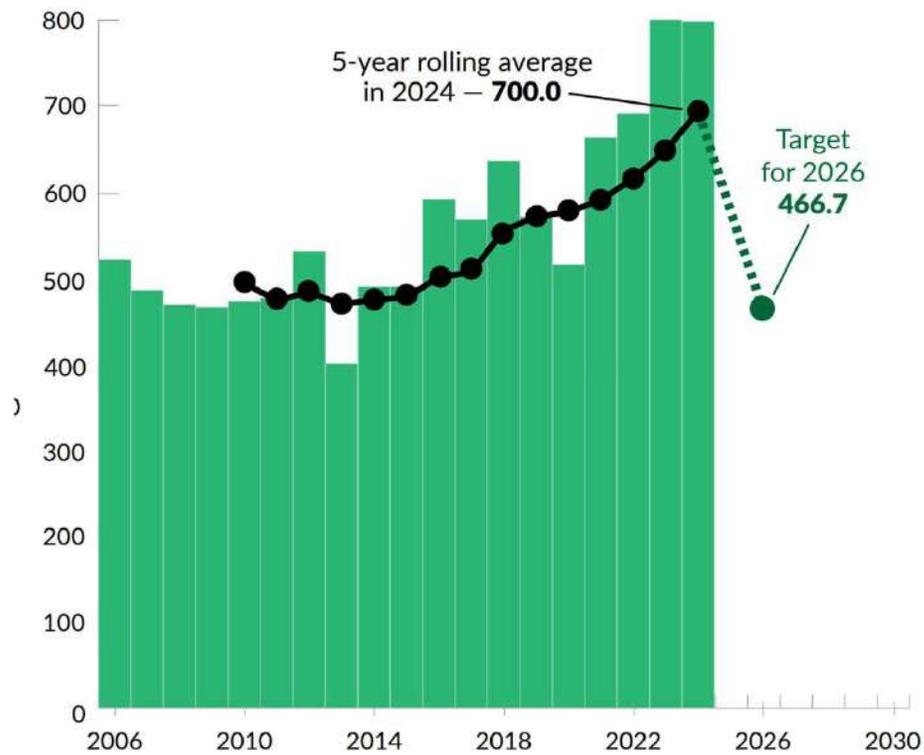
2006 through 2030



Data sources: Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

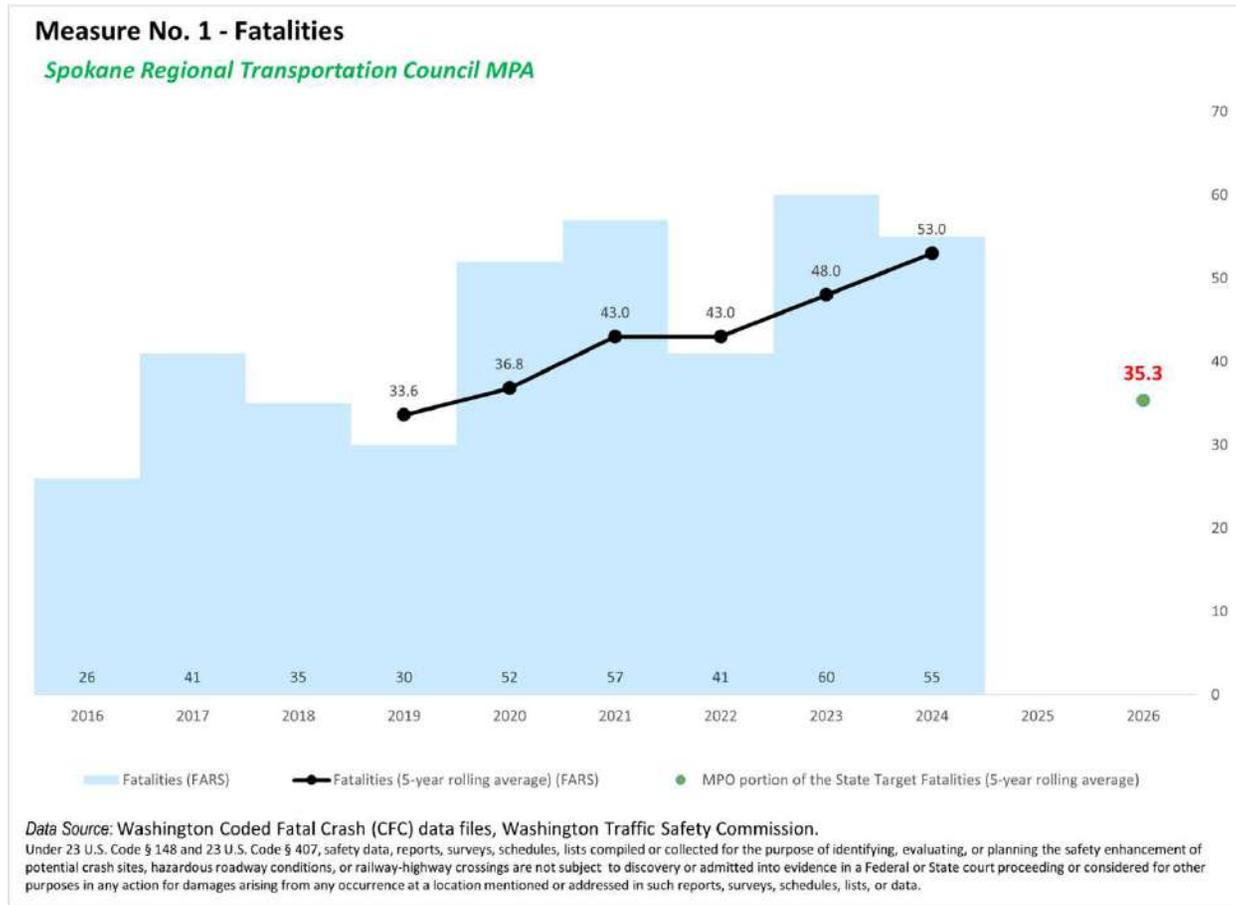
Statewide Targets and Trends

Measure No. 5 - Non-motorist fatalities and serious injuries
2006 through 2030

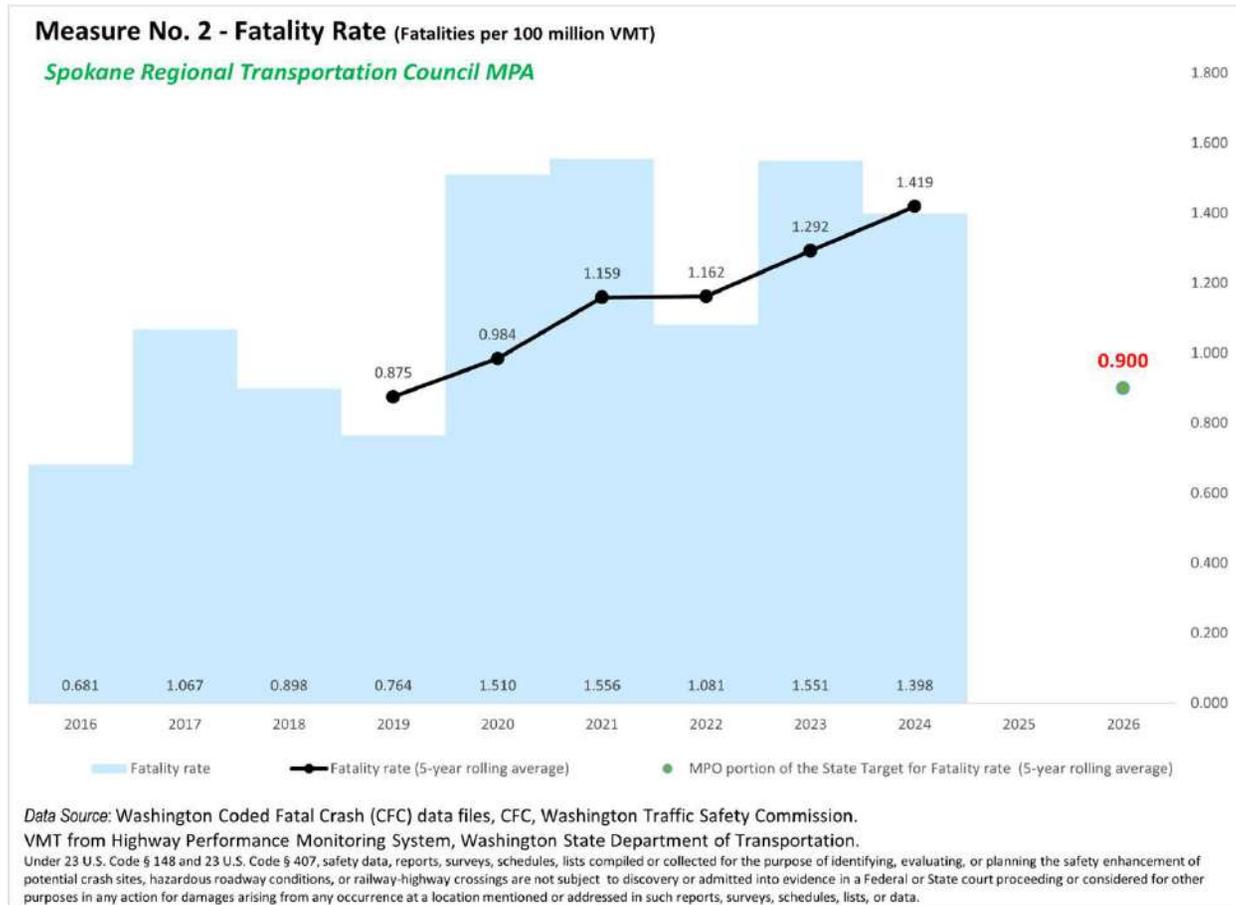


Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System;
Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

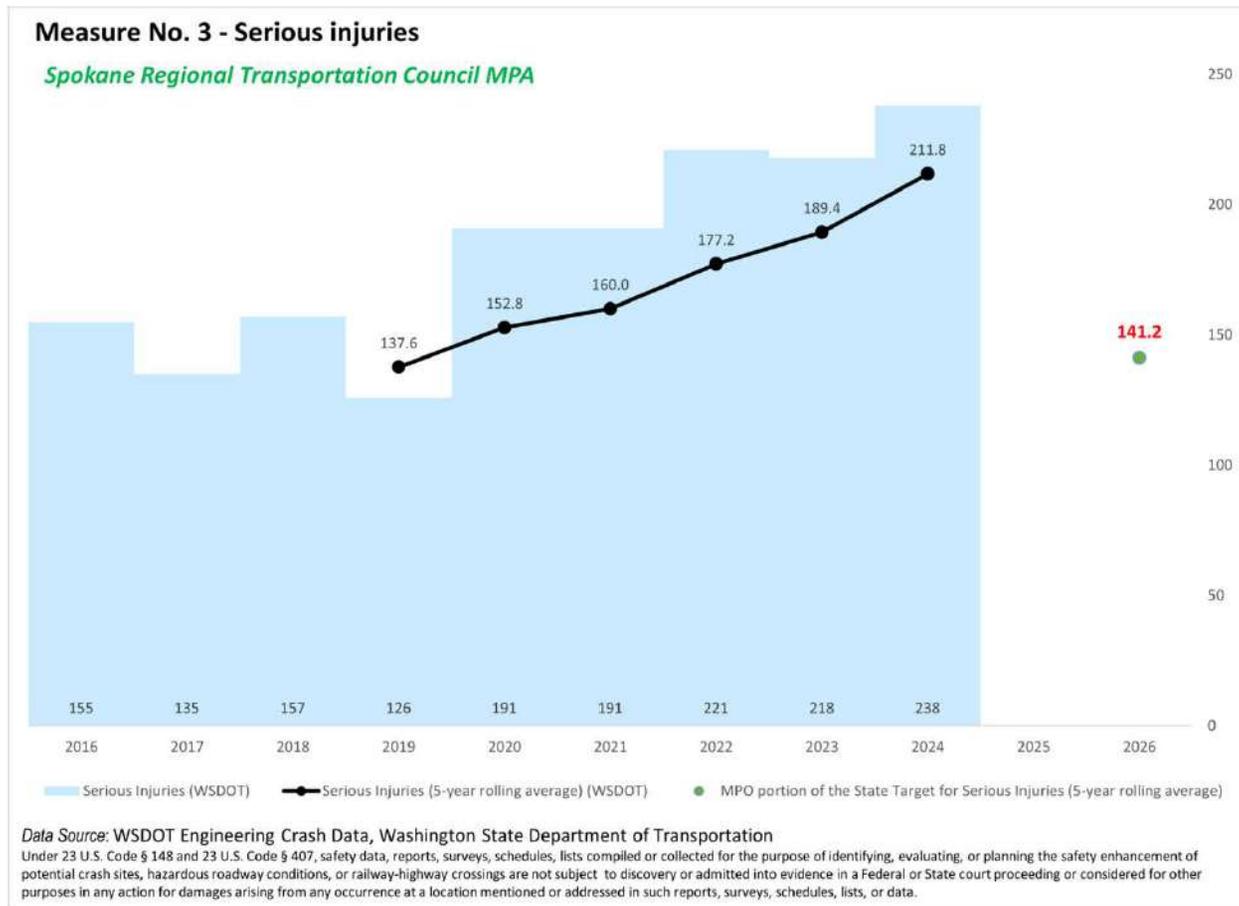
Spokane Region Targets and Trends



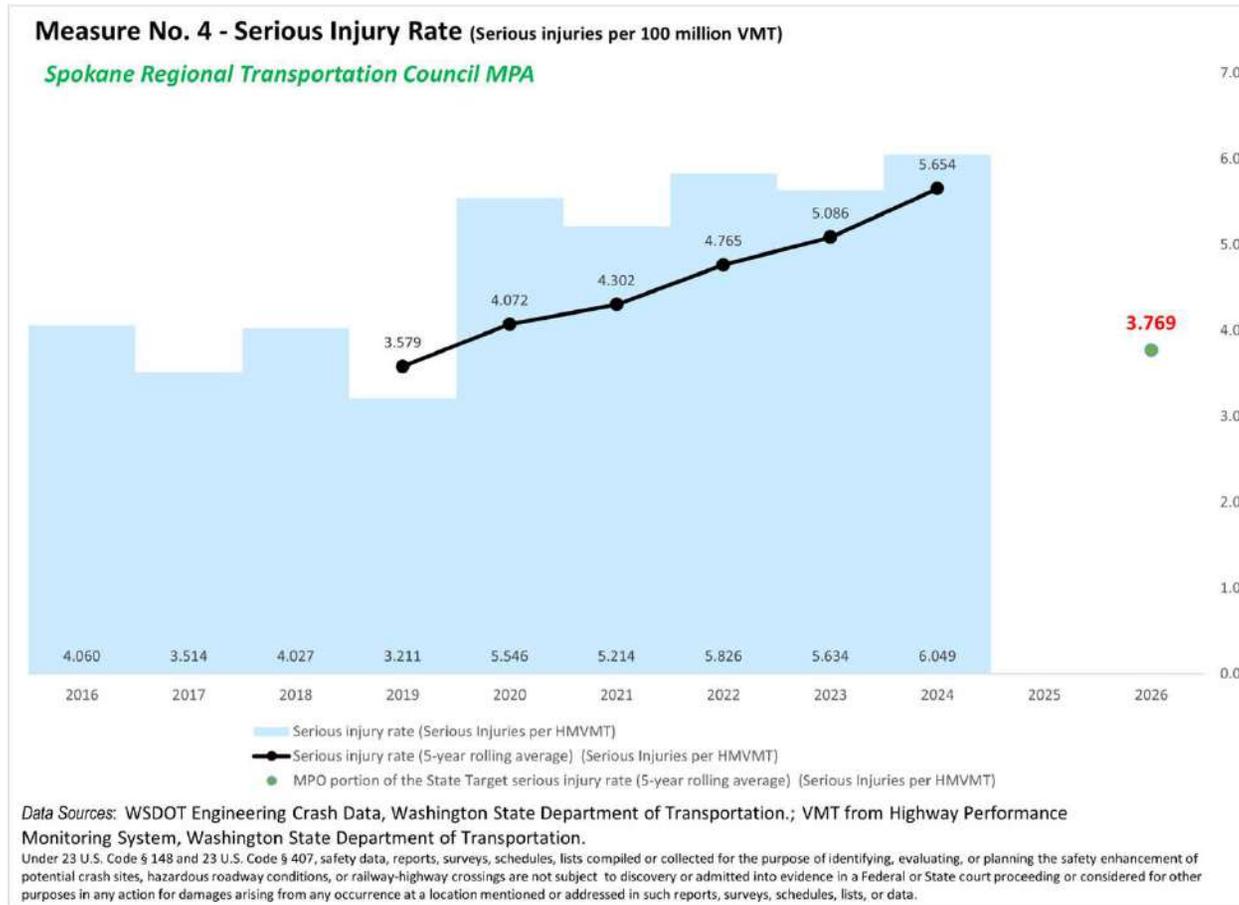
Spokane Region Targets and Trends



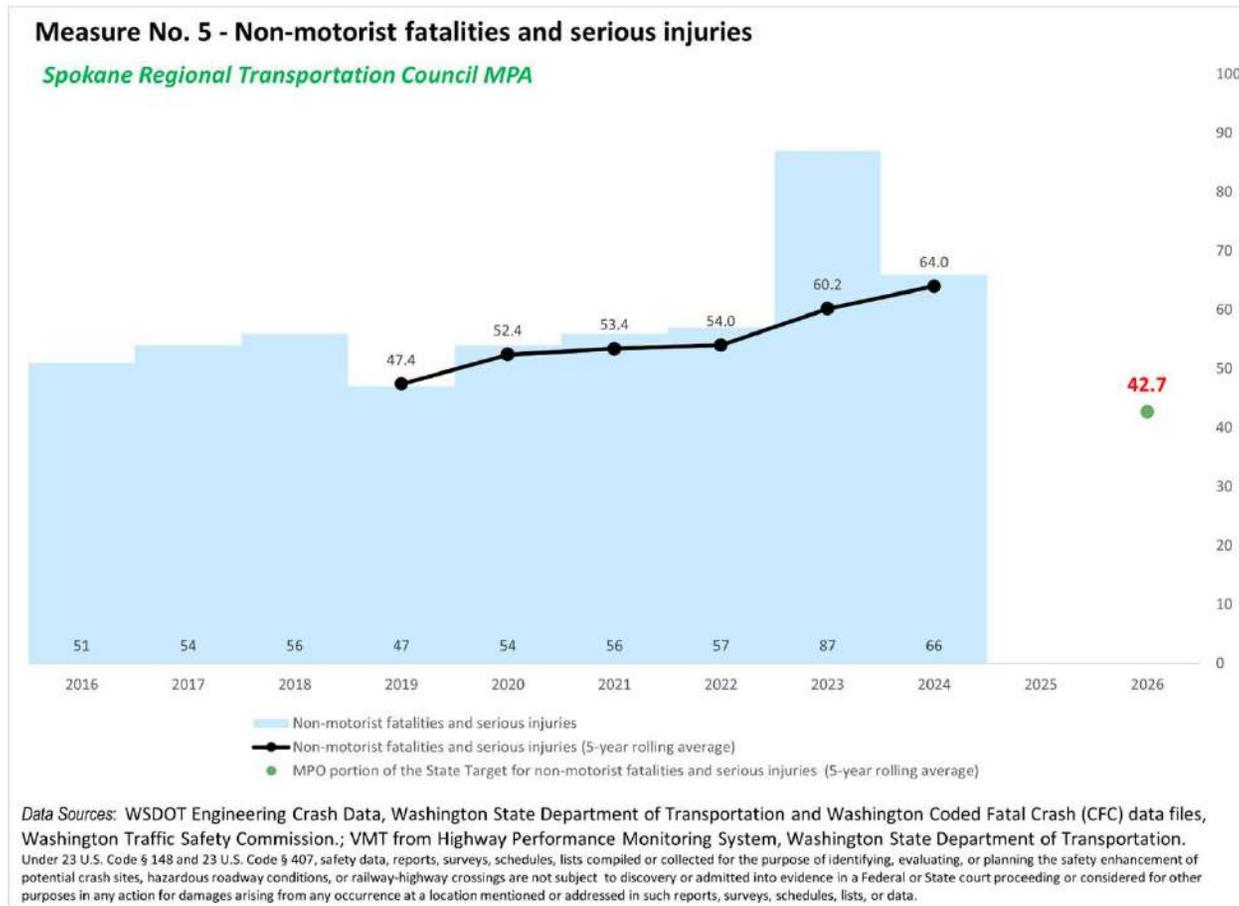
Spokane Region Targets and Trends



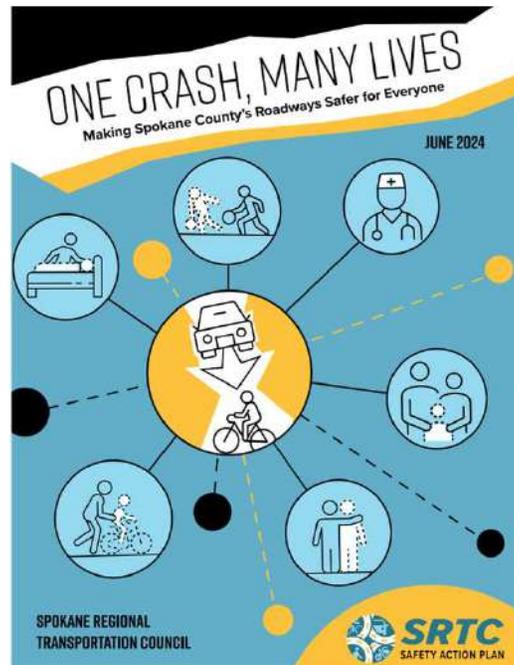
Spokane Region Targets and Trends



Spokane Region Targets and Trends

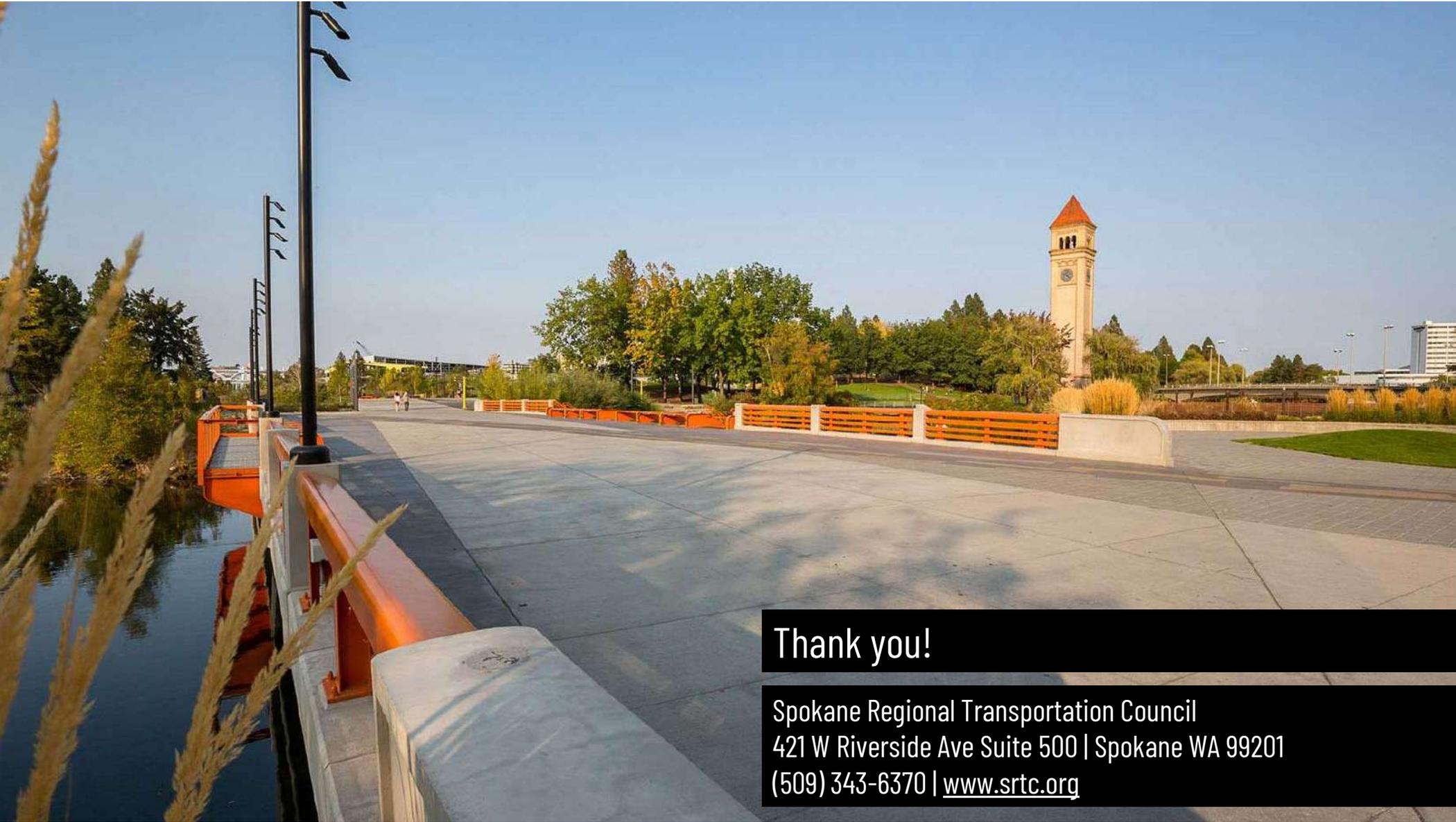


Regional Safety Action Plan



Next Steps

- Discussion with SRTC Board
- Return to TTC and TAC for recommendation to SRTC Board
- SRTC Board action



Thank you!

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



Spokane Regional Transportation Council

**Regional VMT Reduction Framework Plan and
Comprehensive Plan Review Manual Update**

Fall/Winter 2025



Project Scope

- 1. Assess Approach to Regional Vehicle Miles Traveled (VMT) Reduction**
- 2. Update the Comprehensive Certification Process Checklist**
 - Includes a review of SB 5412 SEPA Categorical Exemptions

Engage!

- **Working Group**
- **Individual Meetings**
 - **WSDOT**
 - **Member Agencies**

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



The Process

1. **Working Group Meetings** – February and May
2. **Presentation to TTC and TAC** - May
3. **Presentation to Policy Board** – June
4. **Meeting with STA** – June
5. **Meeting with WSDOT/Commerce** – July
6. **Meeting with City of Spokane** – August
7. **PTAC Meeting** – October

**Review Drafts
Distributed**

**May
September**



VMT – State of the Practice

Jurisdictions are not required to establish per capita VMT reduction targets at the regional or local level.

Growth Management Act (GMA)

- ✓ Requires strategies in Comprehensive Plans to reduce GHG emissions and per capita VMT

SB 5165

- ✓ Directed WSDOT to develop a process for establishing VMT reduction targets (In progress- for regional and local per capital VMT reduction target setting - excluding heavy duty vehicles)



VMT Reduction- Align with Peers

Peer agencies are:

- Monitoring and improving VMT estimation capabilities
- Setting goals to reduce per capita VMT in support of the GMA climate change and resiliency mandatory elements
- Using the regional travel demand model and HMPS data to establish trends
- Awaiting further guidance from WSDOT

1. Whatcom County Council of Governments (WCOG)
2. Southwest Washington Regional Transportation Council (RTC)
3. Puget Sound Regional Council (PSRC)
4. Thurston Regional Planning Council (TRPC)



SRTC Recommendations

Scenario/Year	2023	2035 Daily Per Capita VMT	2050 Daily Per Capita VMT
Existing	17.2	—	—
Scenario 1: Business-as-Usual	—	17.4	17.6
Scenario 2: Meeting Statewide VMT Goals	—	16.5	11.8
Scenario 3: MTP Horizon 2050 Land Use	—	—	19.8

- ✓ Continue to annually monitor per capita VMT using HPMS data
- ✓ Establish regional goals and collaborate with local jurisdictions to identify strategies for reducing per capital VMT
- ✓ Await further guidance from WSDOT



Comprehensive Plan Certification Manual Update

It does not add new requirements for member agencies – it is a tool to facilitate the review of required elements under SRTC’s review purview

SRTC’s Role

- ✓ Certify that the **transportation elements** are consistent with:
 - Regional Transportation Plan
 - Growth Management Act Comprehensive Plan Mandatory Elements



GMA Changes Since Last Update

Growth Management Act (GMA) Consistency Review

- Climate change and resiliency element: Support reductions in greenhouse gas emissions and per capita VMT
- More emphasis on ADA transition plans
- Identification of state and local system needs to equitably meet current and future multi-modal demands
- Multimodal level-of service (MMLOS) standards for all locally owned arterials, locally and regionally operated transit routes
- Inventory of active transportation facilities



Other Legislation/Policies

SB 5165 - VMT Reduction

- ✓ Directed **WSDOT** to develop a process for establishing VMT reduction targets

WSDOT 2024 Highway System Plan – Multimodal Level of Service

- ✓ Adopted standards for **state facilities** remain in effect
- ✓ Local agencies required to incorporate standards for both the Highways of Statewide Significance and regional state highways



Other Legislation/Policies

State Environmental Policy Act (SEPA SB 5412) - Infill and housing development categorical exemption

Allows proposed housing within urban growth boundaries to rely on environmental reviews completed at the comprehensive planning level rather than the individual project level

Cities and counties must:

- Include an environmental analysis that considers the density and intensity of use and multimodal transportation impacts
- Consult with WSDOT

RTPOs do not monitor or enforce SEPA actions, cities and counties are responsible for implementing and monitoring compliance



Updates to Checklist

Streamlined and added new questions to address GMA changes.

VMT Targets

- ✓ SRTC reviews for VMT reduction strategies as part of GMA

Multimodal Level of Service (MMLoS)

- ✓ SRTC reviews for regional consistency and strategies to address deficiencies
 - SRTC sets regional MMLoS for **Non-HSS State-Owned Transportation Facilities**
 - Local agencies set and measure the MMLoS standards for **local** arterials and transit routes



Updates to Checklist, cont.

SEPA SB 5412

- ✓ Added two questions to the checklist.

- 1) If an Infill and housing development categorical exemption is being request per RCW43.12C.229, does the environmental analysis address the proposed use or density and intensity of use and analyze multimodal transportation impacts, including impacts to neighboring jurisdictions, transit facilities, and the state transportation system?
- 2) Is consultation with WSDOT on impacts to state-owned transportation facilities clearly documented, including any necessary mitigation?



Next Steps

- ✓ **SRTC Policy Board Briefing – December**
- ✓ **SRTC Committees Recommendation – December**
- ✓ **SRTC Board Approval - January**



FFY 2027–2032 NHFP

Project Solicitation and Selection Process

SRTC Committees
Agenda Item 9
Page 16 (TTC) / 14 (TAC)

November 19, 2025



Overview

- ▶ WSDOT has announced the opening of their FFY 2027–2032 **National Highway Freight Program (NHFP)** project solicitation
- ▶ Approximately **\$11 million statewide** is expected to be available per year for local projects*
- ▶ MPOs/RTPOs are requested to submit a consolidated **list of regional freight investment priorities**

*Based on and assumes continued authorization of IJJA and availability of NHFP funds for FFYs 2027–2032. IJJA expires on September 30, 2026. Future federal funding amount, eligibility, timelines, and funding levels are subject to change pending congressional reauthorization or other federal actions, including state legislative appropriation.

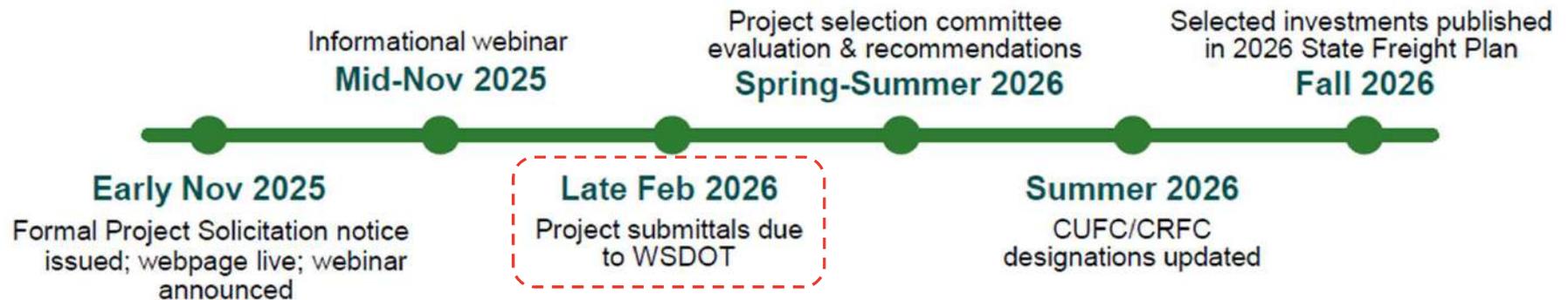
Project Eligibility

- ▶ **Clear Benefit to Freight Transportation**
- ▶ **Ready to obligate during FFYs 2027–2032**
- ▶ **Eligible project activity (PE, RW, CN)**
- ▶ **13.5% non-federal match**

*A complete list of eligibility criteria is available on the WSDOT NHFP website linked in the memo:

<https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans/national-highway-freight-program>

WSDOT Schedule



WSDOT Evaluation Criteria

Goal	Evaluation Criterion	Measure	Proposed point allocation (example based on 2022 process)*	Policy Goal weight (example based on 2022 process)*
Preservation	Improve the State of Good Repair of Freight Infrastructure	Pavement and/or bridge condition	20	20%
Safety	Prevent or Reduce Serious Injuries and Fatalities	Count of serious injury and fatality crashes within the project boundary	13	20%
	Reduce Conflict with Active Transportation Users	Separation or mitigation efforts	7	
Stewardship	Percent of Project Cost with Funding Match	Percent match	5	10%
	Prioritize Lowest-Cost Solutions for the Specific Freight Need	Evidence of low-cost solution consideration or implementation	5	
Mobility	Reduce Congestion and Improve Reliability	Level of congestion or reliability in the project area	15	15%
Economic Vitality	Support the Economy and Promote Employment	Project's distance from the nearest large-footprint freight-related building cluster	7	20%
	Location on the FGTS	FGTS designation or equivalent truck traffic volume	7	
	Intermodal Connectivity Between Modes	Degree of connection to an intermodal facility	6	
Environment	Reduce Freight Transportation's Negative Impacts on Stormwater Runoff	Addressing stormwater impacts above minimum requirements	5	15%
	Reduce Freight Transportation's Negative Impacts on Wildlife Habitats	Addressing wildlife habitat impacts	5	
	Reduce Freight Transportation's Negative Impacts on Fish Passage	Correcting fish passage barriers	5	
			Total	100%

SRTC Proposed Evaluation Criteria

Goal	Evaluation Criterion	Measure	Points
Preservation	Improve state of good repair of freight infrastructure	Pavement or bridge condition within project boundary	20
Safety	Prevent or reduce serious injuries and fatalities	# of fatal/serious injury crashes within project boundary in the last 5 years	20
Stewardship	Matching funds	Non-federal match %	10
Mobility	Reduce congestion and improve reliability	Travel time reliability in project area	15
Economic Vitality	Support economic activity and employment	Project distance from nearest freight cluster	7
	Located on FGTS Network	FGTS designation or equivalent truck traffic volume	7
	Intermodal connectivity between modes	Degree of connection to an intermodal facility	6
Environment	Reduce freight's negative impacts on stormwater runoff	Does the project address stormwater impacts above minimum requirements?	5
	Reduce freight's negative impacts on wildlife habitats	If located in WDFW Priority Habitat Area, does project address wildlife impacts?	5
	Reduce freight's negative impacts on fish passage	Does the project correct fish passage barriers?	5
Total Points			100

2022 Projects Funded

Project	NHFP Funding
Argonne Rd & Upriver Dr Intersection Improvements	\$300,000
Bigelow Gulch Corridor Safety & Mobility Project 2	\$6,000,000
Wellesley Ave: Freya to Havana	\$120,000
Sullivan/SR 290 Interchange (PE)	\$2,552,000
Region Total	\$8,972,000

Spokane region's proportionate share of statewide total based on:

- ▶ Population: \$3,850,000 (7.0%)
- ▶ NHFN Lane Miles: \$3,520,000 (6.4%)

Project Identification

- ▶ **SRTC Unified List**
- ▶ **Horizon 2050**
Regionally Significant Projects and Transportation Programs
- ▶ **Other projects meeting the NHFP criteria**
may be submitted by member agencies for evaluation

Potential Projects for Evaluation

	Project Name	Jurisdiction	Unified List	Project Status	Horizon 2050	Category	FGTS Class
1	South Barker Rd Corridor	Spokane Valley	Yes	Implementation	Yes	Short-Term	T-2
2	Argonne Rd/Upriver Dr Improvements	Spokane County	Yes	Development	Yes	Program	T-1
3	Latah Bridge Rehabilitation	Spokane	Yes	Development	Yes	Long-Term	T-3/T-1*
4	Argonne Bridge at I-90	Spokane Valley	Yes	Development	Yes	Short-Term	T-2
5	Sullivan/Trent Interchange	Spokane Valley	Yes	Development	Yes	Short-Term	T-1
6	Craig Rd & I-90 Four Lakes Connection	Spokane County	Yes	Development	Yes	Long-Term	T-3
7	US 195 Corridor Projects (Inland Empire Way)	Spokane	Yes	Initiation	Yes	Long-Term	T-2
8	Barker/I-90 Interchange	Spokane Valley	Yes	Initiation	Yes	Long-Term	T-2
9	Market St Reconstruction	Spokane County	Yes	Initiation	-	-	T-2
10	Harvard Rd Reconstruction Phase 2	Spokane County	-	-	Yes	Short-Term	T-3
11	18th/21st Ave Corridor	Airway Heights	-	-	Yes	Long-Term	T-2*
12	Harvard Rd/BNSF Grade Separation	Spokane County	-	-	Yes	Long-Term	T-2
13	Whistalks Way Reconstruction	Spokane	-	-	Yes	Program	T-2

*Project provides parallel/redundant capacity to the FGTS route.

Proposed SRTC Schedule

SRTC Board

November 2025

- ▶ Introduce process + proposed project evaluation criteria

January 2026

- ▶ Draft projects list

February 2026

- ▶ Final projects list

TTC + TAC

November 2025

- ▶ Introduce process + proposed project evaluation criteria

December 2025

- ▶ Draft projects list

January 2026

- ▶ Final projects list

February 2026

- ▶ Submit regional priority projects list + project submittal forms to WSDOT